

City of Covina

Engagement Summary

Covina Active Streets and Multimodal Connectivity Plan

City of Covina



Prepared by:
MIG, Inc.



Final
January 23, 2024

Introduction

The project team conducted three rounds of outreach over the development of the Covina Active Streets and Multimodal Connectivity Plan (CASMCP) to ensure that the plan reflected the community's wants and needs. Each round of engagement included online engagement, pop up opportunities, and formal public meetings. All engagement activities were conducted in English and Spanish. Underserved and disadvantaged areas of the city (identified through the equity assessment) also received targeted outreach to provide maximum and appropriate engagement opportunities for difficult-to-reach populations.

Outreach

Round #1 – Groundtruthing Existing Conditions, August 2022 – October 2022

The purpose of the first round of engagement was to introduce the project to the public and gather initial feedback on challenges and opportunities for walking, biking, and transit. There was a total of four events held during this round, which included:

- August 23, 2022: Project Workshop at Covina Planning Commission
- August 26, 2022: Pop-Up at Covina Farmers Market
- October 4, 2022: Pop-Up at National Night Out
- April 11, 2023: Project Update at Covina Transportation and Mobility Advisory Commission

Round #2 – Understanding Community Priorities, May – June 2023

The second round of engagement focused on understanding what improvements were of most need and priority to community members. Active SGV, a local community-based organization, was brought on as a partner to help reach a wider and inclusive audience, such as those with limited English proficiency and diverse cultural backgrounds. The events during this phase were more interactive and included a community bike ride and walking tour to provide an on-the-field survey of key transportation barriers. A working group session was also conducted with parents and educators from the Covina-Valley Unified School District (CVUSD). The project team identified the CVUSD as a key stakeholder as it is the only school district with the study area's boundaries. Each of these events occurred in or near the equity priority areas identified through the equity analysis.

- May 6, 2023: Community Bike Ride and Feedback Session led by ActiveSGV (*Held in Downtown Covina, which is located within Equity Priority Area #3*)
- May 11, 2023: Parents & Educators Working Session with Covina-Valley Unified School District and ActiveSGV (*CVUSD office located between Equity Priority #3 and #5*)
- May 21, 2023: Community Walk and Feedback Session (*Held in Downtown Covina, which is located within Equity Priority Area #3*)
- June 13, 2023: Project Update at Covina Planning Commission

Survey Tool – Web-Based and Print Mobility and Access Questionnaire, August 2022 – October 2022 and May 2023

The survey served as a tool to hear more from the community about how they move about the study area. It provided the project team with insights into existing mobility patterns and preferences. The

survey was live during the first and second rounds of engagement. The survey was provided in English and Spanish. Copies of a paper version of the survey were also made available to public facilities and community partners.

Round #3 – Confirming Community Priorities, September - October 2023

The third round of community workshops focused on confirming the consensus of the plan recommendations and discovering the communities' priority for projects.

- September 30, 2023: Pop-Up at Sacred Heart Annual Festival (*School located in Equity Priority Area #4*)
- October 13, 2023: Pop-Up at Thunderfest Car Show and Music Festival

Attachments

The following pages include exhibits that reflect all the engagement activities held during the course of the project. These include:

- Poster Board Comments from Round #1
- Community Bike Ride, Walking Tour, and CVUSD Working Session Key Takeaways
- Walking Tour Summary
- Poster Board Comments from Round #3
- Survey Methodology and High Level Takeaways

Covina Active Streets and Multimodal Connectivity Plan



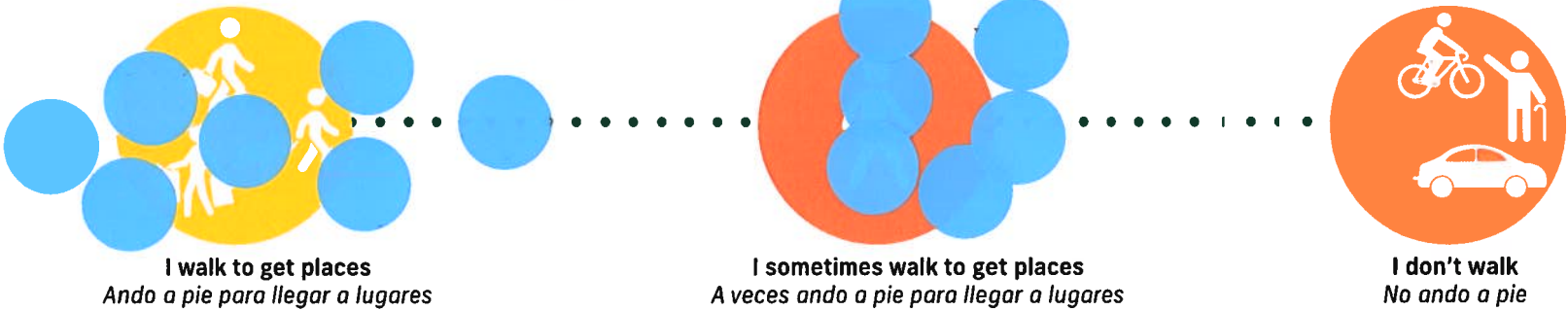
Directions:

For questions 1-3, mark along the scale that most closely reflects your preference/behavior.
Write any reasons why you like/don't like using a specific mode in Covina.

Instrucciones:

Para las preguntas 1 a 3, coloque una calcomanía en la escala que más refleja su preferencia/comportamiento.
Escribir las razones por las que le gusta/no le gusta usar un modo específico en Covina.

1. What do you think about walking? ¿Qué piensa sobre andar a pie?



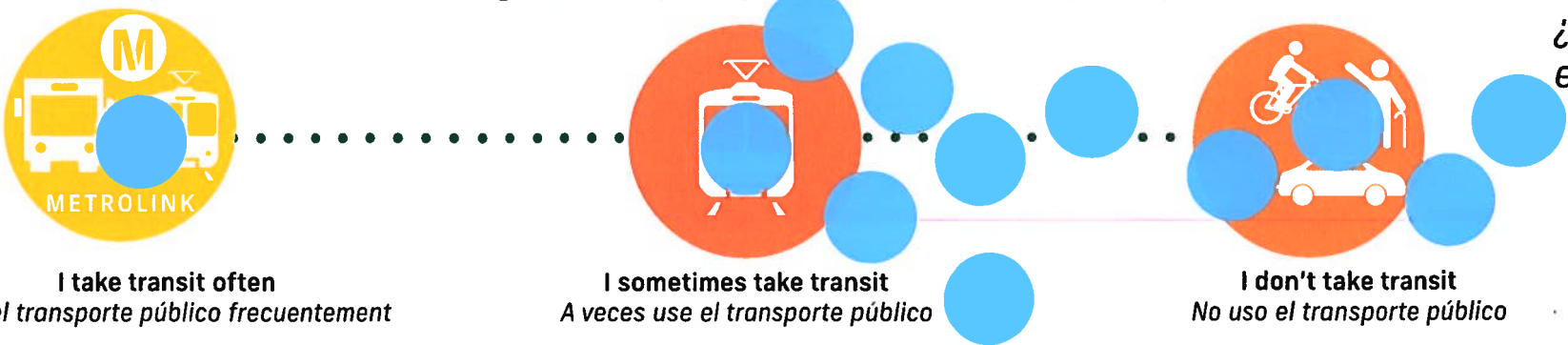
Why do you walk or not in Covina?
¿Por qué anda o no anda a pie en Covina?

2. What do you think about biking? ¿Qué piensa sobre andar en bicicleta?



Why do you bike or not in Covina?
¿Por qué anda o no anda en bici en Covina?

3. What do you think about taking transit? ¿Qué piensa sobre el transporte público?



Why do you use transit or not in Covina?
¿Por qué usa o no usa el transporte público en Covina?

Covina Active Streets and Multimodal Connectivity Plan



Directions:

For both questions, place the appropriate color sticker on the map at your destination or where issues are present.

You can place as many stickers on the map as you would like.

Instrucciones:

Para las dos preguntas, coloque la calcomanía del color correspondiente en el mapa de su destino o donde haya problemas.

Puede colocar tantas calcomanías en el mapa como quiera.

1. I use these modes to get to places:

Uso estos modos para llegar a los lugares



andar a pie



bike
andar en bici



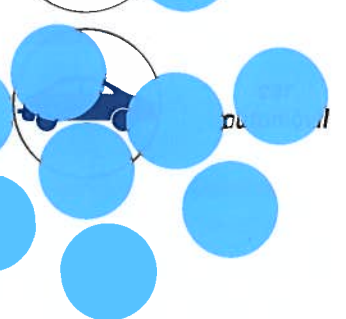
board / other
patineta / otro



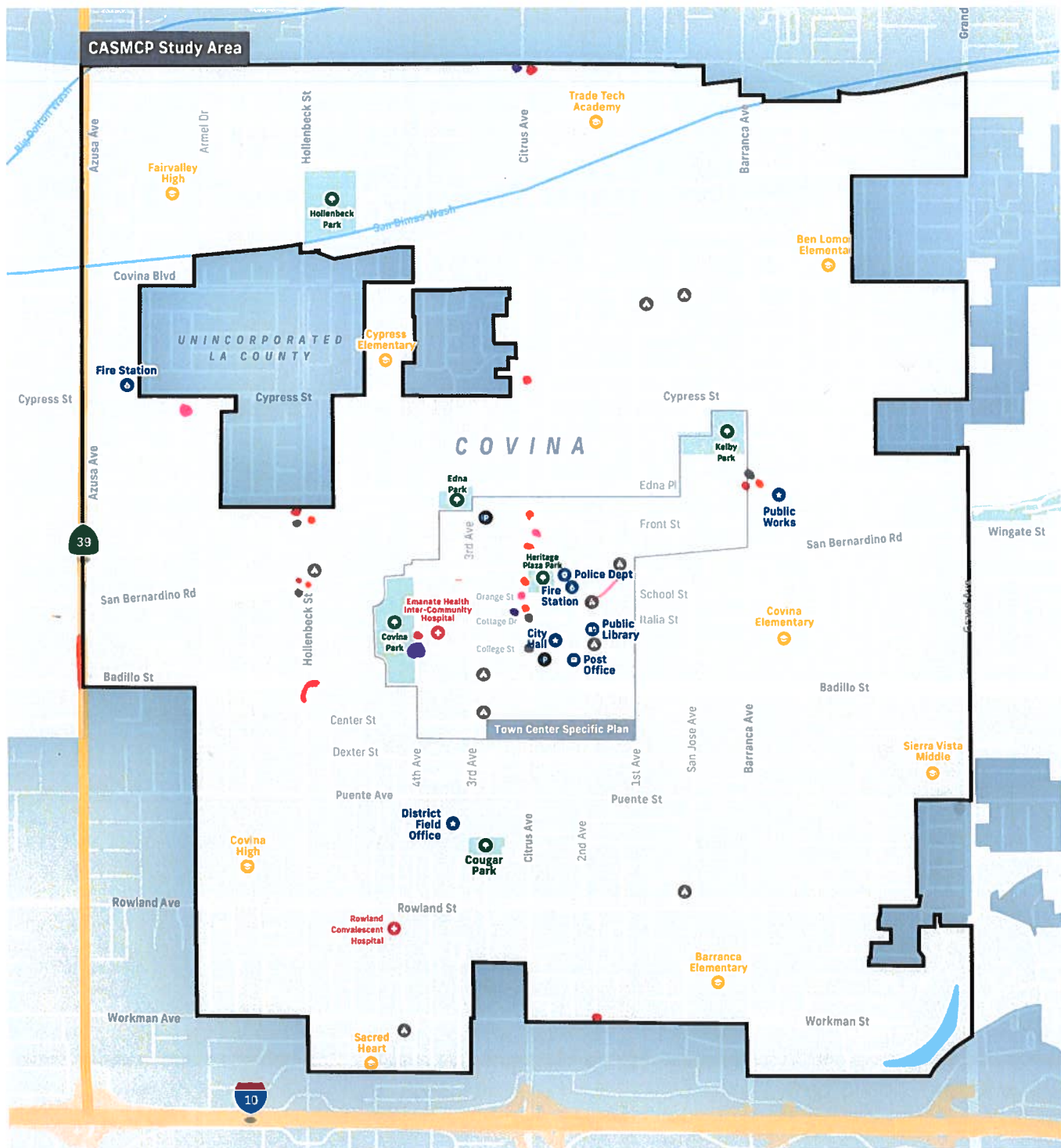
mobility assistance
asistencia de movilidad



transit
transporte público



car



2. I experience issues at places:

Experimento problemas en lugares:



poor/broken
sidewalks
aceras dañadas



not enough shade
no hay suficiente
sombra



lack of lighting
falta de
iluminación



lack of bike
infrastructure
falta de infraestructura
para bicis



crossings don't meet
my needs
los cruces no
satisfacen mis
necesidades



uncomfortable
conditions
condiciones
incómodas



inattentive/fast
drivers
conductores
distráidos/rápidos



no seating
falta de lugares para
sentarse



Why do you walk or not in Covina?

¿Por qué anda o no anda a pie en Covina?

I walk everyday after school

Lark Ellen Ave

Why do you bike or not in Covina?

¿Por qué anda o no anda en bici en Covina?

Why do you use transit or not in Covina?

¿Por qué usa o no usa el transporte público en Covina?

Why do you walk or not in Covina?

¿Por qué anda o no anda a pie en Covina?

Why do you bike or not in Covina?

¿Por qué anda o no anda en bici en Covina?

Why do you use transit or not in Covina?

¿Por qué usa o no usa el transporte público en Covina?

Other, I believe Citrus Ave
should be walkable from Center St
to San Bernardino - Basically,
pedestrian and biker only!

Why do you walk or not in Covina?
¿Por qué anda o no anda a pie en Covina?

Why do you bike or not in Covina?
¿Por qué anda o no anda en bici en Covina?

Citrus is to fast
near San bernadino rd
Bike lanes would be great

Why do you use transit or not in Covina?
¿Por qué usa o no usa el transporte público en Covina?

Engagement

Round 2 Bike Audit

Led by ActiveSGV on Saturday, May 7th



60+ cyclists joined a 10-mile ride around the study area and to the Gold Line station.



Riders of all ages joined the ride.



Extensive feedback was collected after the ride on what improvements participants would like to see.



The background image shows a community meeting taking place outdoors on a city street. Several people, including children and adults, are gathered. Some are wearing bicycle helmets. In the background, there are parked cars, including a white pickup truck and a dark sedan. A storefront with a sign that says "SCOOPS ON TOP" and "SUPER EPIC ICE CREAM" is visible. A banner with the word "SUPPORT" is partially visible on the right. The scene is brightly lit, suggesting it's daytime.

"More lighting needed. Dangerous Crossing uncontrolled intersections especially at dusk"

"Class 1 or 2 bike lanes north/south"

"More controlled intersection all around parks"

"[Shade] very limited, more tree canopy needed"

"Will bike ride more if it was safer to do so"

"[Cars drive] fast on Citrus"

"Less potholes. Fix the streets"

Engagement

Round 2 Bike Audit

Engagement

Round 2 Walk Audit

Walk Audit on Sunday, May 21st



The project team introduced participants to the project, key terms, and collected feedback from their experiences.



Eight participants and children walked Downtown Covina



Engagement

Round 2 Walk Audit



Active Streets & Multimodal Connectivity Plan

FRONT ST

- NO CROSSWALKS
- LOOK LIKE NO CONNECTION
- NOT WELCOMING
- NO DRAW

SAFETY CONCERNS

GLENDORA/CYPRUS

- NOT WALKABLE
- POOR AMENITIES

PUENTE-BARANO/CITRUS

- NO SIDEWALKS

SB/BADILLO MANZANA

- UNWELCOMING
- LACK OF SIDEWALKS

CITRUS

- PED FRIENDLY
- ACTIVATED
- ARTICULATE VISION INDUSTRIAL/US. OTHER
- BLOCK N SAN BERN
- BACKED UP TRAFFIC N → S UP TO MUNK

2ND ST

- PED ALT
- NEEDS LIGHTS @ XINGS
- LACKS SHADE
- PAVERS
- NOT INVITING
- ITALIA - BETTER CONNECT
- 31 FLAVORS COLLEGE INTERSECTION POOR
- BADILLO-MERGING

METROLINK

- ACCESS BUS/TRANSIT STOP. -POOR
- LACKS ORIENTATION DON'T KNOW WHERE YOU ARE OR GOING
- NEEDS CONNECTION
- OPPORTUNITY TO CONNECT TO DNTN
- IMPROVE ACCESS TO STRUCTURE

Engagement

Round 2 School District Meeting

Held on May 11th, 2023

Facilitated by ActiveSGV and Fehr & Peers

12 parents and staff in attendance

Key Themes/Desires:

- **Shade and bus stop amenities**
- **Crosswalk enhancements**
- Education and enforcement strategies targeting **poor driver compliance** with yielding and turn restrictions
- **Enhance the streetscape**
- Traffic calming, lighting, and other measures so people feel **more comfortable walking/taking transit**

Covina ASMCP

Walk Audit Approach and Format

Introduction

The walk audit was designed to engage the community in the second round of the Covina Active Streets and Multi-Modal Connectivity Plan. The walk audit took place on Sunday, May 21 from 9am-12:30pm. The route took place through Downtown Covina, along 2nd Avenue, Badillo Street, Citrus Avenue, and Front Street (see Figure 1). In total eight community members participated in the event.

Members of the project team that attended the event include:

City of Covina

Daniella Andrade

Fehr & Peers

Melody Wu

MIG, Inc.

Esmeralda García

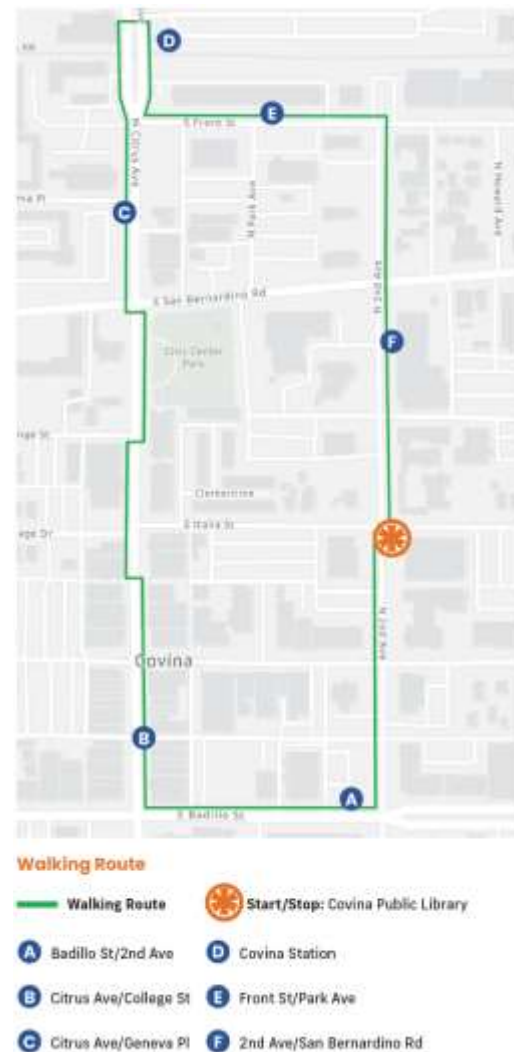
Jackie Martinez

Sara Perez Rojas

Approach

The Covina Public Library served as the starting and ending point of the walk audit. Prior to the start of the walk audit, the MIG team gave a presentation informing participants about the day's agenda, project background, walk audit purpose, and instructions on how to perform the walk audit. Participants were also given a guide booklet to record what they observed during the

Figure 1: Walk Audit Route



walk. Esmeralda García, Jackie Martinez, and Sara Perez Rojas of MIG served as facilitators that guided participants through the walk audit.

After the orientation, participants broke up into one large group and walked the route. Stops were made at previously identified locations which served to expose participants to certain conditions such as narrow sidewalks, fast-moving vehicles, and unsafe crosswalks. Facilitated conversations were held at each stop to encourage participants to reflect on what they were experiencing at that moment. Participants were also encouraged to rank the stops on a scale of 1-5 (1 = strongly disagree and 5 = strongly agree) based on how poorly or adequately certain criteria were present along the route. The following is a list of criteria that they were asked to rank:

Safety

1. There is a presence of highly transparent ground floors, windows, and entries
2. Sidewalks are smooth and without cracks, vegetation is trimmed, etc.
3. There is enough separation between pedestrians and traffic through ample sidewalks width, landscaping, and street furniture.
4. Drivers yield to pedestrians and traffic is slowed via narrow roadways, striping, no turn on red lights, etc.
5. There is clear safety signage, such as yield and stop signs.

Aesthetics

1. Public realm is interesting and captivating with unique characteristics and landmarks
2. Consistent landscaping that provides ample shade and is well maintained.
3. There are varied and sufficient pedestrian amenities that are well maintained and inviting.
4. There is a lack of unpleasant smells, blank walls, vacant lots, trash, and fences

Accessibility

1. Sidewalks are large enough for pedestrians to move comfortably in opposing directions.
2. Sidewalk quality is consistent.
3. Signalized intersections allow ample time to cross, frequently allow pedestrians to cross and are a reasonable distance.
4. Signage provides clear directional and locational information.
5. Curbs and curb ramps are present at all crossings.

After the walk audit concluded, a facilitated discussion was held at the library to debrief on participants' overall thoughts and experiences. Comments from this discussion were captured on a wall graphic.

Participant Feedback

The following provides an overview of the comments received at each stop and a summary of some overall themes that arose from the conversations with participants.

Stop #1: Badillo St/2nd Ave

Overall Ranking and Key Takeaways:

Safety: 2.4

Aesthetics: 2.8

Accessibility: 2.6

Participants noted that intersections lacked highly visible crosswalks and/or not enough phasing time was dedicated to allow pedestrians to cross the street safely and comfortably. They also noted that the lack of landscaping and shade trees negatively impacted the overall aesthetics of the area. Another significant attribute of the area was the alley adjacent to the Wells Fargo. Participants remarked that the alley is heavily used and somewhat difficult to navigate because of a lack of clear sightlines between alley, parking lots, and main arterials.

Comments:

Shade

- Need more shade on 2nd Ave
- Not enough trees on 2nd
- Dead trees
- Need more trees
- Need more shade
- Post Office need landscaping, no trees
- Citrus has more shade

Crosswalk Improvements

- Add a flashing beacon – 2nd Avenue / Library
- Conditions at 31 flavors intersection are poor
- Unsafe corner at College and 2nd Ave
- Short signal to walk across Badillo
- Blind corner
- Corners not handicap accessible
- Very quick light cross over Badillo St
- Maybe add some sort of signal control at the crosswalk to the library
- Not enough time to cross the other way from one side of 2nd Ave to the other
- Crosswalk time could be longer
- Basking Robin's needs more space for pedestrians at intersection

Vehicle Speed and Traffic

- 2nd/Italia issues with safety speed
- No signal or entrance/exit at Post Office (alley)
- Very high traffic (alley)
- Stop sign inside/hidden (alley)
- High traffic alley
- Alley behind Post Office is hard to see when exiting

Public Realm

- The post office is unsightly
- Sidewalks need to be smoother
- Citrus is slow, library needs something better especially to the library
- No eyes on streets unless at during church hours
- McIntyre has done a good job “gentrifying”

Stop #2: Citrus Ave/College St

Overall Ranking and Key Takeaways:

Safety: 3.8

Aesthetics: 4.2

Accessibility: 4.2

Participants loved the aesthetic of downtown and many noted how the brick façade of buildings and decorative pavers along sidewalks contributed to an overall pleasant walking experience. They also pointed out certain elements that contributed to a safer environment such as high visibility/marked crosswalks, wider sidewalks, and the presence of more pedestrian amenities. They also felt that parking helped create a barrier between pedestrians and the street, which made them feel safer walking. Participants mentioned that the transition between 2nd and Citrus Avenue along Badillo Street was a bit harsh and did not contribute to an overall cohesive look and feel with the surrounding area. Many also noted motorists tend to make unsafe turn movements at the corner of Badillo and Citrus. They mentioned motorists tend to either use the turn lanes to move straight through the intersection or attempt to merge onto the through lane from the turn lanes.

Comments:

Architectural Style and Aesthetics

- Pavers, nice brick, and lighting are pleasant
- Liked aesthetics of downtown, brick, wider sidewalks, slower traffic, trees, more trash cans
- Brick in breezeway should be extended to southside
- Love the brick on the buildings

- Relief to get to downtown area
- Very welcoming
- Brick paths makes it more pleasant for pedestrians
- Bars across make it confusing as to when to access

Pedestrian Amenities

- Benches in breezeways is nice
- More places to sit in alleyways
- Pedestrian amenities in breezeway

Road Safety

- Merging on Badillo is difficult
- RRFBs at crossings are good at slowing down traffic because drivers are scared they can hit something
- Need tactile warning devices
- Audio pedestrian signals are helpful
- Dangerous corner at Badillo/Citrus because drivers tend to go straight through the intersection onto Badillo from turning lanes on Badillo
- Speed limit not visible
- Dangerous corner at Badillo/Citrus need left turn signals
- Feel more protected with parked cars that provide a sort of barrier
- Corner (Badillo/Citrus) is dangerous, need more cohesive transition/change in aesthetic/safety
- More clear distances for pedestrian crossing

Branding and Identity

- Good signage
- Downtown is beautiful
- New signage looks great
- Has a great vibe
- Nice signage for bus
- Welcoming sidewalk and pavers
- Downtown is very welcoming

Stop #3: Citrus Ave/Geneva Pl

Overall Ranking and Key Takeaways:

Safety: 2.5

Aesthetics: 2.3

Accessibility: 2.8

Participants generally felt the area was unsafe and unwelcoming due to harsh transitions in sidewalk width and vacant buildings. They felt that sidewalks narrowed too abruptly or were closed off to pedestrians without enough warning. The original walk audit route had participants walk along the west side of Citrus Avenue and cross at Front Street to reach the next stop. However, the group had to take an unexpected detour due to a sidewalk closure north of Geneva Place. Participants mentioned that the sidewalk had been closed for what they felt was a significant amount of time and indicated some frustration that the sidewalk had not yet re-opened. They also noted a need for more direct pedestrian paths between the Metrolink parking structure and station. Existing crosswalks were not the most convenient or comfortable to use because participants mentioned that they must wait a long time for their turn to cross.

Comments:

Safety and Security

- Felt dangerous
- Unwelcoming
- Need more sidewalks north of Geneva Pl
- Covina Metrolink Garage – catalytic converter stolen, people jaywalking on north leg because of no crosswalk or crossing on train tracks, need a more direct path from garage to Metrolink (traffic signals take minutes between each phasing)

Adjacent Land Uses

- Building front (west side of Citrus) is unsightly
- Doors of adjacent buildings drop at street, seems dangerous
- Corner at Howards retail store is not feels uncomfortable and unsafe (corner just south of Geneva Pl)

Pedestrian Access

- Unable to use sidewalk due to closure
- Change in width of sidewalk is confusing
- Pedestrian flashing lights not visible on Grand. Would be more reassuring if pedestrians could see when they are on.
- Citrus/San Bernardino transition in crossings/sidewalk is difficult to navigate
- Sidewalk closed near Geneva Pl had to find an alternative route

Other

- Metrolink area not welcoming as other examples (Downtown Pasadena)
- Dangerous transition going southbound towards San Bernardino Rd. Vehicles are forced to turn right on the street before
- No signage for Foothill Transit stops on Front Street
- Parking regulations not clear

Stop #4: Covina Station

Overall Ranking and Key Takeaways:

Safety: 2.5

Aesthetics: 2.5

Accessibility: 2.8

Some participants noted that the actual station felt welcoming, but that the surrounding area did not. Others mentioned that even with some security features such as lighting and a security guard booth, the station still felt unsafe due to a general lack of “eyes on the street.” Many noted that the station felt disconnected from downtown and was not well integrated like other stations in Southern California. One participant brought up that the Claremont Station was more welcoming and easier to access/navigate because of how well-integrated it was into the downtown area. Others noted that there was also a lack of wayfinding signage to navigate the station, points of interest, and find connections to local bus routes.

Comments:

Transit Connections and Wayfinding Signage

- Parking structure access is poor to station and doesn’t serve downtown street
- No bus stop signage
- Not easy to find/see Foothill Transit signage
- Parking structure far away, needs more signage

Safety and Security

- Jaywalking is prevalent due to lack of crosswalks
- Station lacks lighting, feels unsafe even with security guard
- Green barriers near the tracks are a bit confusing to figure out

Land Use and Aesthetics

- Buildings are not cohesive
- Salmon colored building is an eyesore
- The station is nice, but the surrounding area feels unsafe and unwelcoming

Stop #5: Front St/Park Ave

Overall Ranking and Key Takeaways:

Safety: 2.6

Aesthetics: 2

Accessibility: 2.8

Participants noted that the area was hostile towards pedestrians because of a lack of shade trees and heat reflecting off the surrounding buildings. They also noted the bus stop was not welcoming and not very comfortable to access, especially for people with disabilities due to the narrow sidewalk and lack of

transit amenities. During the walk audit, the participants experienced a person in a wheelchair boarding off a bus and having trouble navigating the sidewalk due to the narrow width. Participants were also unsure if Front Street needed a makeover because it appeared to be very clearly designated for industrial uses. However, they did note that Front Street did not complement the adjacent station area. They noted that visitors unfamiliar with the area and who are traveling by train might be confused about how to reach Downtown due to the lack of design and land use cohesion between Front Street and Citrus Avenue.

Comments:

Traffic Safety

- Crosswalk could be helpful on Front/2nd
- Cars go fast, but sidewalks feel safe
- Cars speeding by and traffic is mostly cut through. Front Street does not have high traffic volume
- Bus stop is very narrow and hard to navigate for people with mobility devices
- Prefer to walk down San Bernardino than Front
- Was not aware there was a bike lane on Front St
- No marked crosswalk on 2nd and Front
- Campfire brewery – love the environment they created

Adjacent Land Uses

- Mercedes service building reflects heat onto pedestrians
- Gets hot because of heat reflecting from buildings
- Very industrial
- Prioritize finishing Citrus rather than de-industrializing Front St

Built Environment

- No trees
- Too hot
- Dangerous sidewalk
- Unwelcoming
- Street is clean but not welcoming
- Really hot to walk
- Needs more trees for shade
- Unwelcoming to pedestrian, no shade
- Tree maintenance
- There's a bus stop but no trees
- Signage that captivates is needed to inform pedestrians they can walk along Front Street (especially if it were to redevelop)

Stop #6: 2nd Ave/San Bernardino Ave

Overall Ranking and Key Takeaways:

Safety: 3

Aesthetics: 2

Accessibility: 3.25

Participants noted a lack of interesting land uses or destinations. They noted that vehicle speeds are extremely fast along San Bernardino Avenue and that the light to cross San Bernardino Avenue along 2nd Avenue was extremely short, which augmented the lack of pedestrian safety. They felt relief from the shade trees along 2nd Avenue after having traveled along Front Street.

Comments:

Points of interest

- Front Street is ignored, not welcoming
- Signage for museum is not very visible
- Sidewalk at car shop not friendly to pedestrians nor easy to navigate
- Police station adds a sense of safety but overall the area does not feel safe
- No storefronts to access on 2nd Ave
- No destinations available

Traffic Safety

- Very high-speed vehicles
- Short pedestrian light change
- Pedestrian crossing signal is too short on San Bernardino
- Westbound right lane coming up to 2nd should be right turn only
- Intersections feel scary because there is not enough time to cross
- Some take 2nd Ave as a shortcut to avoid downtown

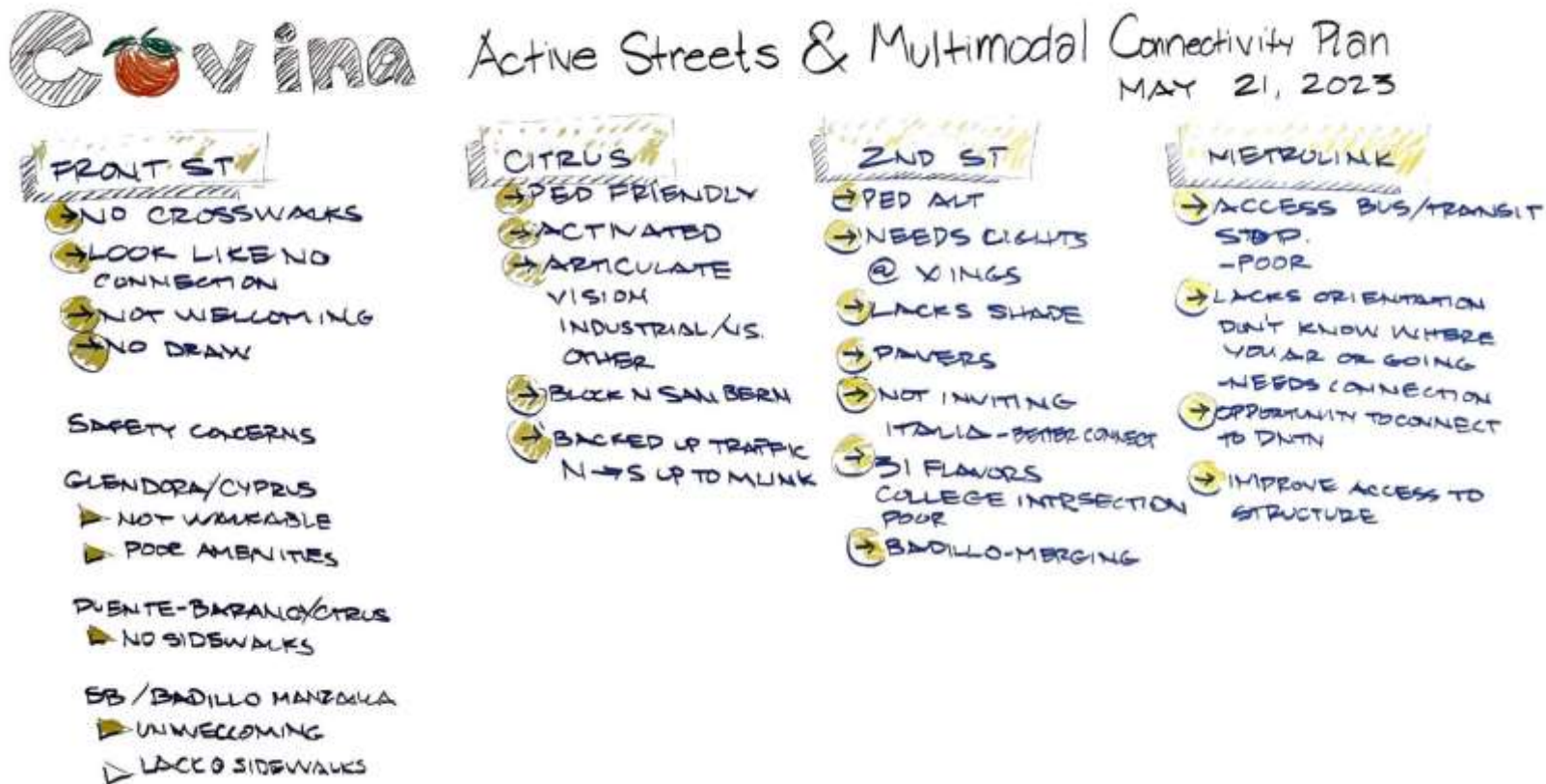
Public Realm

- Shady trees provide relief
- No trash cans available
- Paved sidewalks, street trees are nice
- Eastside sidewalk not as nice as westside
- Feel changes going toward downtown
- Trees and shade cool the area and they're nice and stark contrast from Front Street

Debrief Discussion

At the end of the walking route participants re-grouped at the library for a debrief discussion on what they experienced during their walk. Their comments were captured on a wall graphic as shown on Figure 2. The wall graphic also provides some high level key takeaways.

Figure 2: Wall Graphic Comments



Vote for your priorities!

Corridors

 Pedestrian Crossing Improvement

 Bicycle Improvement
Prioritize bike lanes on larger, quiet streets

 Streetscape Improvement

Not currently proposed, open to community input

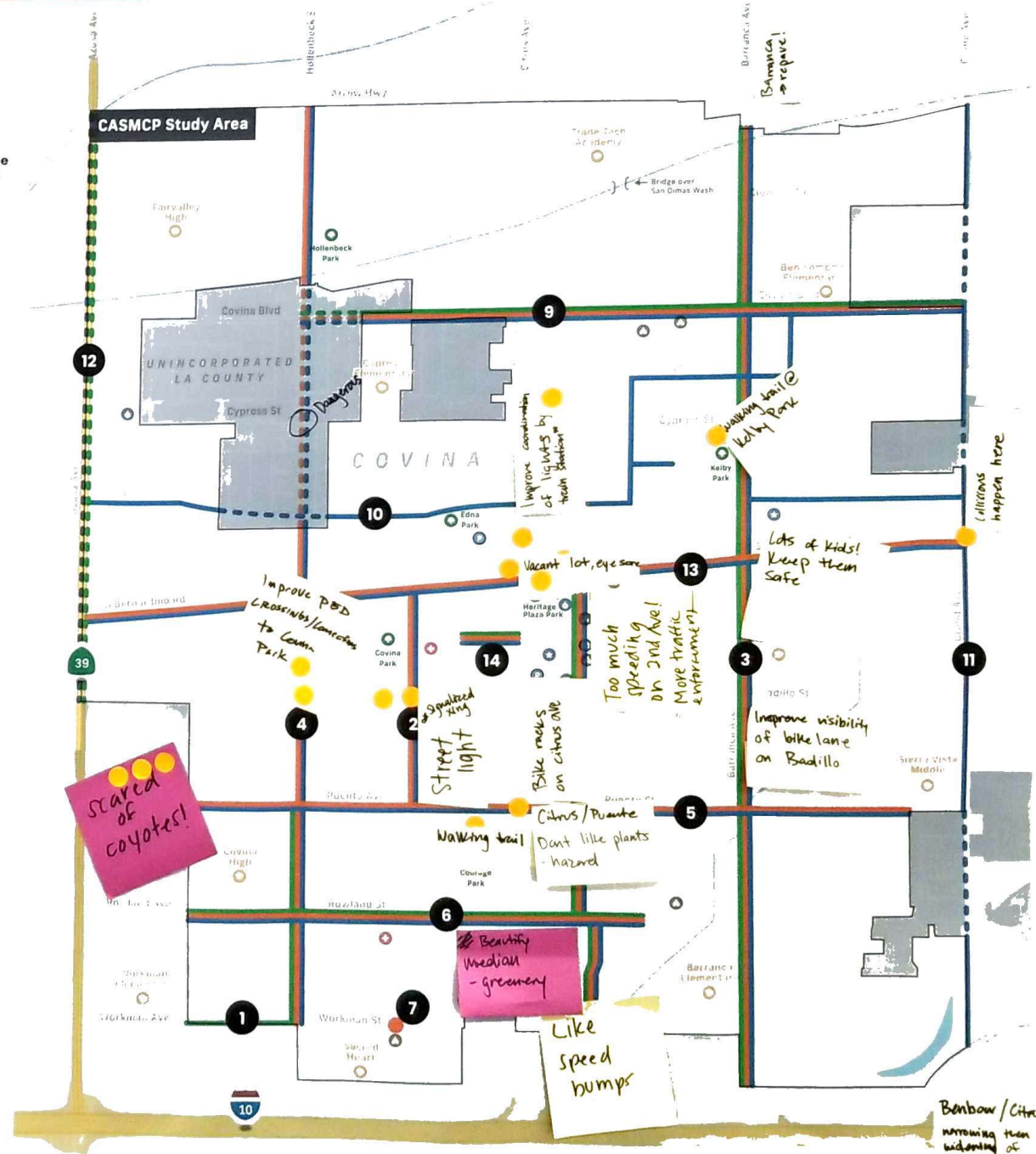
Max Average Daily Traffic

Corridors	Pedestrian Crossing Improvement	Bicycle Improvement	Streetscape Improvement	Max Average Daily Traffic
1 Workman St & Hollenbeck Ave	●●●●	●●●●	●●●●	9,300
2 4th Ave	●●●●	●●●●	●●●●	n/a
3 Barranca Ave	●●●●	●●●●	●●●●	17,400
4 Hollenbeck Ave	●●●●	●●●●	●●●●	14,900
5 Puente St	●●●●	●●●●	●●●●	6,700
6 Rowland St	●●●●	●●●●	●●●●	12,200
7 Workman Ave/ Aldenville Ave	●●●●	●●●●	●●●●	9,300
8 2nd Ave	●●●●	●●●●	●●●●	5,900
9 Covina Blvd	●●●●	●●●●	●●●●	8,300
10 Edna Bicycle Blvd	●●●●	●●●●	●●●●	28,100
11 Grand Ave	●●●●	●●●●	●●●●	27,200
12 Azusa Ave	●●●●	●●●●	●●●●	27,200
13 San Bernardino Rd	●●●●	●●●●	●●●●	n/a
14 Cottage Dr	●●●●	●●●●	●●●●	n/a

Pedestrians & Seniors!!

Puente St - narrow, bike lane would be nice

Don't like of street



Pedestrian Crossing Improvement



Bicycle Improvement



Streetscape Improvement

--- Requires Coordination with Adjacent Jurisdictions

Vote for your priorities!

Not currently proposed;
open to community input

Corridors


Pedestrian Crossing
Improvement


Bicycle
Improvement


Streetscape
Improvement

Max Average
Daily Traffic

1 Workman St &
Hollenbeck Ave

2 4th Ave

3 Barranca Ave

4 Hollenbeck Ave

5 Puente St

6 Rowland St

7 Workman Ave/
Aldenville Ave

8 2nd Ave

9 Covina Blvd

10 Edna Bicycle Blvd

11 Grand Ave

12 Azusa Ave

13 San Bernardino Rd

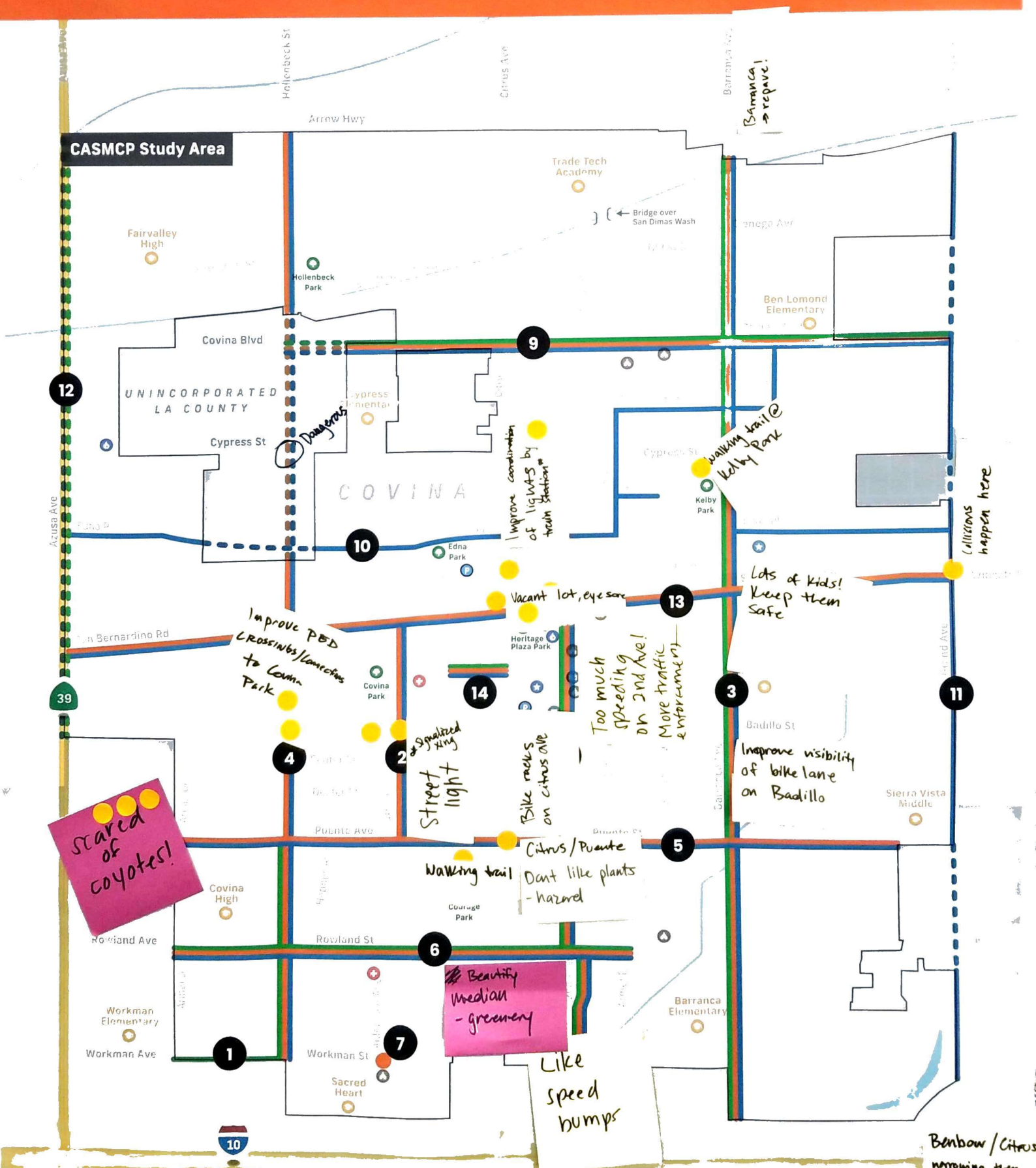
14 Cottage Dr

Prioritize bike
lanes on larger,
quiet ~~streets~~
Streets

Puente St
- narrow, bike
lane would be
nice

Pedestrians &
Seniors!!

Dark like
morning
sun



Pedestrian Crossing Im



Bicycle Impro

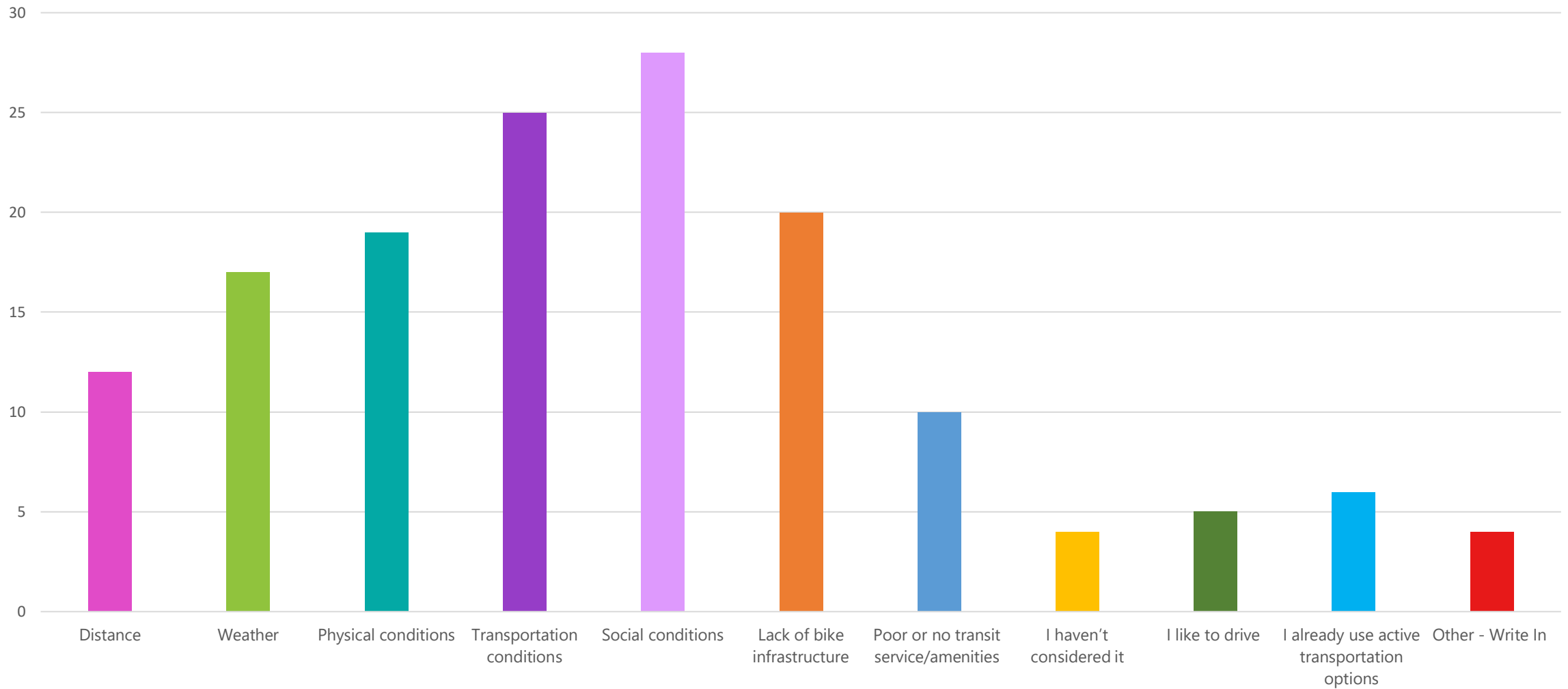


Streetscape

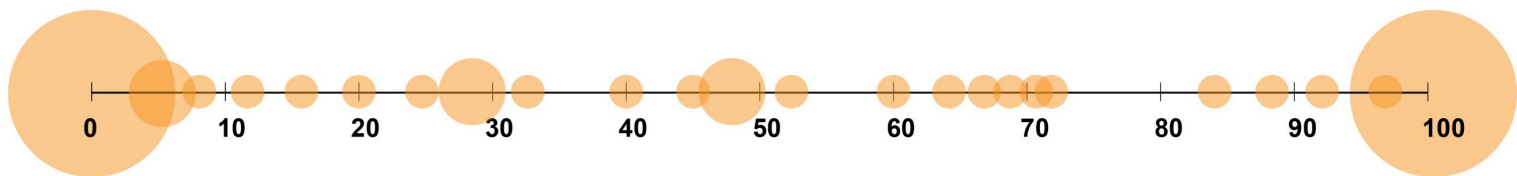
Requires Coordination with Adjacent Juris

Benbow/Citrus narrowing then widening of streets Don't like!

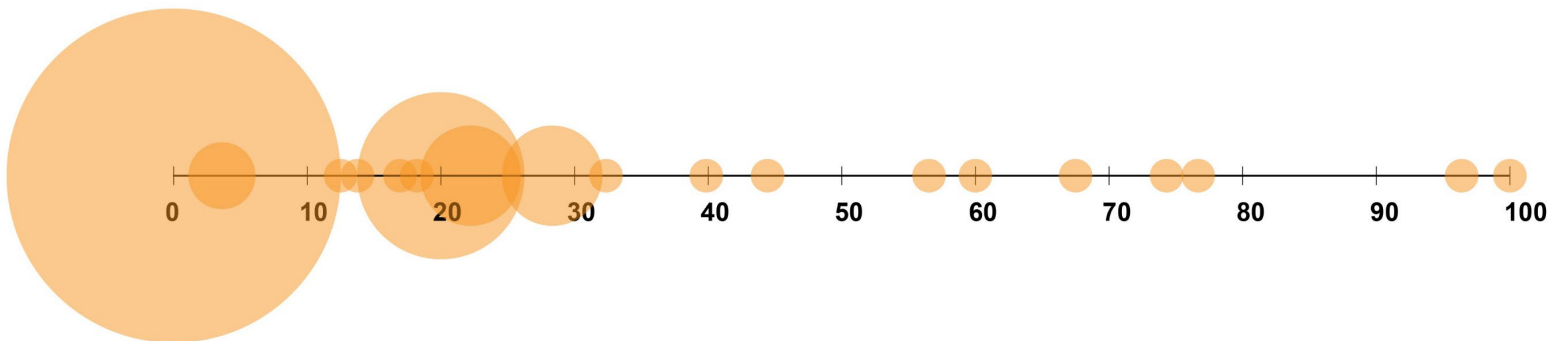
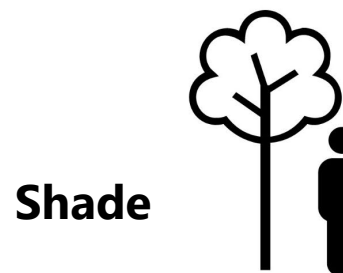
What conditions keep you from using active transportation options to get downtown?



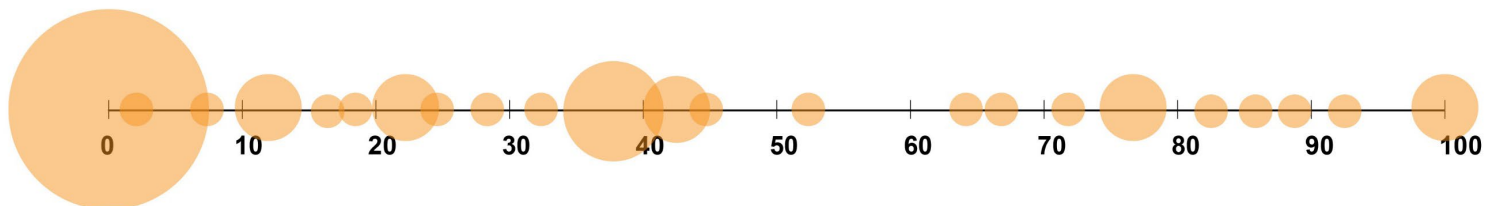
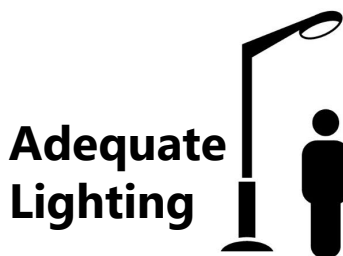
When waiting for transit, how often do you have....?



Concentrations of seating availability at never and always, with some fairly even distribution in the occasionally available category.



Most of survey respondents indicated there is not adequate shade at a majority of transit stops.



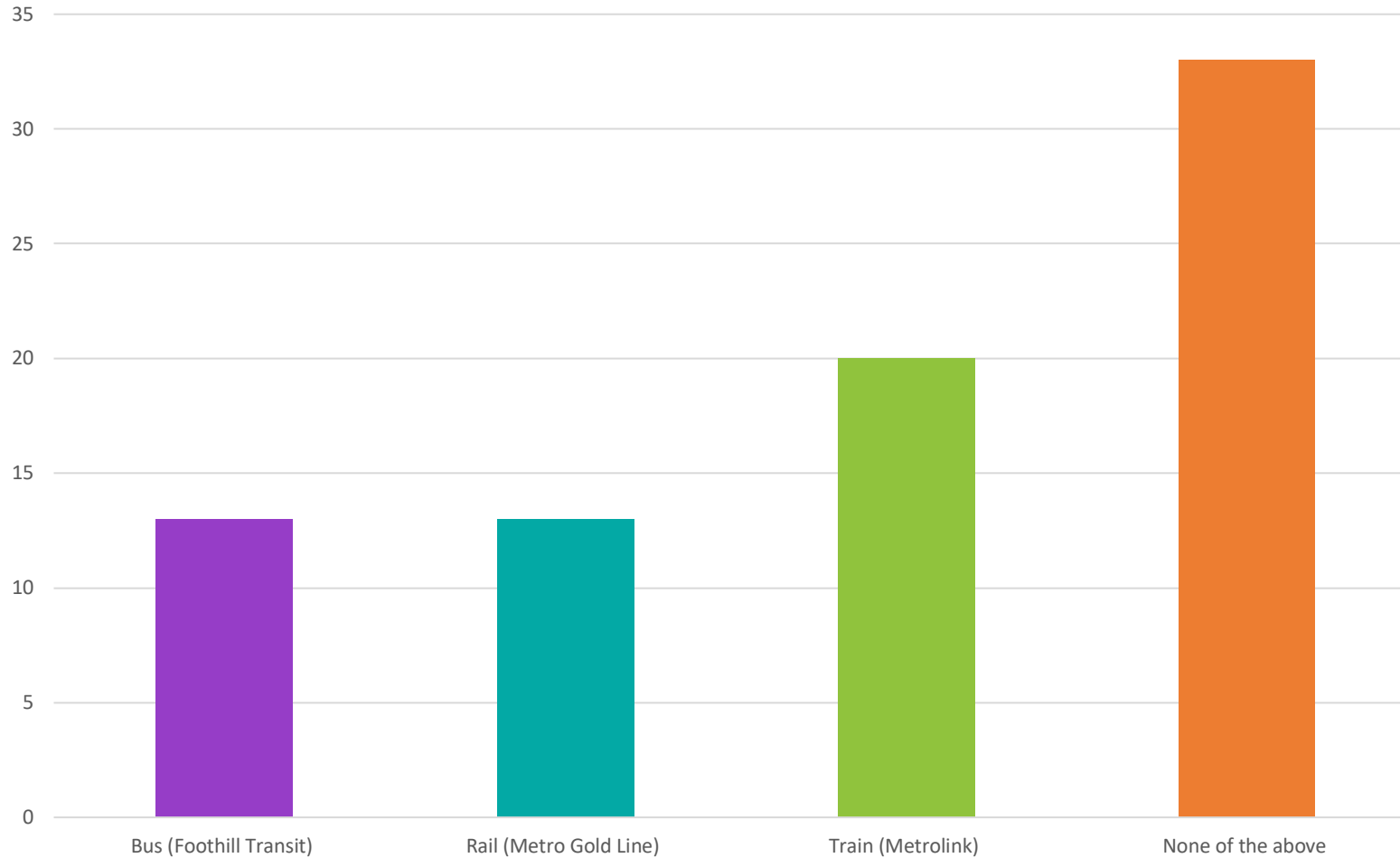
Adequate lighting is fairly evenly distributed from never to always.

Never

Occasionally

Always

What type of transit do you use to get around the City?



Metrolink is slightly preferred over buses and Metro Light Rail (Gold Line).

What are the other transit modes people use to get around the City?

What improvements would you like to see for pedestrians, bikers, and public transit users?

