



GLENDORA
FIRST/LAST MILE PROJECT CONCEPTS
DRAFT - MARCH 20, 2020



Draft Glendora First/Last Mile Project Concepts

In anticipation of the arrival of the Metro Gold Line to Glendora, the City of Glendora is preparing to make improvements that will create a more pedestrian- and bicycle-friendly station area. The primary goals of these improvements are to:

- Increase first/last mile access for transit riders coming from and going to the new Glendora Metro Station;
- Improve safety for all road users;
- Create a more active and attractive environment for local business in and around the Glendora Village to be able to flourish.

Since mid-2018, approximately 500 people have participated in outreach events related to first/last mile improvements around Glendora Station. In June 2019, a comprehensive list of community-identified first/last mile project ideas was produced in the Metro Foothill Gold Line Extension 2B First/Last Mile Plan. Based on community direction, the City in late 2019 prioritized four corridors for improvements.

These focus corridors are:

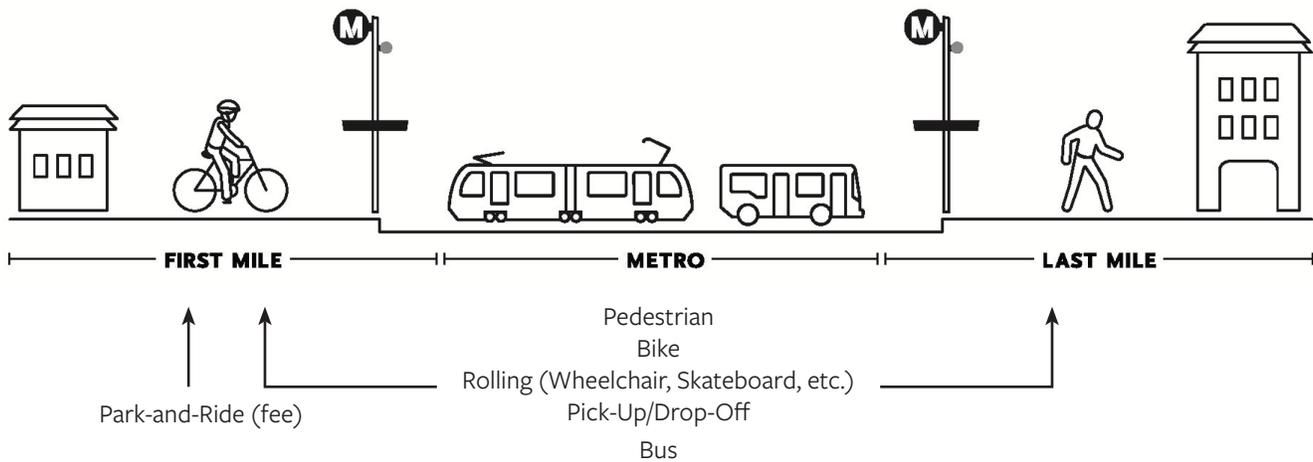
- Glendora Ave. between Foothill Bl. and Route 66
- Ada Ave. between Grand Av. and Cullen Av.
- Vermont Ave. between Foothill Bl. and Route 66
- Foothill Bl. between Citrus Av. and Vista Bonita Av.

This packet includes, in the following order:

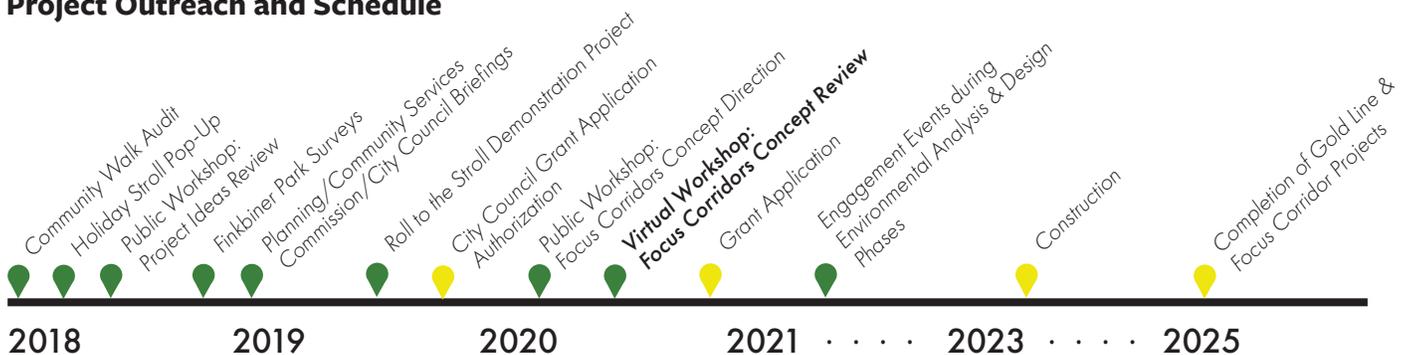
- A map of first/last mile projects, focus corridors and the community vision which has guided the conceptual design of each. The map also shows the location of each rendering that follows.
- Conceptual before/after renderings of key points along the focus corridors.
- Conceptual design plans
- Responses to commonly asked questions

The purpose of the current stage of the design process is to inform the City’s applications for grant funds from the state Active Transportation Program and other outside funding sources. If funded, further outreach will be conducted as the projects are analyzed and refined in anticipation of construction.

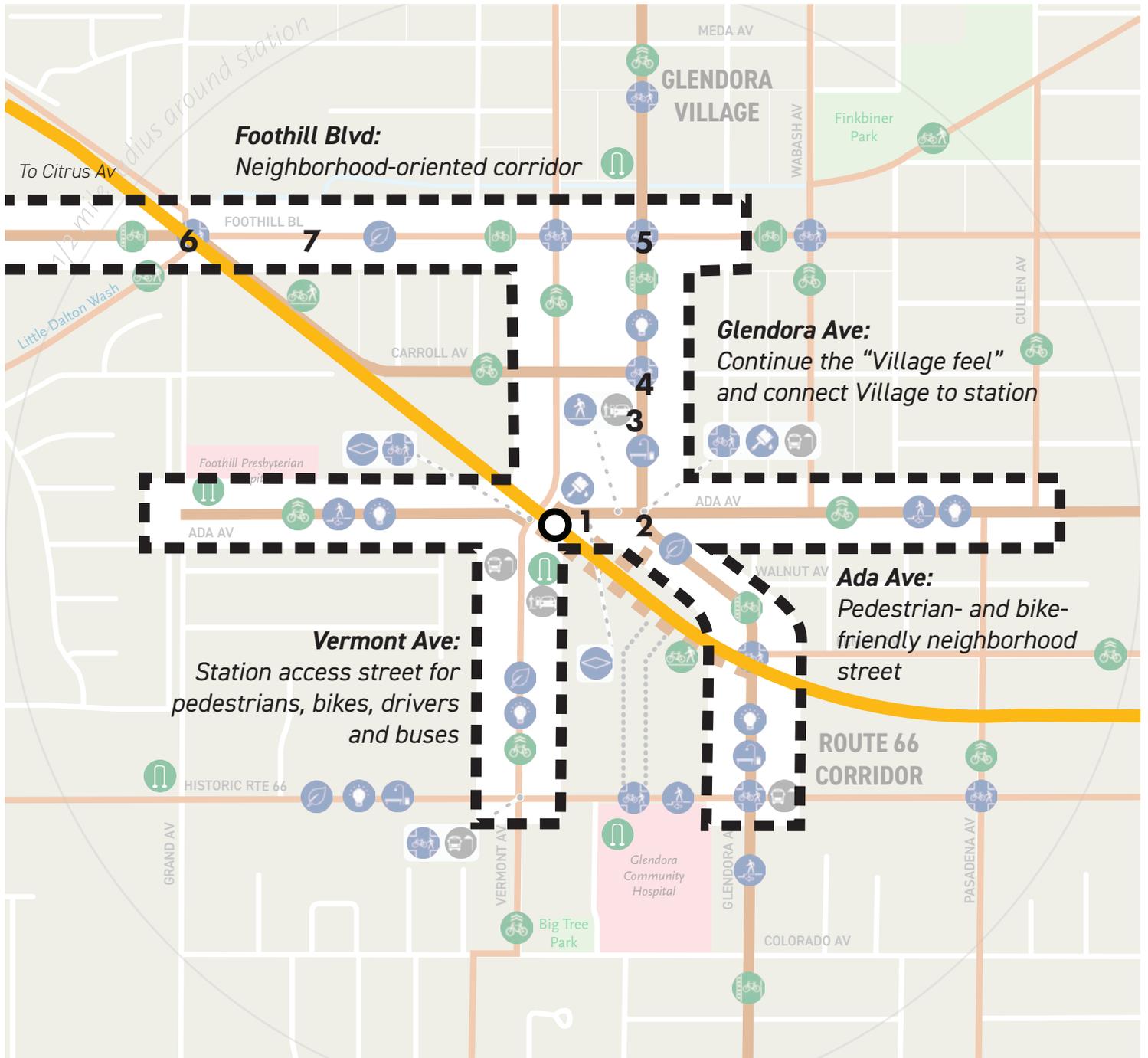
First/Last Mile Travel Modes



Project Outreach and Schedule



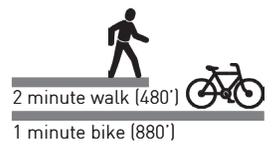
First/Last Mile Project Ideas, Focus Corridors and Community Vision



Pathway Network & Project Types

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- Focus Corridor
- Location of Numbered Rendering (see following pages)



Rendering 1. Ada Avenue at station entry looking east



Existing



Proposed

Rendering 2. Glendora Avenue at Ada Avenue, looking north



Rendering 3. Glendora Avenue between Carroll Avenue and Ada Avenue, looking south

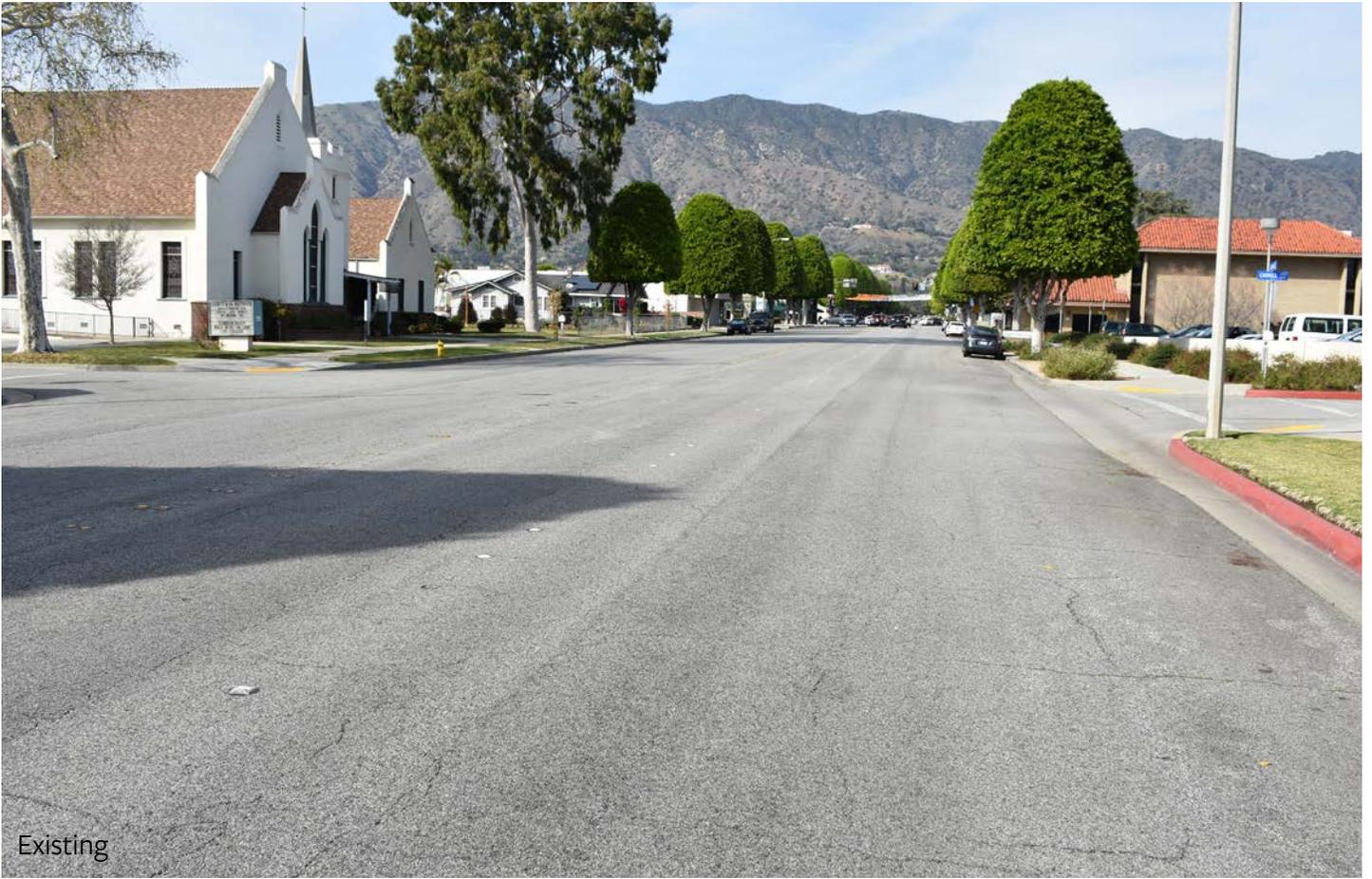


Existing



Proposed

Rendering 4. Glendora Avenue at Carroll Avenue, looking north



Existing



Proposed

Rendering 5. Glendora Avenue at Foothill Boulevard, looking north



Existing



Proposed

Rendering 6. Foothill Boulevard at Grand Avenue, looking east



Existing



Proposed

Rendering 7. Foothill Boulevard between Dyer Lane and Washington Ave, looking east



Existing

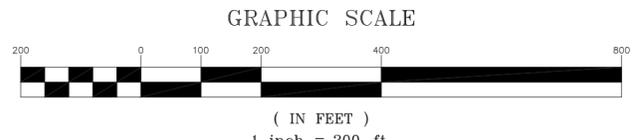


Proposed

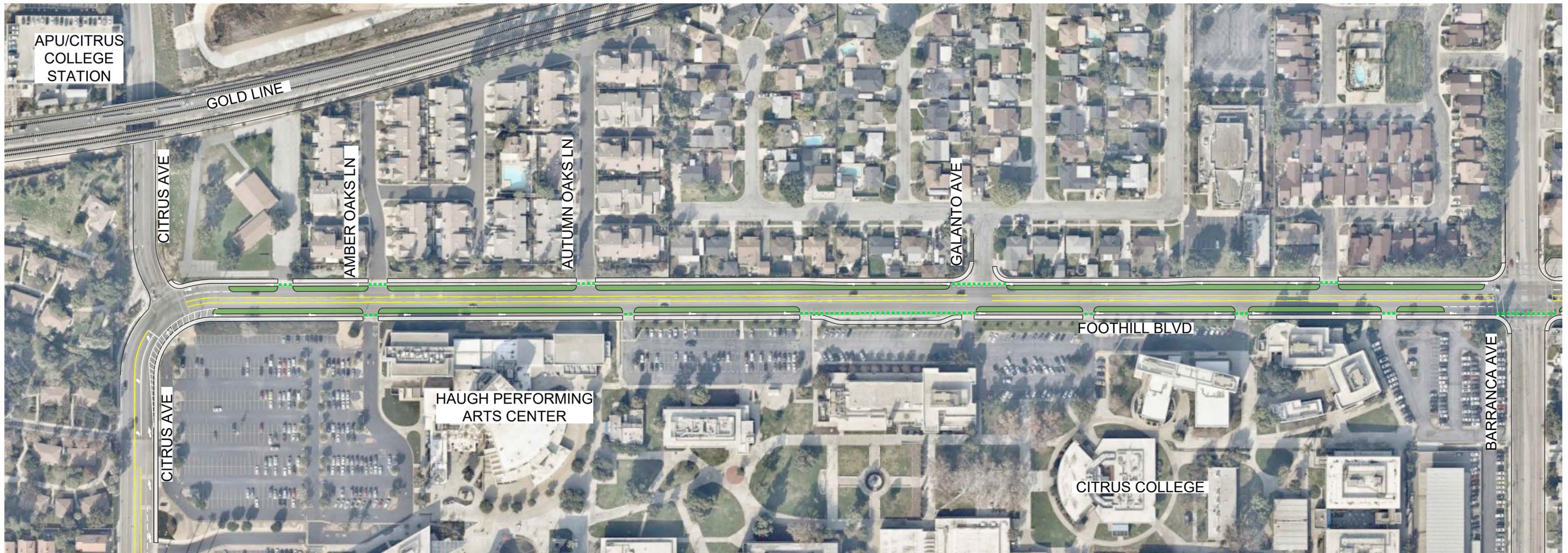
Zoom in to view and make comments on improvement plans.



SCALE MAP
SCALE: 1" = 200'



Zoom in to view and make comments on improvement plans.



FOOTHILL BOULEVARD 
SHEET 1 OF 2

WEST END, CITRUS AV TO BARRANCA AV

Common Questions

I am a property owner or business owner on Glendora Avenue or Foothill Boulevard. How would the project affect my environment?

The proposed improvements to Glendora Avenue will create a direct and attractive pedestrian and bicycle link between Glendora Station and the Village. This will help make the Village into a transit-oriented destination for Metro riders from other parts of the County, while at the same time encouraging Glendora residents to visit the Village. The narrowed street will provide an environment that is much calmer and easier to cross, encouraging pedestrian activity. The proposed improvements will also create mini open spaces, such as dog runs, which will draw residents from nearby neighborhoods, and parking supply will be increased south of Foothill Boulevard.

The proposed improvements to Foothill Boulevard will also slow traffic and improve the safety and number of crossing points, creating a more suitable environment for storefront businesses. There may be some decrease in vehicular trips along the corridor as long-distance travel would be encouraged to move to Route 66, but bicycle trips would increase and become much safer.

I am a resident on Ada Avenue or Vermont Avenue. How would the project make a more livable street for me?

The proposed addition of bicycle signage, pavement markings, and speed humps on Ada Avenue will discourage cut-through traffic from using the street, resulting in a safer, calmer and less noisy street environment for residents.

Bicycle signage, pavement markings, added and higher visibility crosswalks and pedestrian improvements on Vermont Avenue will make it easier, safer and more pleasant for residents to walk or bike to the station, Village or other local destinations.

How will this project improve safety?

The severity of traffic collisions is directly related to vehicular speed. For example, only 10-20% of auto-pedestrian collisions at 20 mph are fatal, but 80-90% of such collisions at 40 mph are fatal. Across the corridors, the proposed improvements will reduce traffic speeds, saving lives in the process.

Pedestrians will have a much safer environment due to shorter and higher-visibility crossings, which not only expose them less to vehicles, but also place them more in the field of view of drivers. New pedestrian lighting and the anticipated increase in pedestrian activity will also improve the sense of personal safety at night.

Inexperienced cyclists will find a forgiving and friendly environment to bike. In particular, the raised cycle track proposed on Glendora Avenue is designed to be comfortable for cyclists of all ages and abilities.

As seen on the next page, Foothill Boulevard has the highest number of recent traffic collisions among the focus corridors. Foothill Boulevard is proposed to be reconfigured from a street with varying widths and number of lanes into a standard one lane in each direction, center turn lane and buffered or separated bike lanes (with parking in some places). Six rigorously conducted academic studies have concluded that such road reconfigurations usually reduce crashes by 19-47%.

Who does the City anticipate will walk or bike along these streets?

All of the streets are well-used by pedestrians on weekdays and weekends, and there is a fair number of cyclists despite a lack of designated facilities for them. The Glendora Metro Station is expected to add significantly to these numbers. The Gold Line project EIR estimated that approximately 1,000 of the 1,700 daily riders at Glendora Station would walk or bike to the station.

The new street environment will also set the stage for subsequent potential new pedestrian-friendly businesses or buildings that would create significantly more activity as well.

Would emergency access be affected?

Emergency vehicle movement may be slowed slightly along with the rest of vehicular traffic; however, good alternate routes including Route 66 and Grand Avenue are available to enable emergency vehicles to respond to forest fires and household emergencies. It is also worth noting that the safety improvements to these streets will decrease emergency calls related to traffic collisions.

How much will this cost?

The cost of the project is being refined as a part of this conceptual design process. An initial high level estimate derived from the Foothill Gold Line Extension 2B First/ Last Mile Plan was \$9.25 million, of which at least 80% would likely be paid by outside (non-Glendora) sources.

The plans show a new roundabout at Ada Avenue and Glendora Avenue. What are the benefits and drawbacks of roundabouts?

Roundabouts have been proposed for this intersection since the 2006 Route 66 Specific Plan. The current configuration of a four-way stop on a multi-lane road is awkward for both pedestrians and drivers, and there is insufficient traffic to warrant a signal. Additionally, the roundabout creates the opportunity to make a signature gateway into the station area and Village.

Studies by the Federal Highway Administration and Insurance Institute for Highway Safety show that roundabouts typically achieve a 37% reduction in total collisions and a 90% reduction in fatality collisions when compared to stop sign or signalized intersections. This is due in large part to the fact that drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are anticipated to be about 15 miles per hour.

**5-Year Collision History
2014-2018, TIMS**

Street	From	To	Segment Length	Total	Bicycle	Pedestrian	Severe Injuries	Other Visible Injuries
Glendora Av	Foothill Bl	Route 66	0.54 mi	23	6	1	0	11
Foothill Bl	Grand Av	Vista Bonita Av	1.47 mi	76	7	5	2	21
Ada Av	Grand Av	Cullen Av	0.76 mi	7	2	1	0	3
Vermont Av	Foothill Bl	Route 66	0.50 mi	10	2	1	0	4
Total				116	17	8	2	39

Given the low speed through the roundabout, it is generally considered safe for cyclists to mix with vehicles as they move through the roundabout. However, some cyclists may prefer to bike on a raised cycle track on the sidewalk and cross in the crosswalk. The design allows for cyclists to choose based on their comfort level.

The principal drawback of a roundabout is that it is new in our portion of the San Gabriel Valley and will require adjustment and learning on the part of drivers.

The plans show a new intersection design at Foothill Boulevard and Glendora Avenue. Why was this design chosen?

This intersection design is known as a “protected intersection” because it protects cyclists as they move through the intersection. Cyclists’ left turns are made in two steps: first by continuing straight to the far side of the intersection, then turning left.

Has a final decision been made about this project? What additional studies will be done?

No final decision has been made. If the project is awarded grant funds that are sufficient for construction, the City of Glendora will undertake a traffic study, California Environmental Quality Act analysis and additional community engagement as well as reviewing and refining this concept design before authorizing construction.

