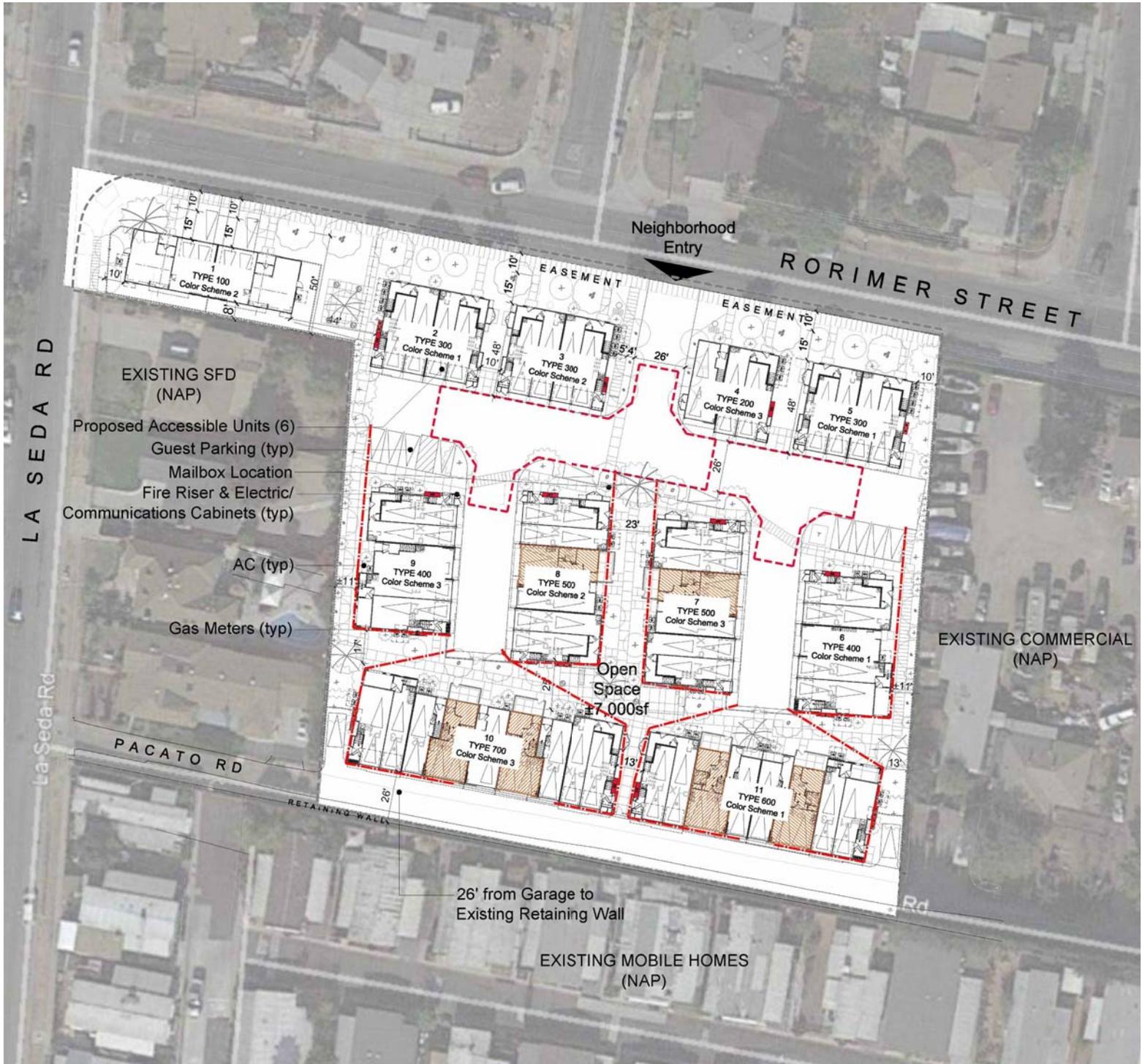


# RORIMER & LA SEDA RESIDENTIAL DEVELOPMENT FOCUSED TRAFFIC ANALYSIS County of Los Angeles, California



June 15, 2020

Mr. Steve Armanino  
THE OLSON COMPANY  
3010 Old Ranch Parkway, Suite 100  
Seal Beach, CA 90740

**Subject: Rorimer & La Seda Residential Development Focused Traffic Analysis,  
County of Los Angeles, CA**

Dear Mr. Armanino:

**Introduction**

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this focused traffic analysis for the proposed Rorimer & La Seda Residential Development project. The project site is located at 18616 Rorimer Street, in unincorporated Los Angeles County. The project site is currently occupied by the Hanaro Community Church; which consists of an existing and operational 12,646 square feet worship assembly hall and two (2) school buildings totaling approximately 4,774 square feet that are not currently in use. The proposed project is planned to displace the existing church and school land use and construct the following land uses:

- 56 dwelling units of Multifamily Housing (Low Rise).

Exhibit A shows the location map of the project site and Exhibit B shows the proposed project site plan. The project is planned to open in year 2022.

The purpose of this focused traffic analysis is to evaluate the change in trip generation at the project site as a result of the land use change from the existing church to the proposed residential uses. This study also provides a qualitative analysis of vehicle miles traveled (VMT) per the latest CEQA guidelines update. A traffic analysis scope of work was approved by the County of Los Angeles Department of Public Works prior to initiating this analysis.

## **Trip Generation**

Trip generation represents the number of trips that are produced and attracted by a land use. The latest and most recent version (10th Edition, 2017) ITE Manual has been utilized in this analysis. The ITE publication provides a comprehensive evaluation and industry standards for trip generation rates for a variety of land uses.

Trip generation for the proposed project has been determined utilizing the following trip generation rates:

- Existing Land Use: ITE Code 560, Church  
ITE Code 534, Private School (K-8)
- Proposed Land Use: ITE Code 220, Multi-family housing (low-rise)

### **ITE Trip Generation for the Existing Land Uses**

The project site currently contains an existing active church with approximately 12,646 square feet of worship assembly hall building area. The site also contains a 4,774 square foot school which is not currently operational.

Table 1 shows the referenced ITE trip generation rates for the existing church and school land uses during the typical weekday peak hours of the adjacent streets (7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.).

**Table 1**  
**Existing Land Uses**  
**ITE Trip Generation Rates<sup>1</sup>**

Land Use	ITE Code	Units <sup>2</sup>	Peak Hour						ADT
			AM			PM			
			In	Out	Total	In	Out	Total	
Church	560	TSF	0.20	0.13	0.33	0.22	0.27	0.49	6.95
Private School (K-8) <sup>3,4</sup>	534	TSF	6.37	5.22	11.59	3.20	3.33	6.53	19.52

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> ITE does not provide a daily trip rate for Private School (K-8); Elementary School (ITE 520) is used instead.

<sup>4</sup> School use is not currently operational.

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the ITE peak hour and daily trip generation for the existing Church and school land uses that are planned to be displaced by the proposed project.

**Table 2  
Existing Land Use Trip Generation<sup>1</sup>**

Land Use	Amount	Units <sup>1</sup>	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Church	12.646	TSF	3	2	5	3	3	6	88
Private School (K-8) <sup>3,4</sup>	4.774	TSF	30	25	55	15	16	31	93

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> ITE does not provide a daily trip rate for Private School (K-8), Elementary School (ITE 520) is used instead.

<sup>4</sup> School use is not currently operational.

As shown in Table 2, based on ITE trip generation rates, the existing Church generates approximately 88 daily trips; which includes approximately 5 AM peak hour trips and approximately 9 PM peak hour trips.

The school has the potential to generate approximately 93 daily trips; which includes approximately 55 AM peak hour trips and approximately 31 PM peak hour trips.

It should be noted that the above trip generation estimates are based on industry standard ITE rates. Actual church and school trip generation may vary.

**ITE Trip Generation for the Church – Peak Hour of the Generator**

The existing church land use has the potential to generate significantly more traffic during Sundays and other non-peak commute times than what is reported in Tables 1 and 2 above. The typical peak hour of the generator for a church occurs during Sunday services, when the majority of the congregation would be expected to visit the site. This can lead to short periods of high traffic flow, when more cars come and go from the site than typical weekday conditions.

Table 3 shows the ITE Sunday daily and peak hour of the generator trip generation for the church land use.

**Table 3**  
**Existing Church**  
**ITE Trip Generation**  
**Sunday Peak Hour of the Generator<sup>1</sup>**

Land Use	Rate/ Trips	ITE Code	Units <sup>2</sup>	Sunday Peak Hour of the Generator			Sunday ADT
				In	Out	Total	
Church	Rate	560	TSF	9.65	9.65	19.30	27.63
	Trips	12.646	TSF	122	122	244	349

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> TSF = thousand square feet

As shown in Table 3, based on ITE trip generation rates, the existing Church generates approximately 349 daily trips on Sunday; which includes approximately 244 trips during the peak hour of the generator. It should be noted that the above trip generation estimates are based on industry standard ITE rates. Actual church and school trip generation may vary.

**ITE Trip Generation for Proposed Residential Use**

The proposed project would consist of 56 dwelling units of multifamily residential land use.

The ITE trip generation rates for the proposed project are shown in Table 4.

**Table 4**  
**Proposed Project**  
**ITE Trip Generation Rates<sup>1</sup>**

Land Use	ITE Code	Units <sup>2</sup>	Peak Hour						ADT
			AM			PM			
			In	Out	Total	In	Out	Total	
Multifamily Residential (Low-Rise)	220	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> DU = Dwelling Unit

Utilizing the ITE trip generation rates in Table 4, Table 5 shows the ITE peak hour and daily trip generation for the proposed residential land use that is planned for development by the project.

**Table 5  
Proposed Project Trip Generation<sup>1</sup>**

Land Use	Amount	Units <sup>2</sup>	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Multifamily Residential (Low-Rise)	56	DU	6	20	26	20	12	32	410

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> DU = Dwelling Unit

As shown in Table 5, the project is forecast to generate 410 average daily trips (ADT), with 26 trips during the AM peak hour and 32 trips during the PM peak hour.

### **ITE Trip Generation Comparison**

Table 6 shows the net change in trip generation for the proposed project in comparison to the existing operational church land use during the typical weekday peak hour of adjacent street conditions.

**Table 6  
ITE Trip Generation Comparison<sup>1</sup>**

Land Use	Amount	Units <sup>2</sup>	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Existing - Church	12.646	TSF	3	2	5	3	3	6	88
Proposed – Residential	56	DU	6	20	26	20	12	32	410
<b>Net Change in Trip Generation</b>			<b>3</b>	<b>18</b>	<b>21</b>	<b>17</b>	<b>9</b>	<b>26</b>	<b>322</b>
LA County Screening Criteria <sup>3</sup>									500
Does Project Require a Full Traffic Impact Study? (Yes/No)									No

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> TSF = Thousand Square Feet

DU = Dwelling Unit

<sup>3</sup> Los Angeles County Public Works Department Traffic Impact Analysis Report Draft Guidelines, 2013.

As shown in Table 6, based on ITE trip generation rates, the proposed project is forecast to result in a net increase in trip generation of approximately 322 additional trips over a 24-hour daily period, with 21 additional AM peak hour trips and 26 additional PM peak hour trips.

Table 7 shows the net change in trip generation for the proposed project in comparison to the existing operational church land use and the potential school trip generation should it become operational again as a use by right.

**Table 7  
ITE Trip Generation Comparison<sup>1</sup>**

Land Use	Amount	Units <sup>2</sup>	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Existing - Church	12.646	TSF	3	2	5	3	3	6	88
Existing – School, by right	4.774	TSF	30	25	55	15	16	31	93
Total Existing Uses, by right			33	27	60	18	19	37	181
Proposed – Residential	56	DU	6	20	26	20	12	32	410
<b>Net Change in Trip Generation</b>			<b>-27</b>	<b>-7</b>	<b>-34</b>	<b>2</b>	<b>-7</b>	<b>-5</b>	<b>229</b>
LA County Screening Criteria <sup>3</sup>									500
Does Project Require a Full Traffic Impact Study? (Yes/No)									No

<sup>1</sup> Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

<sup>2</sup> TSF = Thousand Square Feet

DU = Dwelling Unit

<sup>3</sup> Los Angeles County Public Works Department Traffic Impact Analysis Report Draft Guidelines, 2013.

As shown in Table 7, based on ITE trip generation rates with the school use operational, the proposed project is forecast to result in a net increase in trip generation of approximately 229 additional trips over a 24-hour daily period, with 34 fewer AM peak hour trips and 5 fewer PM peak hour trips.

### **Traffic Impact Analysis**

According to the LA County Guidelines, a full traffic study traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts are identified. Based on the trip generation comparison, the proposed project is forecast to generate less than 500 daily trips.

Therefore, the project does not meet the adopted screening threshold for requiring a full traffic impact study in the County of Los Angeles. The project impact to the existing circulation system is considered less than significant.

Furthermore, when taking into consideration the existing traffic currently being generated by the project site and the potential future traffic that can be generated by the school as a use by right, the project impact would be even further reduced and considered less than significant.

### **Access and On-Site Circulation**

Access to the proposed project will be via Rorimer Street. Two (2) residential units will have direct driveway access along Rorimer Street, while the remaining fifty four (54) units will be accessed via a shared driveway on Rorimer Street.

A total of 126 parking spaces will be provided for the project, including two (2) garage spaces per unit and 12 guest parking spaces. Exhibit B shows the proposed project site plan.

### **Vehicle Miles Traveled (VMT) Analysis**

Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of auto delay or volume-to-capacity, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA).

Pursuant to the 2020 CEQA Guidelines, Section 15064.3, *“Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel.”*

For land use projects, the CEQA guidelines provides the following criteria for analyzing Transportation Impacts and VMT:

- Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.
- Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.

- Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The County of Los Angeles is still in the process of adopting criteria for the uniform evaluation of VMT impacts under CEQA, including the preferred analysis methodology, modeling requirements, and thresholds of significance. Per Section 15064.3 (a)(3) of the CEQA Guidelines, a qualitative analysis is allowable if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered.

Hence, this study primarily evaluates the project's effect on transit and non-motorized travel and does not rely on a numerical threshold of significance for determining impact. The State of California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA serves as a general guidance document for this report, and VMT data from the California Statewide Travel Demand Model (CSTDM) is also provided for informational purposes.

The following factors are reviewed with regards to VMT for this project:

- a. California Statewide Travel Demand Model (CSTDM) VMT projections
  - b. Proximity to transit
  - c. Access to multi-modal transportation
  - d. Diversifying land use
- a. California Statewide Travel Demand Model (CSTDM) VMT projections

Table 6 shows the 2010 base year and 2040 horizon year home-based VMT estimates from the California Statewide Travel Demand Model (CSTDM) for the traffic analysis zone (TAZ) in which the project is located.

As shown in Table 8, the project is located in a TAZ that is forecast to generate more home-based VMT per capita than the County-wide average.

**Table 8**  
**Home-Based VMT<sup>1</sup>**

TAZ	Year	Home-Based VMT	Population	Home-Based VMT per Capita
5003	2010	121,882	8,054	15.13
	2040	111,384	7,577	14.70
LA County Average Home-Based VMT per Capita (Year 2010)				12.75

<sup>1</sup> Source: Caltrans, California Statewide Travel Demand Model (CSTDM), Version 2.0.

The County of Los Angeles has not yet identified the preferred travel demand model to be used for VMT analysis. Therefore, the CSTDM VMT projections provided a reasonable evaluation of VMT based on readily available data. It should be noted, however, that as a state-wide model, the results have not been validated at the local scale level. Nonetheless, in order to ensure the project does not contribute to significant VMT impacts, the project should implement several building/site design features and transportation demand management (TDM) strategies to help reduce VMT. TDM strategies and recommendations are further discussed in the subsequent section of this report.

b. Proximity to Transit.

As specified in the CEQA guidelines, generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. A high-quality transit corridor is defined by the Southern California Association of Governments (SCAG) as being a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

- East Valinda Shuttle. The project site is located approximately 800 feet (0.15 miles) from the nearest bus stop along the East Valinda shuttle route. The East Valinda shuttle operates daily from 5:45 a.m. to 6:45 p.m. Fares are only 25 cents per trip and are free to seniors (60 years and older), persons with disabilities and children under 5. The East Valinda Shuttle provides Valinda area residents access to major destinations and connectivity to transit lines operated by Metro and Foothill Transit.
- Bus Route 194. The project site is located approximately 1,000 feet (0.19 miles) from the nearest bus stop located along the Foothill Transit Route 194 (Valley Boulevard) with service headway as low as 10 minutes during peak commute times.

- Industry Metrolink Station. The project site is located approximately 3.6 miles from the Industry Metrolink Station and Foothill Transit Park and Ride Lot. Metrolink provides regional rail access to LA, Ventura, San Bernardino, Orange, Riverside, and San Diego Counties.

The Foothill Transit Route 194 is considered a high quality transit corridor with peak hour service intervals of 15 minutes or less. Therefore, since the project is located within one-half mile of a bus stop for Bus Route 194 (Valley Boulevard / La Seda) **the project impact should generally be considered less than significant.**

c. Access to Multi-Modal Transportation

In addition to the proximity of the site to transit described above, the project is located approximately 1,500 feet (0.28 miles) to Sunshine Park with pedestrian access provided via Rorimer Street and Trafalgar Avenue.

The project site is also located approximately 3,500 feet (0.66 miles) from the proposed San Jose Creek Class-I Bike Path extension.

d. Diversifying Land Use

Section 21099 of the California Public Resources Code states that the criteria for determining the significance of transportation impacts must promote a diversity of land uses. This includes prioritizing infill developments.

- The project would consist of a multi-family residential project with an increase in land use density resulting in 25 dwelling units per acre.
- The project would be located approximately 600 feet (0.11 miles) from the Rorimer Elementary School.

The California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures, August 2010 report states increasing the density of land use can achieve up to 30% reduction in VMT.

Increased densities affect the distance people travel and provide greater options for the mode of travel they choose, for example, studies have shown that transit ridership increases with density. The TRB Special Report 298 literature suggests that doubling

neighborhood density across a metropolitan area might lower household VMT by about 5 to 12 percent.

Therefore, as a result of the increased density, the project would help to reduce VMT compared to existing Church use and surrounding predominantly single family neighborhood.

### **Transportation Demand Management Strategies**

The following transportation demand management (TDM) strategies are provided to help further reduce project VMT.

- Provide all residents with information regarding the availability of transit options in the vicinity of the site, including the East Valinda Shuttle, Foothill Transit Route 194 and the Industry Metrolink Station/Park and Ride lot.
- Participate in the applicable County development impact fee programs that fund bicycle and pedestrian infrastructure projects

### **Conclusion**

Based on this review, the proposed project is not expected to cause a significant transportation impact per the Los Angeles County Traffic Impact Analysis Guidelines and CEQA requirements.

The proposed project is not expected to generate over 500 trips per day. Per the LA County Guidelines, a full traffic study is generally needed if a project generates over 500 trips per day or where other possible adverse impacts are identified. Since the proposed project does not meet the screening threshold for requiring a full traffic study, the project impact to the existing circulation system is considered less than significant.

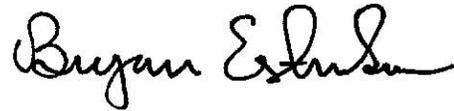
The project also meets several of the new CEQA requirements for reducing VMT, including being located within one-half mile of a quality transit corridor and providing an infill project that would increase the land use density of the site. Therefore, **the project's transportation impact is considered less than significant.**

RK Engineering Group, Inc. appreciates this opportunity to work with THE OLSON COMPANY on this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

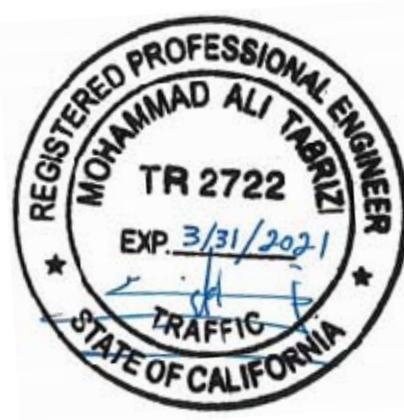
Sincerely,  
RK ENGINEERING GROUP, INC.



Mohammad "Alex" Tabrizi, P.E., T.E.  
Associate Principal



Bryan Estrada, AICP  
Senior Associate



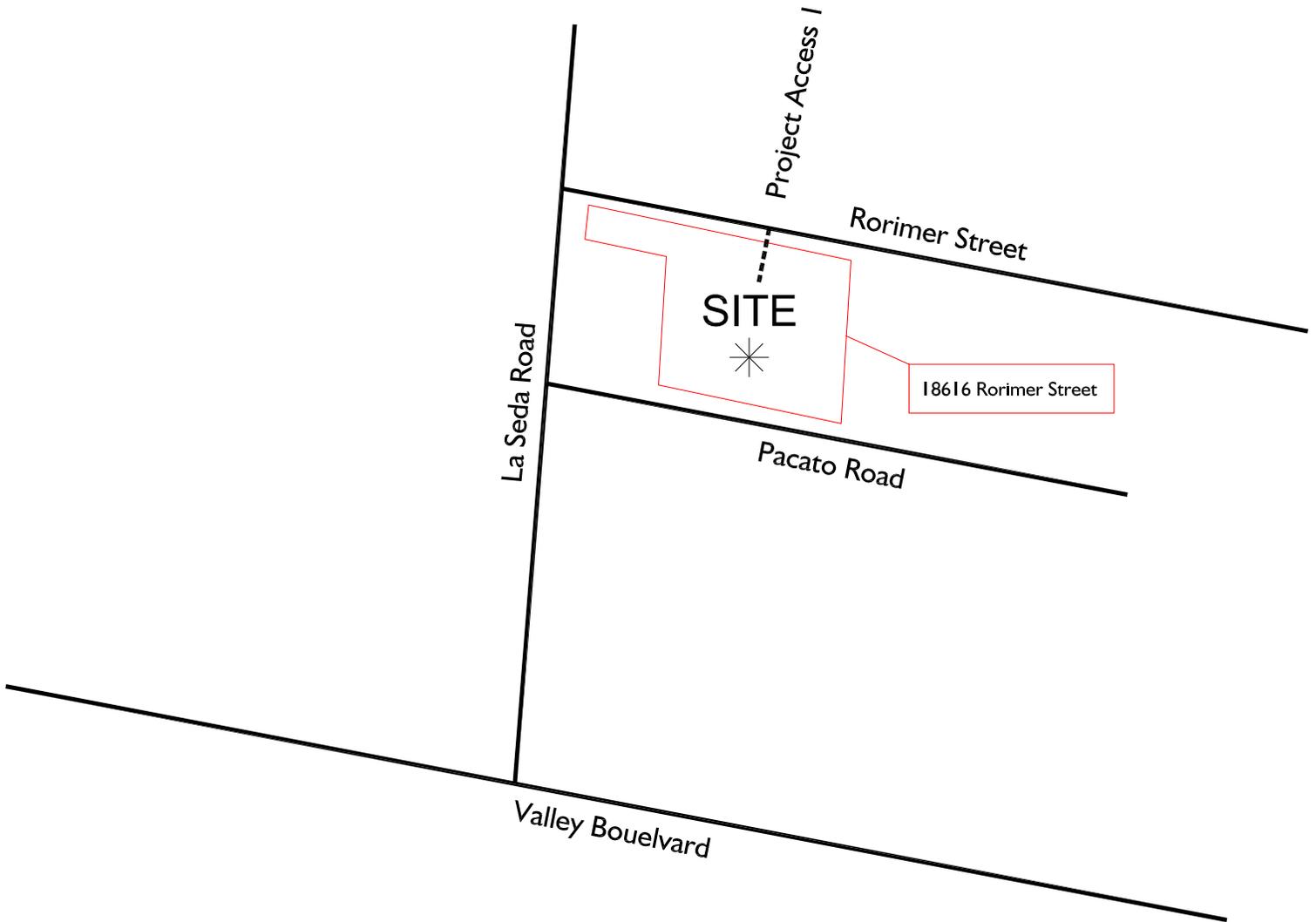
Attachments:

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# Exhibits

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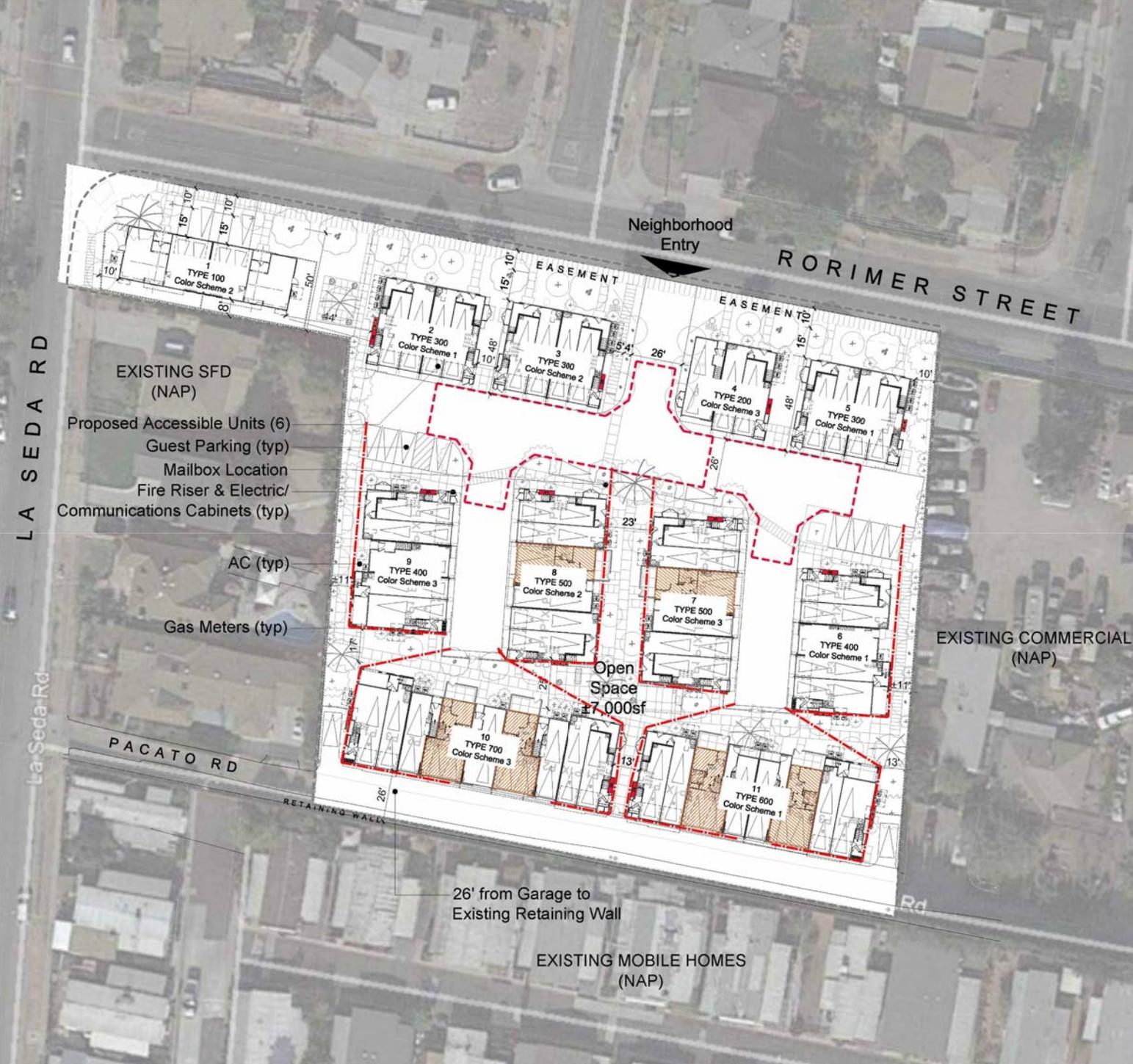
Exhibit A  
**Location Map**



**Legend:**

- ① = Study Area Intersection
- \* = Project Site
- = Project Access Driveway





LA SEDA RD

RORIMER STREET

PACATO RD

EXISTING SFD (NAP)

EXISTING COMMERCIAL (NAP)

EXISTING MOBILE HOMES (NAP)

Neighborhood Entry

Open Space  
 ±7,000sf

26' from Garage to Existing Retaining Wall

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# Attachments

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**Attachment A**  
Transit Service Information

# MICROBÚS DE EAST VALINDA

servicio

**TARIFAS:** 25 centavos por viaje  
**GRATIS:** Personas de edad avanzada (60 años o más) Personas incapacitadas niños menores de 5 años  
**SE ACEPTA:** Pases de Metro 30-Day y EZ

**¿USTED SABIA?** Microbús de East Valinda acomoda a personas en silla de ruedas y tiene aire acondicionado.

## INFORMATION DE TRANSITO

Microbús de East Valinda conecta con las siguientes líneas de autobús:

<b>Metro</b> <a href="http://www.metro.net">www.metro.net</a> 323 GO METRO	<b>West Covina's GO WEST</b> <a href="http://www.westcovina.org">www.westcovina.org</a> (800) 425-5777
<b>Foothill Transit</b> <a href="http://www.foothilltransit.org">www.foothilltransit.org</a> (800) ride info	<b>La Puente Link</b> <a href="http://www.lapuente.org">www.lapuente.org</a> (626)330-4000

Para más información sobre el servicio de microbús, visite el sitio web: [LAGoBus.info](http://LAGoBus.info)

**AUTOBÚS FUNCIONA** 5:45 AM - 6:45 PM  
Lunes a sábado

No hay servicio los domingos ni los siguientes días de fiesta:

Día de Año Nuevo	Día del Trabajo
Día de Conmemoración	Día de Gracias
Día de la Independencia	Día de Navidad

Para más información o para solicitar formatos alternativos de este folleto llame al: (626) 458-5960

Para las personas con dificultad auditiva, por favor llamar al: 711

Este servicio financiado a través de fondos proporcionados por el Condado de Los Angeles.

# MICROBÚS DE EAST VALINDA

# EAST VALINDA SHUTTLE

# EAST VALINDA SHUTTLE

service

**FARES:** 25 cents per trip  
**FREE:** Seniors (60 years and older) Persons with disabilities Children under 5  
**WE ACCEPT:** Metro 30-Day and EZ passes

**DID YOU KNOW?** The East Valinda Shuttle bus is air-conditioned and wheelchair accessible.

## TRANSIT INFORMATION

The East Valinda Shuttle connects with the following transit providers:

<b>Metro</b> <a href="http://www.metro.net">www.metro.net</a> 323 GO METRO	<b>West Covina's GO WEST</b> <a href="http://www.westcovina.org">www.westcovina.org</a> (800) 425-5777
<b>Foothill Transit</b> <a href="http://www.foothilltransit.org">www.foothilltransit.org</a> (800) ride info	<b>La Puente Link</b> <a href="http://www.lapuente.org">www.lapuente.org</a> (626)330-4000

For more East Valinda Shuttle information, visit our Web site: [LAGoBus.info](http://LAGoBus.info)

**BUS OPERATES** 5:45 AM - 6:45 PM  
Monday to Saturday

There is no service on Sundays or the following holidays:

New Year's day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

For more information or for alternate formats, please call: (626) 458-5960

For those with hearing impairments, please call: 711

This service is financed through funds provided by the County of Los Angeles.



BIENVENIDOS!



WELCOME ABOARD!



# EAST VALINDA SHUTTLE

- East Valinda Shuttle Route
- Eastbound stops
- Westbound stops
- Eastbound and Westbound stops



## EAST VALINDA SHUTTLE SCHEDULE (HORARIO DEL MICROBÚS DE EAST VALINDA)

**SHUTTLE HOURS/  
HORAS DEL MICROBÚS** 5:45 AM - 6:45 PM Monday to Saturday  
(lunes a sabado)

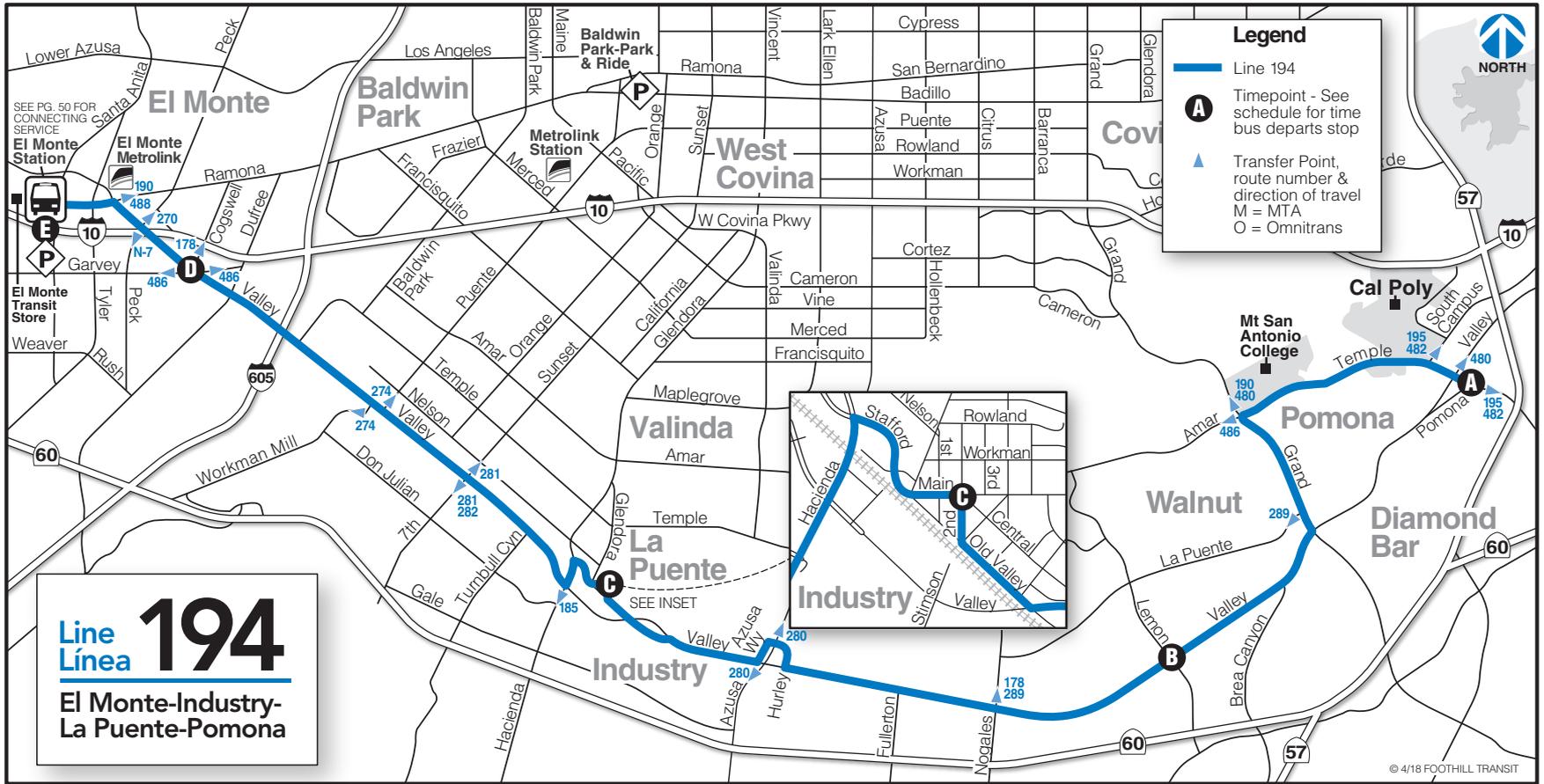
**SHUTTLE INFO/  
INFORMACION DE MICROBÚS** **(310) 667-8755**

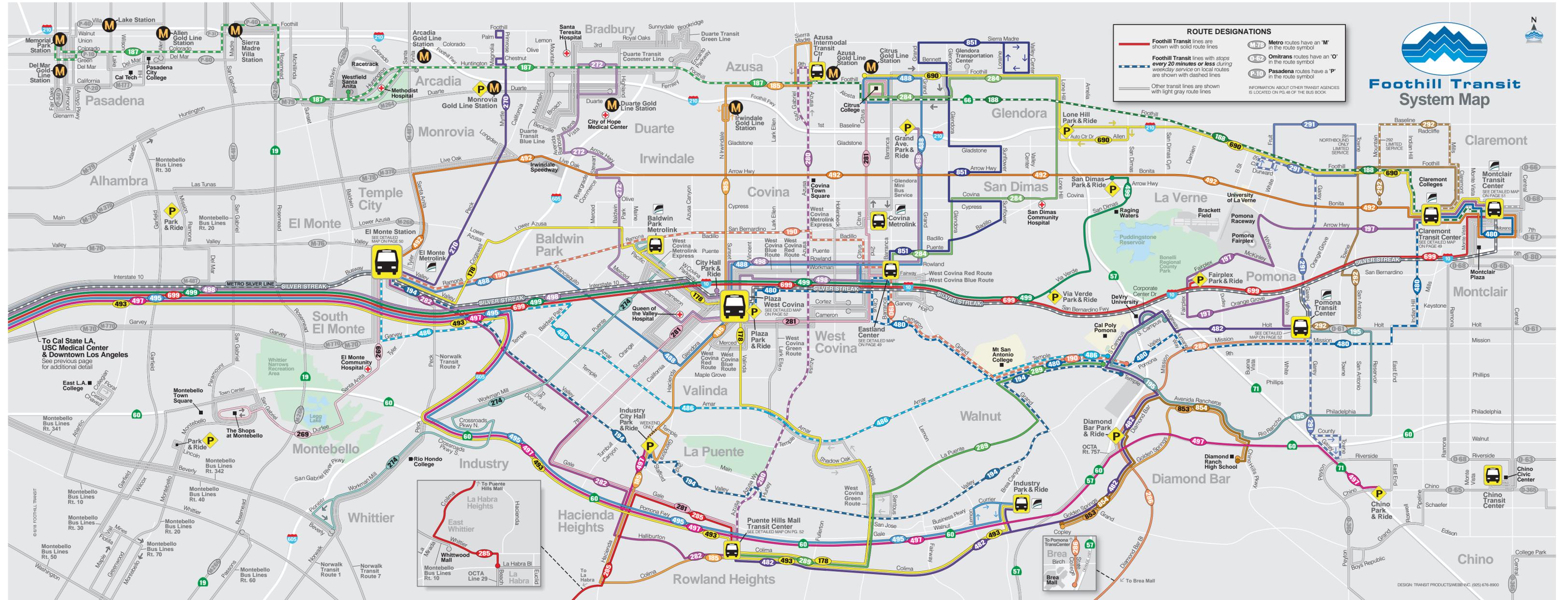
**Westbound (hacia el oeste)**  
shuttle stops with cross streets paradas del microbús en calles que intersectan

	departure times		hora de salidas							
Nogales High School	5:45 AM	6:55 AM	8:20 AM	9:30 AM	10:55 AM	12:15 PM	1:50 PM	3:20 PM	5:15 PM	
Sunshine Park	5:50	7:00	8:25	9:35	11:00	12:20	1:55	3:30	5:25	
Valley/Alderon	5:55	7:05	8:30	9:40	11:05	12:25	2:00	3:35	5:30	
Salais/Sandalwood	6:00	7:10	8:35	9:45	11:10	12:30	2:05	3:40	5:35	
Azusa/Gemini	6:05	7:15	8:40	9:50	11:15	12:35	2:15	3:50	5:45	
Valinda/Amar	6:10	7:20	8:45	9:55	11:25	12:45	2:25	4:00	5:55	
Rimgrove Park	6:15	7:25	8:50	10:00	11:30	12:50 PM	2:30 PM	4:05 PM	6:00 PM	

**Eastbound (hacia el este)**  
shuttle stops with cross streets paradas del microbús en calles que intersectan

	departure times		hora de salidas							
Rimgrove Park	6:20	7:45	8:55	10:20	11:35	1:10 PM	2:35 PM	4:25 PM	6:05 PM	
Amar/Valinda	6:25	7:50	9:00	10:25	11:40	1:15	2:40	4:30	6:10	
Gemini/Azusa	6:30	7:55	9:05	10:30	11:50	1:25	2:50	4:40	6:20	
Salais/Sandalwood	6:35	8:00	9:10	10:35	11:55	1:30	3:00	4:50	6:30	
Sunshine Park	6:45	8:10	9:20	10:45	12:05	1:40	3:10	5:00	6:40	
Northam/Nogales	6:50	8:15	9:25	10:50	12:10 PM	1:45 PM	3:15 PM	5:10 PM	6:45 PM	





### ROUTE DESIGNATIONS

- Foothill Transit lines are shown with solid route lines
- Foothill Transit lines with stops every 20 minutes or less during weekday service on local routes are shown with dashed lines
- Other transit lines are shown with light gray route lines
- Metro routes have an 'M' in the route symbol
- Omitrans routes have an 'O' in the route symbol
- Pasadena routes have a 'P' in the route symbol

INFORMATION ABOUT OTHER TRANSIT AGENCIES IS LOCATED ON PG. 48 OF THE BUS BOOK

## Foothill Transit System Map

To Cal State LA, USC Medical Center & Downtown Los Angeles & Downtown Los Angeles See previous page for additional detail

To La Habra  
To East Whittier  
To Whittier  
To La Habra Bl  
To La Habra

To Brea  
To Brea Mall  
To Brea Mall

WEEKDAY  
ENTRE SEMANA

## WESTBOUND/EN DIRECCIÓN OESTE

POMONA TO EL MONTE  
POMONA HACIA EL MONTE

Temple Ave. & Pomona Blvd.	Valley Blvd. & Lemon Ave.	Old Valley Blvd. & Stimson Ave.	Valley Blvd. & Garvey Ave.	El Monte Station
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
4:15	4:28	4:42	4:58	5:08
4:45	4:58	5:12	5:28	5:38
5:15	5:28	5:42	5:58	6:08
5:35	5:51	6:07	6:28	6:39
5:55	6:11	6:27	6:48	6:59
.....	6:27	6:43	7:07	7:22
6:25	6:39	6:55	7:19	7:34
.....	6:47	7:08	7:32	7:47
6:45	7:00	7:21	7:45	8:00
.....	7:13	7:34	7:58	8:13
7:10	7:25	7:46	8:10	8:25
.....	7:40	8:02	8:26	8:41
7:35	7:50	8:11	8:35	8:50
.....	8:16	8:38	9:02	9:17
8:25	8:45	9:07	9:31	9:46
9:05	9:25	9:47	10:11	10:26
9:45	10:05	10:27	10:51	11:06
10:25	10:46	11:08	11:32	11:47
11:05	11:26	11:48	<b>12:12</b>	<b>12:27</b>
11:45	<b>12:06</b>	<b>12:28</b>	<b>12:52</b>	<b>1:07</b>
<b>12:25</b>	<b>12:46</b>	<b>1:08</b>	<b>1:32</b>	<b>1:47</b>
<b>12:55</b>	<b>1:16</b>	<b>1:38</b>	<b>2:02</b>	<b>2:17</b>
<b>1:20</b>	<b>1:41</b>	<b>2:03</b>	<b>2:27</b>	<b>2:42</b>
<b>1:40</b>	<b>2:01</b>	<b>2:20</b>	<b>2:46</b>	<b>3:01</b>
<b>1:55</b>	<b>2:16</b>	<b>2:35</b>	<b>3:01</b>	<b>3:16</b>
<b>2:15</b>	<b>2:36</b>	<b>2:55</b>	<b>3:21</b>	<b>3:36</b>
<b>2:50</b>	<b>3:11</b>	<b>3:30</b>	<b>3:56</b>	<b>4:11</b>
<b>3:15</b>	<b>3:36</b>	<b>3:55</b>	<b>4:21</b>	<b>4:36</b>
<b>3:35</b>	<b>3:56</b>	<b>4:15</b>	<b>4:41</b>	<b>4:56</b>
<b>3:50</b>	<b>4:12</b>	<b>4:31</b>	<b>4:57</b>	<b>5:12</b>
<b>4:00</b>	<b>4:24</b>	<b>4:43</b>	<b>5:09</b>	<b>5:24</b>
<b>4:15</b>	<b>4:39</b>	<b>4:58</b>	<b>5:24</b>	<b>5:39</b>
.....	<b>4:54</b>	<b>5:13</b>	<b>5:39</b>	<b>5:54</b>
<b>4:55</b>	<b>5:19</b>	<b>5:38</b>	<b>6:04</b>	<b>6:19</b>
.....	<b>5:34</b>	<b>5:51</b>	<b>6:16</b>	<b>6:31</b>
<b>5:35</b>	<b>5:59</b>	<b>6:16</b>	<b>6:41</b>	<b>6:56</b>
<b>6:00</b>	<b>6:21</b>	<b>6:38</b>	<b>7:04</b>	<b>7:18</b>
<b>6:20</b>	<b>6:41</b>	<b>6:58</b>	<b>7:24</b>	<b>7:38</b>
<b>7:00</b>	<b>7:21</b>	<b>7:38</b>	<b>8:04</b>	<b>8:18</b>
<b>7:40</b>	<b>7:59</b>	<b>8:15</b>	<b>8:37</b>	<b>8:51</b>
<b>8:50</b>	<b>9:07</b>	<b>9:20</b>	<b>9:36</b>	<b>9:45</b>
<b>10:00</b>	<b>10:17</b>	<b>10:30</b>	<b>10:46</b>	<b>10:55</b>
<b>11:05</b>	<b>11:21</b>	<b>11:34</b>	<b>11:50</b>	<b>11:59</b>
12:05	12:21	12:34	12:50	12:59
1:05	1:21	1:34	1:50	1:59

**WEEKDAY  
ENTRE SEMANA**

## EASTBOUND/EN DIRECCIÓN ESTE

### EL MONTE TO POMONA EL MONTE HACIA POMONA

El Monte Station	Valley Blvd. & Garvey Ave.	Old Valley Blvd. & Stimson Ave.	Valley Blvd. & Lemon Ave.	Temple Ave. & Valley Blvd.
<b>E</b>	<b>D</b>	<b>G</b>	<b>B</b>	<b>A</b>
4:25	4:34	4:52	5:05	5:20
4:50	4:59	5:17	5:30	5:45
5:20	5:30	5:51	6:05	6:22
5:35	5:45	6:06	6:20	6:37
5:50	6:00	6:21	6:35	6:52
6:02	6:14	6:35	6:51	7:10
6:14	6:26	6:47	7:03	7:22
6:25	6:37	6:58	7:14	7:33
6:40	6:52	7:16	7:34	7:53
6:55	7:07	7:31	7:49	8:08
7:10	7:22	7:46	8:04	8:23
7:25	7:37	8:01	8:19	8:38
7:40	7:52	8:16	8:34	8:53
7:55	8:07	8:31	8:49	9:08
8:10	8:22	8:46	9:04	9:23
8:30	8:42	9:06	9:24	9:43
9:05	9:18	9:46	10:04	10:23
9:45	9:58	10:26	10:44	11:03
10:25	10:38	11:06	11:24	11:43
11:05	11:18	11:46	<b>12:04</b>	<b>12:23</b>
11:45	11:58	<b>12:26</b>	<b>12:44</b>	<b>1:03</b>
<b>12:25</b>	<b>12:38</b>	<b>1:06</b>	<b>1:24</b>	<b>1:43</b>
<b>1:05</b>	<b>1:18</b>	<b>1:46</b>	<b>2:04</b>	<b>2:23</b>
<b>1:30</b>	<b>1:43</b>	<b>2:11</b>	<b>2:29</b>	<b>2:48</b>
<b>1:55</b>	<b>2:08</b>	<b>2:36</b>	<b>2:54</b>	<b>3:13</b>
<b>2:20</b>	<b>2:33</b>	<b>3:01</b>	<b>3:19</b>	<b>3:38</b>
<b>2:40</b>	<b>2:54</b>	<b>3:22</b>	<b>3:40</b>	<b>3:59</b>
<b>3:00</b>	<b>3:14</b>	<b>3:42</b>	<b>4:00</b>	<b>4:19</b>
<b>3:20</b>	<b>3:34</b>	<b>4:02</b>	<b>4:20</b>	<b>4:39</b>
<b>3:40</b>	<b>3:54</b>	<b>4:22</b>	<b>4:40</b>	.....
<b>4:05</b>	<b>4:19</b>	<b>4:47</b>	<b>5:05</b>	<b>5:24</b>
<b>4:25</b>	<b>4:39</b>	<b>5:07</b>	<b>5:25</b>	.....
<b>4:40</b>	<b>4:54</b>	<b>5:22</b>	<b>5:40</b>	<b>5:59</b>
<b>4:55</b>	<b>5:09</b>	<b>5:37</b>	<b>5:55</b>	.....
<b>5:10</b>	<b>5:24</b>	<b>5:52</b>	<b>6:10</b>	.....
<b>5:25</b>	<b>5:39</b>	<b>6:07</b>	<b>6:25</b>	<b>6:44</b>
<b>5:40</b>	<b>5:54</b>	<b>6:22</b>	<b>6:40</b>	.....
<b>6:05</b>	<b>6:19</b>	<b>6:47</b>	<b>7:05</b>	<b>7:24</b>
<b>6:30</b>	<b>6:43</b>	<b>7:08</b>	<b>7:26</b>	<b>7:45</b>
<b>7:00</b>	<b>7:12</b>	<b>7:32</b>	<b>7:48</b>	.....
<b>7:40</b>	<b>7:52</b>	<b>8:12</b>	<b>8:28</b>	<b>8:47</b>
<b>8:20</b>	<b>8:31</b>	<b>8:48</b>	<b>9:02</b>	.....
<b>9:00</b>	<b>9:11</b>	<b>9:28</b>	<b>9:42</b>	<b>9:58</b>
<b>10:10</b>	<b>10:19</b>	<b>10:34</b>	<b>10:46</b>	<b>10:56</b>
<b>11:10</b>	<b>11:19</b>	<b>11:34</b>	<b>11:46</b>	<b>11:56</b>
12:10	12:19	12:34	12:46	12:56
1:10	1:19	1:34	1:46	1:56