MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY

SCAG

Transportation Data Analysis Technical Assistance Program

JULY 2026

Corridor Characterization Analysis

Pasadena

Table of Contents

List of Exhibits

Transportation Data Analysis Technical Assistance Program Overview

The SCAG Transportation Data Analysis Technical Assistance (TA) Program was established to advance the use of emerging transportation data platforms in local and regional planning practice. The program operates under SCAG's Regional Pilot Initiatives Partnership Program, which carries out demonstrations of next generation technologies to guide the Southern California region toward a more sustainable region. The TA Program demonstrates how public agencies can utilize big data analytics to address complex transportation planning questions that support regional sustainability goals aimed at reducing transportation-related carbon reduction emissions.

To support this effort, SCAG procured a regional subscription to StreetLight Insight®, providing data access at no cost to local agencies through June 2026. This subscription enables access to multimodal origin-destination data, safety analytics, truck telematics data, near real-time speed data, transportation network company activity data, and integrated transportation network tools. This subscription enables public agency staff and regional stakeholders to analyze local and regional travel behavior patterns using big data analytics to inform decisions that reduce emissions, improve multimodal access and connectivity, mitigate safety risk, and ensure equitable access to the broader transportation system.

The key objectives of the TA Program include:

- Encourage a culture of data-driven decision-making across the region.
- Bridge traditional and emerging planning approaches, integrating big data with established planning tools and policy frameworks.
- Appropriately scope and right size complex transportation research questions for big data analysis.
- Empower local partners through technical guidance, hands-on analytical support, and expanded access to advanced mobility datasets.
- Promote cross-platform validation, encouraging comparison between big data sources and traditional datasets to enhance data literacy and analytical reliability.
- Document best practices for leveraging big data in transportation planning and public sector decision-making.
- Equitably deliver data access and technical guidance, prioritizing capacity building among smaller and underserved jurisdictions.

SCAG solicited research questions from public agencies through a request for questions process. Selected case studies demonstrate practical applications of mobility analytics to address transportation safety, congestion, transit performance, demand management, and land use impacts on transportation.

Case Study Overview

The Pasadena Eaton Fire and Corridor Characterization analysis was conducted as part of the SCAG Transportation Data Analysis Technical Assistance Program to examine how traffic volumes on key corridors throughout the city of Pasadena have changed following the Eaton Fire, which devastated much of Altadena, just north of Pasadena, in January 2025. Overall, traffic volumes across the key corridors were lowest during spring 2025 and generally rebounded throughout the remainder of the year when compared to 2024. However, recovery varies considerably by location. Corridors south of I-210 generally recovered more quickly, exceeding 2024 traffic volumes by fall 2025, while locations north of I-210 remained below their 2024 baseline. These differences likely reflect the ongoing effects of the Eaton Fire, including displacement and recovery efforts.

Building on this understanding of the shift in vehicle volumes, the analysis examines travel behavior along a subset of corridors to identify where multimodal infrastructure investments and potential right-of-way modifications might warrant further consideration. These findings are intended to support early planning and project screening and should be supplemented with additional technical analyses, local context, and community input.

This case study was guided by the following research question:

- **Traffic Volumes:** How have vehicle traffic volumes across 10 key corridors in Pasadena changed compared with conditions before the fire?
- How have 2024 and 2025 traffic volumes, with attention to seasonality, changed?
- **Corridor Characterization:** Characterize the changes and travel behaviors on certain corridors considering community interests in changes such as lane drops, transit enhancements, and other multimodal improvements. Consider questions such as:
- What is the potential for mode shift?

BACKGROUND

On Jan. 7, 2025, the Eaton Fire ignited in Eaton Canyon in the San Gabriel Mountains. Fueled by Santa Ana winds, the Eaton Fire spread into the community of Altadena and northern parts of Pasadena, where it destroyed more than 9,000 buildings and killed at least 19 people. One of the deadliest and most destructive fires in California history, it fundamentally altered not only the area within the burn scar but the surrounding areas as well by wiping out local businesses, homes, and community areas and displacing thousands of residents.

This analysis began just over a year after the Eaton Fire was officially fully contained to capture, at a relatively detailed level, **how traffic volumes have changed on several key corridors in Pasadena and Altadena since the fire**. This update of the city of Pasadena's understanding of traffic volumes in the wake of a major natural disaster is a critical step in resetting fundamental knowledge about travel around the city. In turn, this allows the city to make decisions regarding new projects with an accurate understanding of existing conditions.

Examples of such projects are those that reshape Pasadena streets to be more welcoming for active transportation users and advance the city's goals of providing safe streets for all users. As such, the corridor characterization analysis builds on the first traffic volume analysis by focusing more explicitly on the potential for mode shift on a subset of the key corridors investigated in the first part. Together, the two analyses offer a picture of each of the key corridors, rooted in recent big data, that can inform future analyses, public engagement, and ultimately decisions about how these streets can best serve the people that use them.

ANALYSIS OVERVIEW

This analysis was broken into two sections: **traffic volume analysis and corridor characterization**. The traffic volume analysis was aimed at filling in a crucial knowledge gap about travel patterns in the area. The corridor characterization analysis was aimed at demonstrating how big data might be used in an exercise that requires synthesizing information from a few different data sources to inform potential action from the city. While the objective of the traffic volume analysis was achieved through this project, due to limited time and resources in this initial exploration, the corridor characterization served more as a proof of concept for how big data can be integrated into the city's planning work. Through other ongoing efforts at the city, such as the city's Pedestrian Transportation Action Plan, the city can dive deeper into key corridors, solicit community input, and make a more informed decision about the type and location of future multimodal investments.

TRAFFIC VOLUMES

The traffic volumes analysis focused on a set of 10 corridors throughout Pasadena and leveraged big data to understand how vehicle volumes in 2025 after the Eaton Fire compared to volumes in the year immediately preceding the fire (2024). Three different time frames in 2025 were examined (spring, summer, and fall) to control for seasonal variations and observe how traffic changed over the course of the year following the fire.

CORRIDOR CHARACTERIZATION

The corridor characterization analysis focused on eight out of 10 corridors from the traffic volumes analysis. The results of the traffic volumes analysis were augmented by additional analyses to inform how suitable each corridor might be for multimodal investments. The key question this analysis intended to answer was how much potential for mode shift existed along each corridor. To characterize mode shift potential, information about transit service along the corridor, origins and typical trip distances of trips ending along the corridor, and active transportation use on or near the corridor were explored.

ROLE OF BIG DATA

USES AND BENEFITS

Traffic Volumes

Connected vehicle data (CVD) from StreetLight Data was used to provide vehicle volume estimates at multiple locations along each of the 10 corridors included in the traffic volume Analysis. **StreetLight Data provides a significant benefit over traditional data collection methods by offering a historical view of vehicle travel behavior rather than a single point-in-time snapshot.** This allows the city to look back in time and compare travel patterns across different periods, supporting before-and-after analyses and ongoing monitoring. In this case, Big Data enabled a comparison of vehicle traffic volumes at the same set of locations during the same time of year in both 2024, before the Eaton Fire, and in 2025, after the fire.

Corridor Characterization

CVD from StreetLight Data was also used in the corridor characterization analysis to provide information about **typical trip lengths for trips ending near each of the eight corridors**. Additionally, it was used to understand the share of trips ending near each corridor that originated from a location with a high-quality transit connection to Pasadena. Recreational walking and biking data from Strava Metro was used to understand relative levels of recreational walking and biking along or near each corridor.

LIMITATIONS AND APPLICATIONS IN THIS STUDY

StreetLight Data

StreetLight data was not used to estimate active transportation levels or mode splits on the Pasadena corridors. Because there was a clear desire to understand travel on the corridor since the Eaton fires, a data source providing information after January 2025 was needed. **StreetLight stopped providing active transportation-related analyses at an area-level (e.g., Census Block Group or Census Tract) in 2023 when StreetLight started using CVD as their underlying data source rather than location-based services.** Additionally, StreetLight does not allow for seasonal temporal granularity, only allowing annual metrics.

Directional StreetLight volume estimates should also be interpreted as planning-level indicators of travel patterns, supplementing traditional traffic counts and surveys. While the dataset is well suited for understanding relative changes in travel behavior over time and comparing conditions across zones (e.g., corridors), some locations might exhibit directional volume imbalances or other anomalies due to connected vehicle data sample characteristics, roadway geometry, or post-fire travel conditions. Where directional volumes or operational characteristics are critical for project development, the findings should be supplemented with field observations or traditional traffic counts.

Strava Metro

In addition to exploring StreetLight data, this analysis leveraged **Strava Metro** data, which provides counts of activities logged on the Strava app by type of activity and segment of the roadway or trail network. Because Strava is used typically for exercise, the set of activities captured are likely to include more activities undertaken for exercise purposes than for non-recreational purposes (e.g., commute,

school, errands, etc.). In this analysis, **we used this data to understand relative levels of recreational walking and biking on or near the study corridors as a proxy for how welcoming the existing environment was to these types of activities and the relative level of demand for these activities along the corridors.** Further investigation of this data source is needed to understand when and how it can be maximally useful for active transportation planning. Strava Metro data has the benefit of modal precision—all activities are logged by the user as a walk, a hike, a bike, or an e-bike ride. Conversely, StreetLight captures a wider array of walking and biking trips, not just those that are logged by a user in the Strava app for exercise, so there is much less certainty around the accuracy of the inferred mode and a lack of recent data (2023-present)

VALIDATION

StreetLight traffic volume estimates were spot-checked against the city of Pasadena Traffic Count Data Set, filtering for locations with counts collected in 2024 or 2025 and in similar locations to the gates specified in StreetLight for the Traffic Volume Analysis. A series of spot checks revealed the StreetLight volume estimates to be within 1-10 percent of the collected counts. The variance is reasonable because these values are not expected to match precisely—the city's counts represent observed data at one specific point in time. StreetLight volumes, on the other hand, are averages of an expanded sample of CVD over a much wider time frame, which may be in a different part of the year than when the city traffic counts were collected. When examining against a "ground truth" source like observed counts, it is helpful to check for reasonable closeness in overall volumes as well as trends that are consistent across both sources. For example, on the north/south corridors examined as part of this analysis, locations further south tended to have higher volumes than those further north. This trend was consistent across StreetLight and the city's count data.

PURPOSE OF THIS WHITE PAPER

This white paper documents the methodology and findings of the traffic volume analysis and corridor characterization for Pasadena. It demonstrates an approach for leveraging big data to understand traffic volumes before and after a major event that impacted travel behavior in the city, in this case the January 2025 Eaton Fire. It also demonstrates how big data can be used to understand basic mobility patterns on and near key corridors throughout the city. Collectively, the findings are intended to update the city's understanding of current travel volumes and offer a starting point from which to evaluate various corridors for complete street infrastructure investment. The findings are not intended to reflect final conclusions or recommendations.

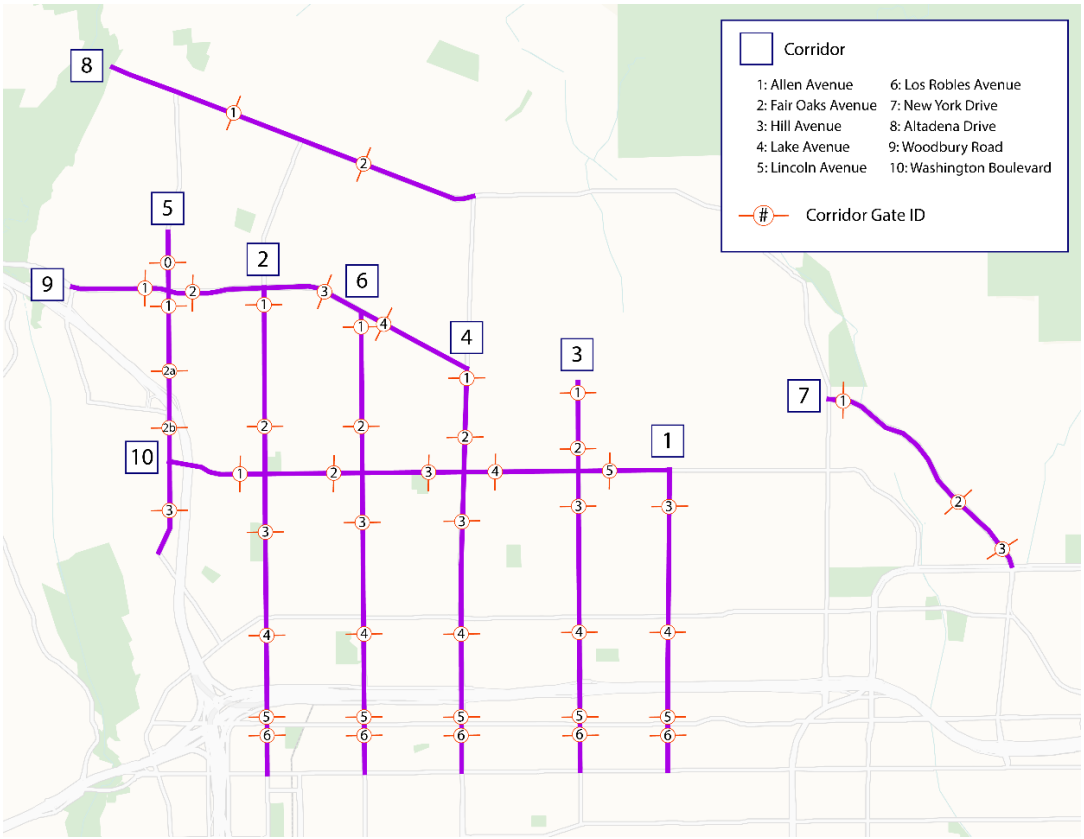
Methodology

TRAFFIC VOLUMES

PASADENA VOLUMES

The traffic volumes analysis was performed using StreetLight Data's Network Performance Analysis module. Within the umbrella of Network Performance Analyses, the Spot Metrics approach was selected because it provides a more straightforward estimate of vehicle volumes when compared with the Segment Metrics approach, which is more appropriate for metrics requiring some measurement of distance, such as vehicle miles traveled and travel time. Because the goal of this analysis was to understand volumes and how they have changed over time, it was important not to select an analysis in which there was any ambiguity about where along the corridor vehicles were traveling. The Spot Metrics approach within the Network Performance Analysis type allows the user to specify the specific location of every "gate" at which they would like to understand volume levels, as well as the direction a vehicle must be traveling to be counted. To enable analysis that looked at northbound and southbound (or eastbound and westbound, depending on the corridor) travel separately, each "gate" was specified twice in the StreetLight analysis, once for each direction. **Figure 1** shows the corridors and gate locations.

Figure 1. Traffic Volume Analysis Gate Locations



When a Network Performance Analysis is run, StreetLight provides an average volume per gate and direction for the given day type (e.g., weekend, Tuesday-Thursday, Monday) and day part (e.g., morning peak, all day, 7-8 a.m.). This average is derived from volumes for that day type (e.g., Monday, Tuesday, etc.) and day part (e.g., 6-9 a.m.) across some specified data period (e.g., January-March). To compare volumes before and after the Eaton Fire while accounting for seasonal variation in traffic volumes, this analysis was run for six different data periods (each data period requires a separate StreetLight Analysis run):

- Spring 2024 (February – April)
- Spring 2025 (February – April)
- Summer 2024 (July – August)
- Summer 2025 (July – August)
- Fall 2024 (September – November)
- Fall 2025 (September – November)

BENCHMARKING

To provide a benchmark for overall traffic volume changes in the area across the same time period, StreetLight's Zone Activity Analysis was run for the city of Pasadena and for Los Angeles County for the same data periods. This created a baseline of what level of volume change might be expected in 2025 compared with 2024 given overall travel trends nearby that could be compared to the selected gate locations.

POST-PROCESSING

A Python script was used to read in the StreetLight analyses outputs and visualize the results for each corridor and time of year (i.e., spring, summer, fall) by plotting the 2024 volumes and the 2025 volumes at each gate and by direction, along with markers indicating where 2025 volumes would be if they had seen the same percentage change as overall travel in the city of Pasadena and L.A. County, per the benchmarks identified above.

CORRIDOR CHARACTERIZATION

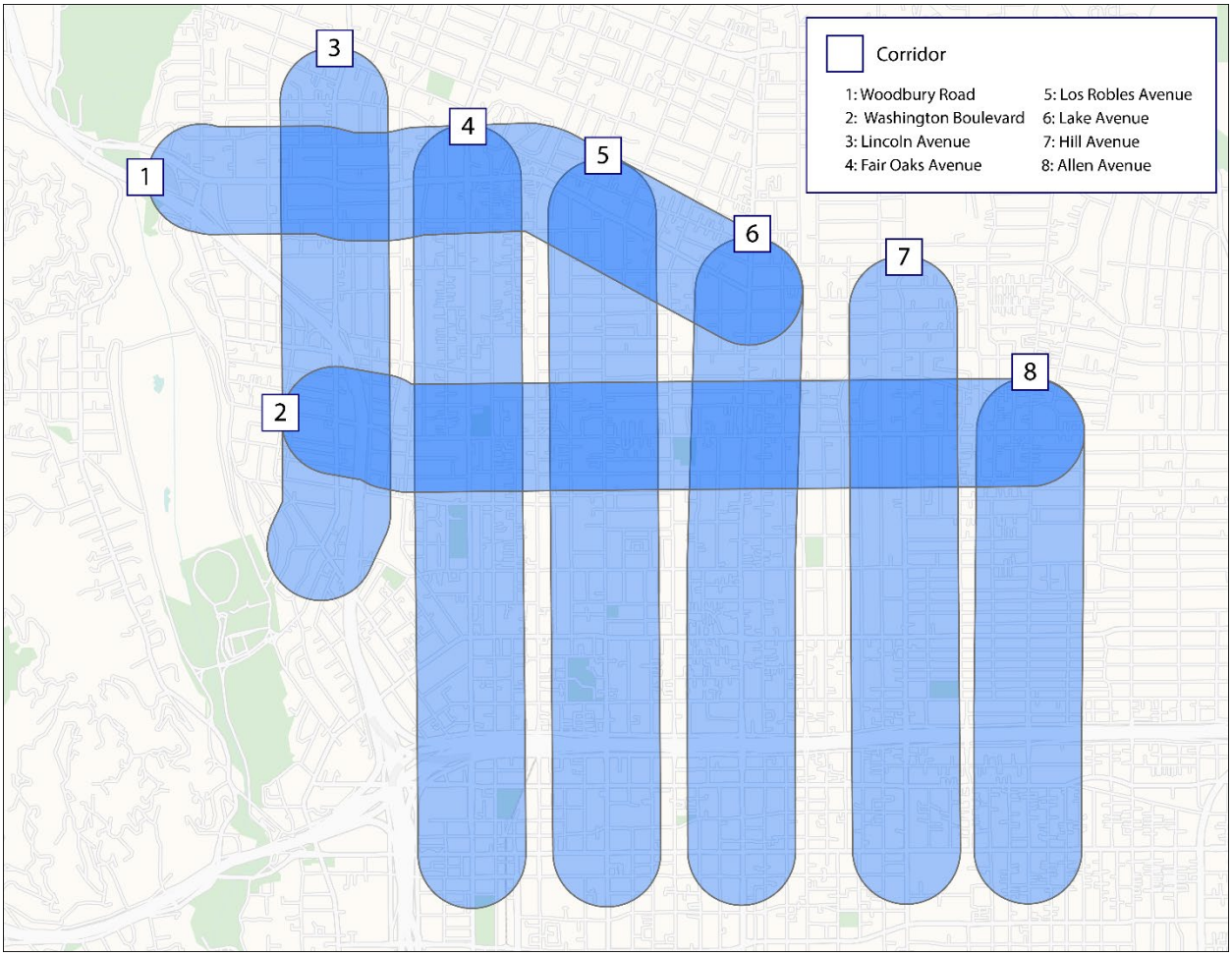
This portion of the analysis focused on a subset of the corridors analyzed in the traffic volume analysis section: Lincoln Avenue, Fair Oaks Avenue, Los Robles Avenue, Lake Avenue, Hill Avenue, Allen Avenue, Woodbury Road, and Washington Boulevard. The goal of this analysis was to characterize key elements informing the potential for mode shift along each corridor. Specifically, the analysis assessed:

- **Trip lengths** for trips starting or ending near the corridor: Shorter trips, especially those under 3 miles long, are particularly good candidates for mode shift.
- The share of trips traveling to the corridor **from locations easily accessible by transit**: These trips may be easier to convert to a combination of transit and walking/biking with improved active transportation infrastructure, given existing transit service to the corridor.
- Existing **level of transit service:** High-quality transit supports active transportation by making personal vehicles less necessary.

- Existing **levels of active transportation** use: Evidence that people are already walking and biking along the corridor can indicate that active transportation infrastructure would be used. On the other hand, lower levels of walking and biking may be reflective of poor infrastructure.

Many of these pieces of the corridor characterization analysis require a buffer around the corridor. A quarter-mile buffer was used to characterize the immediate area influenced by the corridor. This distance captures destinations and activity that are reasonably associated with the corridor, including nearby trip origins and destinations, shorter local trips, and walking and bicycling activity, while minimizing overlap across corridors. The buffers around the eight corridors examined for this analysis are shown in **Figure 2**.

Figure 2. Corridors with a Quarter Mile Buffer



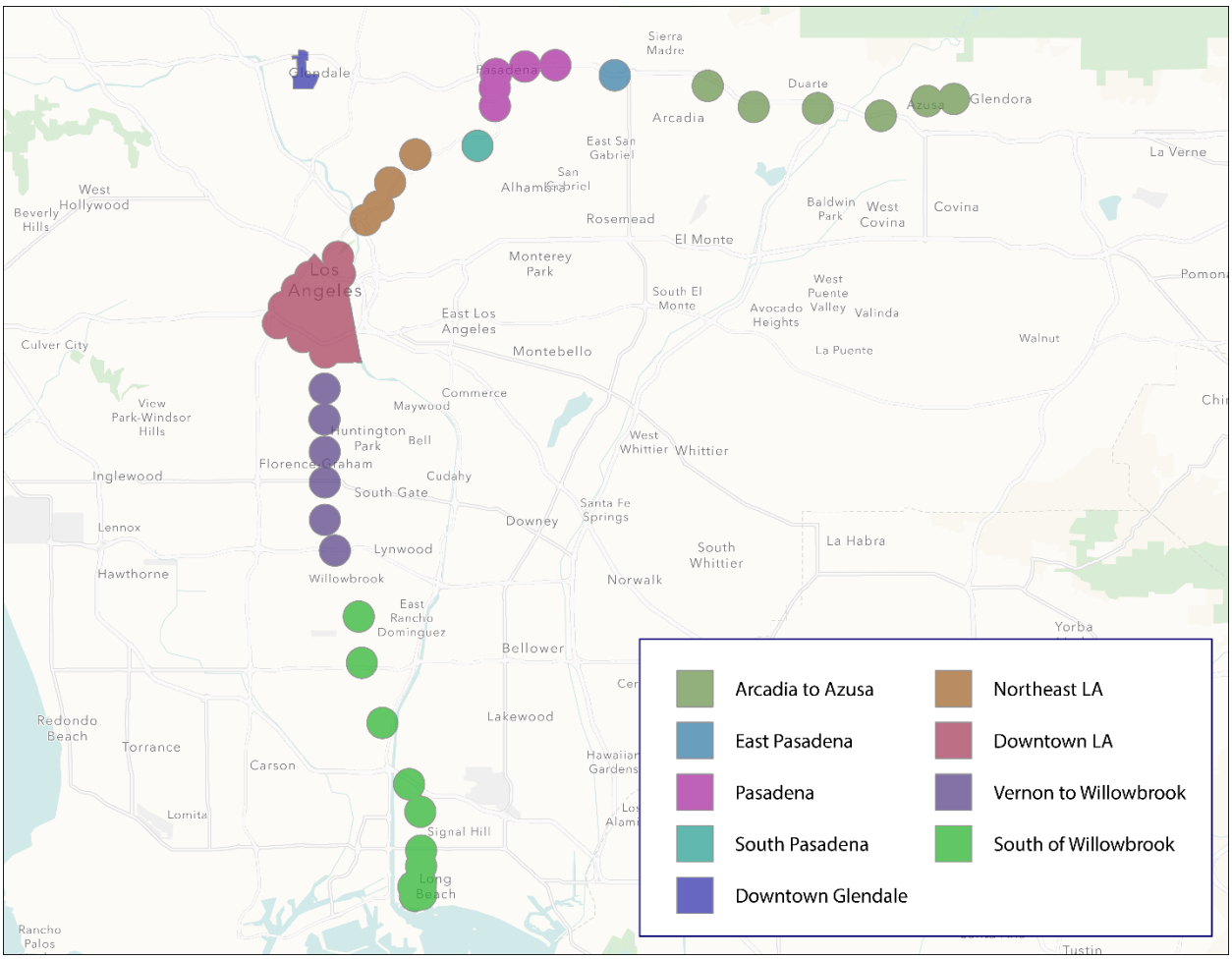
TRIP LENGTHS

Trips lengths for vehicle trips starting and ending along each corridor were estimated using StreetLight's Zone Activity Analysis module. Trip Attributes were indicated as a desired metric. This yielded estimates of the average distance of trips ending (or starting) along the corridor, as well as the share of trips by distance categories (i.e., 0-1 miles, 1-2 miles, 2-3 miles, 3-4 miles, 4-5 miles, 5-10 miles, etc.).

ORIGIN-DESTINATION ANALYSIS

To understand the volume and share of trips traveling to each of these corridors from places likely to be easily accessible by transit, a set of origin zones known to offer convenient public transportation service to Pasadena were defined. This included areas within a half-mile buffer of a Metro A line station as well as Downtown L.A. and Downtown Glendale. These zones were grouped in GIS and are shown in **Figure 3**.

Figure 3. Origin Zones for Origin-Destination Analysis



StreetLight's Origin-Destination Analysis module was used to estimate the number of trips traveling to each corridor buffer from the origin zones shown in **Figure 3**. StreetLight's Origin-Destination Analysis module also provides estimates on overall travel arriving in each corridor buffer, allowing for calculations of share of overall trips originating from any of the origin zones individually, and for places easily accessible by transit overall.

EXISTING TRANSIT SERVICE

Big data was not utilized to assess existing transit services along each corridor. The location of bus stops and their coverage of each corridor was assessed using Google Maps, and the frequency of the bus routes serving those stops was assessed using the online schedules published by Pasadena Transit, L.A. Metro, and Foothill Transit.

ACTIVE TRANSPORTATION

As discussed above, Strava Metro data was leveraged to understand the relative levels of walking and biking along or near each of the corridors. Strava Metro provides data in the form of a shapefile with a line for each road or trail segment that an activity might be logged on. Separately, they provide a table with the count of activities by type and segment. This data was obtained for bike rides, e-bike rides, and walks.

To count the activities by corridor, the Strava segment map was overlaid with the corridor buffer layer in GIS, and each segment was tagged if it belonged to each of the individual corridor buffers (allowing any given segment to belong to multiple corridor buffers). In Python, the tagged segment IDs were joined to the activity Comma-Separated Values (CSVs), and then this data was filtered for each corridor and summed.

Results and Recommendations

TRAFFIC VOLUME ANALYSIS

2024 volumes to 2025 volumes were compared for three different data periods (i.e., spring, summer, fall) at a total of 47 gates across eight corridors. For the same data periods, baseline "expected" volume changes were established by looking at the change in overall trips for L.A. County and the city of Pasadena between 2024 and 2025 for the three days of the week examined in depth: Tuesday, Friday, and Saturday. These baseline percent changes by day of the week and season are shown in **Table 1**.

Table 1 Baseline Trip Volume Changes for LA County and City of Pasadena

Baseline Area	Season	Tuesday	Friday	Saturday
L.A. County	Spring	-6.5%	-8.9%	-6.1%
	Summer	+5.5%	+3.1%	+3.9%
	Fall	+1.8%	+1.1%	+3.0%
City of Pasadena	Spring	-1.0%	-4.5%	-1.3%
	Summer	+1.7%	-2.8%	+2.8%
	Fall	+4.3%	+1.9%	+3.9%

KEY FINDINGS

In general, **traffic volumes on the study corridors were furthest below 2024 volumes in the spring of 2025 and rebounded throughout the year**. This mirrored the trend in the city of Pasadena overall, though trip counts in the city were slightly above 2024 levels starting in the summer, while most gate locations on study corridors continued to see traffic volumes below 2024 even in the fall. Los Angeles County also saw trip counts well below 2024 in the spring of 2025, but, like the city of Pasadena, was surpassing 2024 volumes by the Summer. (Fall of 2025 trip counts remained above 2024 levels for L.A. County as a whole, but by a smaller margin than the summer.)

Diving into the data by corridor tells a more nuanced story. **On north/south corridors, locations south of the I-210 freeway rebounded particularly strongly, especially later in 2025**. Volumes at these locations in fall of 2025 outpaced the levels of trip growth seen in the city of Pasadena and L.A. County over the same time period (fall 2024 vs. fall 2025). In general, these locations had higher 2024 volumes to begin with compared with gates further north on these corridors, which failed to recover to their already lower 2024 baseline volume. In contrast, **locations north of I-210 generally remained below their 2024 baseline volumes**. While this pattern might indicate a slower recovery, it might also be influenced by existing barriers and ongoing recovery efforts related to the Eaton Fire and should not necessarily be interpreted as reduced long-term travel demand.

Each of the east/west corridors (including New York Drive, which is more specifically northwest/southeast) saw more consistent trends across their gate locations, though not necessarily across corridors. **New York Drive, Woodbury Road, Altadena Drive, and Lincoln Avenue all saw volumes throughout 2025 that remained below 2024 levels**, without a clear or substantial rebound throughout the year. **Volumes on Washington Boulevard, on the other hand, surpassed 2024 levels throughout 2025 at all locations**.

Figures 4 and 5 highlight the bi-directional volume change from spring 2024 to fall 2025 for a typical weekday (Tuesday) and a typical weekend day (Saturday). Additionally, see **Appendix A: Traffic Volume Analysis** for detailed tables of StreetLight volumes across years, time frames, day of the week, corridors, gates, and directions.

Figure 4. Weekday (Tuesday) Volume Change

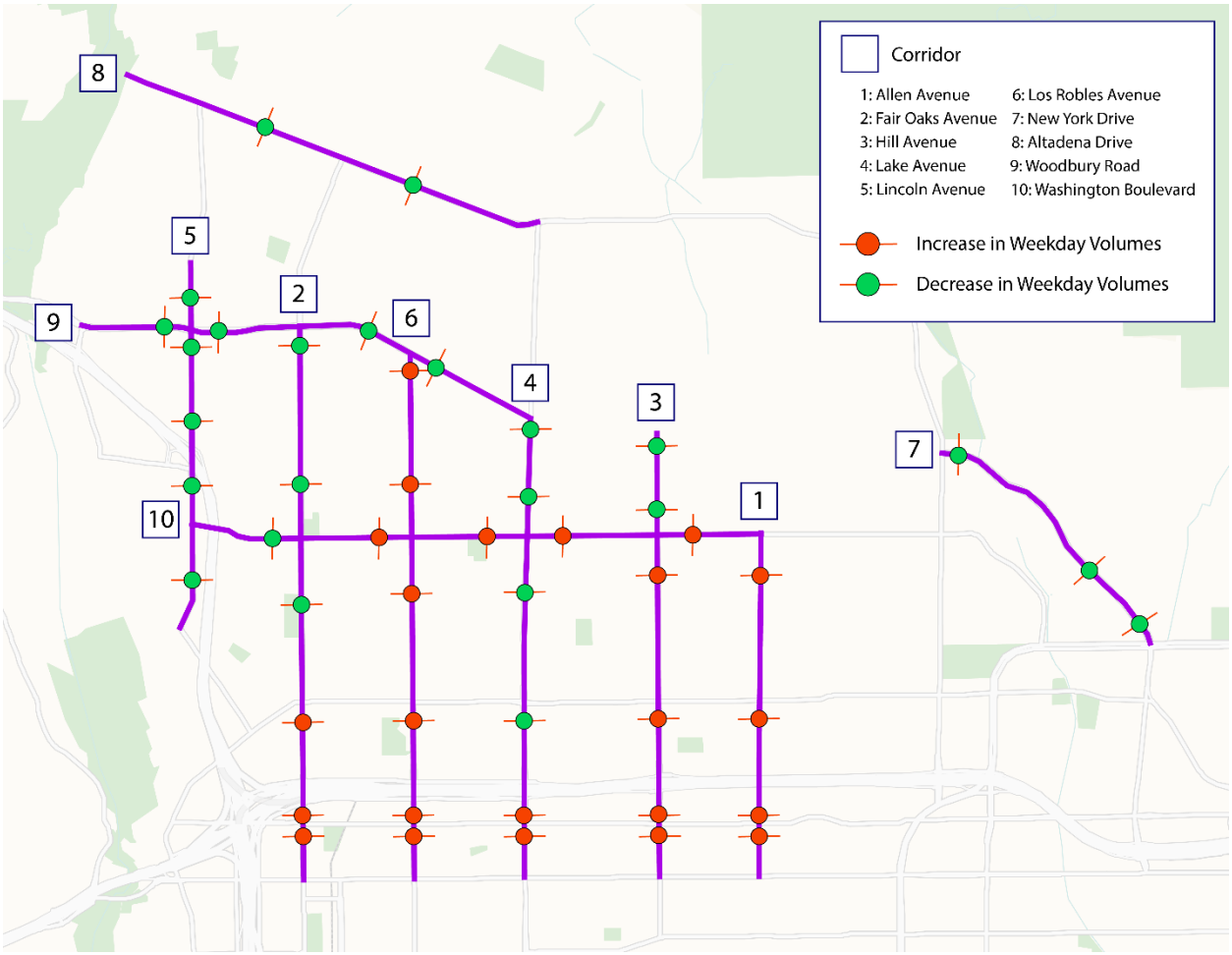
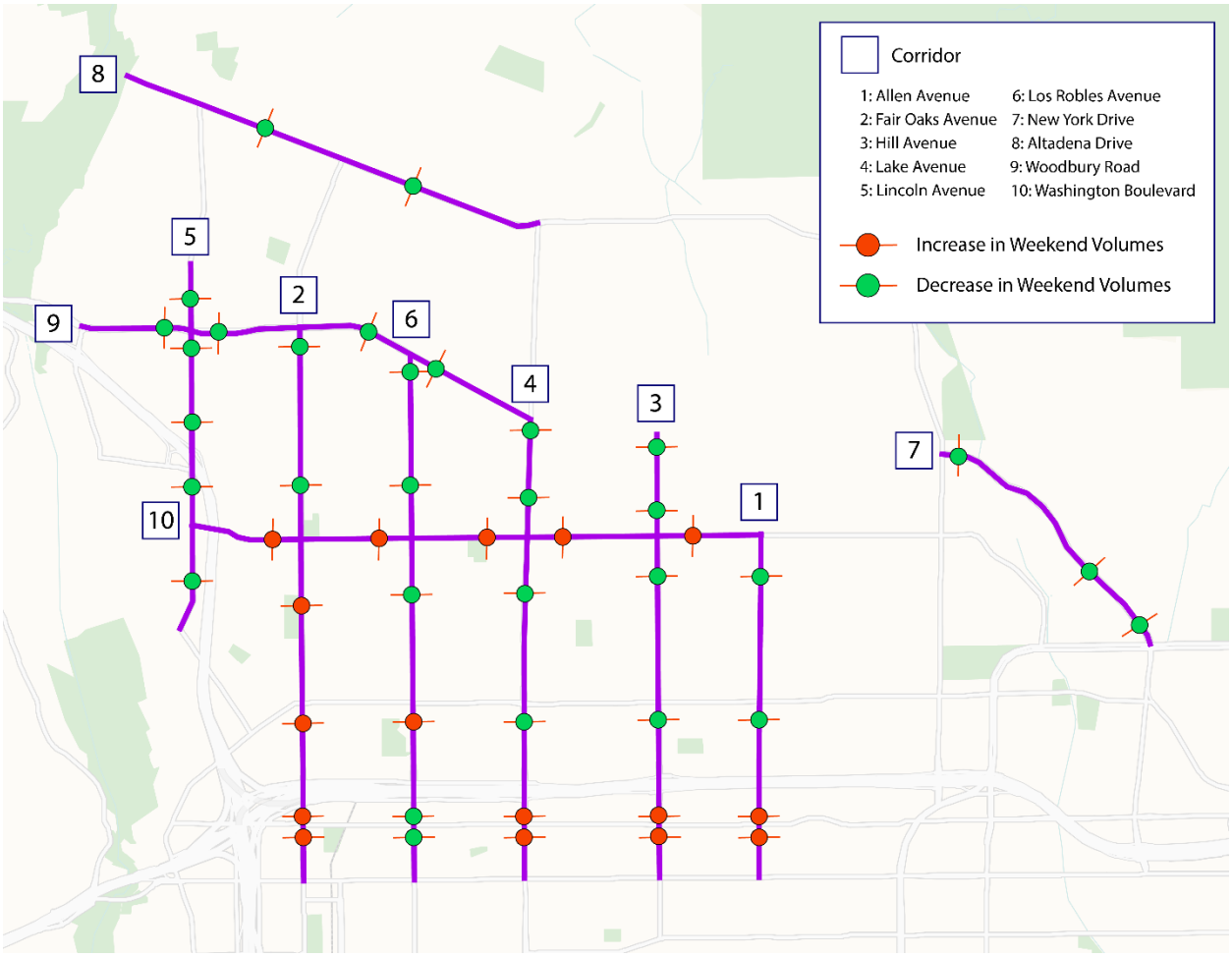


Figure 5. Weekend (Saturday) Volume Change



INTERPRETATION

The results of the traffic volume analysis suggest that the following types of areas saw stronger recovery of traffic volumes:

- Mixed-use areas.
- Areas with lots of commercial activity.
- Areas further removed geographically from the location of the fires.

In fact, these areas saw substantial growth in traffic volumes compared with 2024. Because of the multitude of destinations in these areas, they may be good candidates for investments in multimodal infrastructure.

The next section looks at each of the eight corridors and characterizes their potential for multimodal infrastructure that could prompt mode shift.

CORRIDOR CHARACTERIZATION

To understand where in Pasadena might be most in need of multimodal infrastructure, all the corridors from the traffic volumes anaylsis, except for New York Drive and Altadena Drive, were examined in greater depth according to the approach laid out in the

Methodology section.

KEY FINDINGS

Every corridor demonstrates some potential for mode shift if investment in multimodal infrastructure is pursued. **Trips under three miles represent a large share (35-50%) of travel to the corridors**, and many of the trips are coming from places easily accessible by transit. Certain corridors, like Fair Oaks Avenue, show signs of already being heavily used for active transportation, according to Strava Metro data. Other locations show relatively lower volumes of walking or biking, though this might reflect a lack of infrastructure that makes either or both of those activities feel safe and comfortable.

The results of the corridor characterization analysis are summarized in **Table 2**. Per the discussion on the Strava Metro data source in **Limitations and Applications in This Study**, numbers are not reported for the active transportation section, rather just the level of active transportation observed relative to the other corridors (and accounting for varying corridor lengths). Lower observed active transportation activity should be interpreted as lower demand, as it might also reflect barriers ,such as limited infrastructure or uncomfortable conditions.

The definitions of the transit service characterizations are defined below. Frequent transit service is defined as scheduled headways of 15 minutes or less.

- Good: Frequent transit service throughout the entire corridor, with frequent transit service for most of the service day.
- Fair-Good: Some parts of the corridor have frequent service, while other parts have service that is lower frequency.
- Fair: Transit service covers the entire corridor but at low frequencies (scheduled headways of 30 minutes or more), has limited hours of service, or both.
- Minimal: Little to no transit service.

Table 2. Summary of Corridor Characterization Results

Corridor	Transit Service	Active Transportation	Avg Vehicle Trip Length[a]	% Trips < 3mi	% Trips Transit-Accessible[a]
Lincoln Avenue	Fair	Medium	8.3 – 11.1 mi	38%	13 – 14%
Fair Oaks Avenue	Good	High	9.2 – 11.3 mi	41%	20 – 22%
Los Robles Avenue	Fair-Good	Medium	8.8 – 11.3 mi	42%	23 – 25%
Lake Avenue	Fair-Good	Medium	8.1 – 9.0 mi	47%	23 – 25%
Hill Avenue	Minimal	Medium Low	7.5 – 9.3 mi	43%	23 – 24%
Allen Avenue	Fair-Good	Low	7.1 – 9.2 mi	48%	22 – 23%
Woodbury Road	Fair	High	8.5 – 10.8 mi	42%	12 – 13%
Washington Boulevard	Fair-Good	Low	6.9 – 8.0 mi	49%	16 – 17%

Notes: [a] Range of values represents range across days of the week.

INTERPRETATION

The corridor characterization results provide a planning-level assessment of each corridor's existing travel patterns and multimodal context. Rather than identifying a single best corridor, the analysis is intended to distinguish the types of investments that may be most appropriate based on how each corridor functions. Overall, Pasadena is well positioned to benefit from investments in multimodal infrastructure, both along the corridors evaluated in this analysis and throughout the city. More specifically, corridors with lower relative traffic volumes, higher levels of walking and biking, a greater share of short vehicle trips, and frequent transit service may be stronger candidates for broader complete streets improvement or roadway reallocation. Conversely, corridors with higher relative traffic volumes or long vehicle trips may be better suited for target safety, operational, or transit accessibility improvements that provide both a multimodal benefit and maintain their transportation function.

Table 3 summarizes the relative planning opportunities for each corridor based on the performance measures outlined in **Table 2**. These findings are intended to support early project prioritization, and should be considered alongside community feedback, local context, roadway geometry, and safety history when advancing multimodal infrastructure on the corridor.

Table 3. Corridor Characterization Multimodal Opportunity

Corridor	Multimodal Opportunity	Rationale
Fair Oaks Avenue	High	High active transportation activity, reliable transit service, lower traffic volumes across all seasons compared to 2024, and moderate share of short vehicle trips.
Lake Avenue	High	High share of short vehicle trips, reliable transit service, and lower traffic volumes across all seasons compared to 2024.
Woodbury Road	High	High walking and biking activity and lower traffic volumes across all seasons compared to 2024.
Los Robles Avenue	Moderate-High	Relatively high share of transit accessible vehicle trips, good transit reliability, and little change in traffic volumes compared to 2024.
Lincoln Avenue	Moderate	Lower traffic volumes compared to 2024 support the priority of multimodal improvements, though transit accessibility and short vehicle trip share are lower than other corridors.
Hill Avenue	Moderate	Lower traffic volumes compared to 2024 and relatively high share of short vehicles, but limited transit service and lower active transportation activity than other corridors.
Allen Avenue	Moderate-Low	High share of short vehicle trips but lower active transportation activity and similar traffic volumes to 2024.
Washington Boulevard	Low-Moderate	Highest share of short vehicle trips, but increasing traffic volumes compared to 2024, and relatively low active transportation activity compared to other corridors.

Key Takeaways and Potential Next Steps

This white paper demonstrates how big data sources can be used to better understand multiple dimensions of travel behavior in an area for a given data period or over time. The analyses discussed here reveal the outlines of a nuanced picture of mobility trends in Pasadena: vehicle volumes in some locations have surged past 2024 levels, while many places still lag behind; some corridors that serve a high volume of shorter trips nevertheless have indications of low levels of active transportation use; some corridors that are destinations for many trips that could be served by transit have minimal transit service along the corridor.

It is important to note that 2025 analysis reflects post-Eaton Fire conditions, during which travel patterns may continue to be influenced by displacement, roadway closures, debris removal, and other recovery efforts. As a result, the observed travel behavior may not yet represent long-term conditions. The findings in this white paper should therefore be interpreted as a snapshot of travel behavior during the recovery period rather than a permanent shift in travel patterns.

Many of these findings point to opportunities that can be further refined by asking additional questions:

- Why did certain areas see a better rebound or even surge in traffic volumes? Where are these trips coming from, and does that differ from where trips were coming from in 2024?
- Where would people like to walk, bike, or connect to transit, but don't because they don't feel safe or comfortable?
- Are existing transit services working cohesively to connect popular origin-destination pairs?

Big data can be leveraged to answer some of these questions, but other sources should be consulted on the path toward project development and implementation. Community input, collision data, existing asset inventory and condition, can and should all be layered onto this analysis to complete the picture of a future Pasadena that is safe, convenient, and pleasant to navigate while walking, biking, or taking transit.

Appendix A: Traffic Volume Analysis

Table 4. StreetLight Volume Estimates: Southbound/Eastbound - Tuesday

		Spring			Summer			Fall		
Corridor	Gate	2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Allen Avenue	3	7559	6841	-9%	7949	6856	-14%	7935	7305	-8%
	4	8455	8382	-1%	9025	8380	-7%	9334	9430	1%
	5	6522	6955	7%	6726	7503	12%	7334	9095	24%
	6	5232	5518	5%	5528	5855	6%	5878	6697	14%
Fair Oaks Avenue	1	5842	3284	-44%	5642	3102	-45%	5489	3239	-41%
	2	7607	5393	-29%	7599	4836	-36%	7315	4940	-32%
	3	10759	8914	-17%	10789	8783	-19%	10532	9748	-7%
	4	8748	7929	-9%	9077	7839	-14%	9095	8669	-5%
	5	9282	9302	0%	9398	9644	3%	9825	10284	5%
	6	8462	7996	-6%	8374	8290	-1%	8479	8430	-1%
Hill Avenue	1	2740	1737	-37%	2857	1795	-37%	2828	1868	-34%
	2	3601	2963	-18%	3772	3152	-16%	3806	3144	-17%
	3	6337	6449	2%	7022	6176	-12%	7168	6681	-7%
	4	9862	9804	-1%	10046	9390	-7%	10956	10107	-8%
	5	12703	13113	3%	13273	13105	-1%	13714	15684	14%
	6	10950	11092	1%	10965	11171	2%	11824	12863	9%
Lake Avenue	1	8596	5488	-36%	8603	4564	-47%	8910	4860	-45%
	2	8939	5951	-33%	8656	5316	-39%	9201	5813	-37%
	3	10798	9227	-15%	11262	8634	-23%	11588	9701	-16%
	4	14131	11976	-15%	14417	12245	-15%	14895	12674	-15%
	5	17326	16664	-4%	16994	19105	12%	17001	18544	9%
	6	16261	15432	-5%	15738	17658	12%	15933	17762	11%
Lincoln Avenue	0	6045	4058	-33%	5716	3638	-36%	5938	3871	-35%
	1	7943	5489	-31%	7943	5329	-33%	8110	5916	-27%
	2	16071	14225	-11%	15799	12536	-21%	16269	13511	-17%
	3	4525	4153	-8%	4498	3190	-29%	4502	3305	-27%
Los Robles Avenue	1	3147	2560	-19%	3178	2426	-24%	3240	2554	-21%
	2	5046	4441	-12%	5056	4054	-20%	4986	4325	-13%
	3	6446	5933	-8%	6641	5546	-16%	6386	6316	-1%
	4	7801	7238	-7%	7767	7250	-7%	7759	7968	3%
	5	8508	7908	-7%	8412	7825	-7%	8337	8601	3%
	6	9290	8088	-13%	8625	8395	-3%	8751	9489	8%
	1	8233	6559	-20%	7701	5926	-23%	8227	6097	-26%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
New York Drive	2	8186	6774	-17%	7502	5900	-21%	8178	6275	-23%
	3	8807	7477	-15%	8473	6950	-18%	8838	7330	-17%
Altadena Drive	1	3281	1773	-46%	2851	1855	-35%	3216	2156	-33%
	2	6132	2958	-52%	5708	2628	-54%	6205	3128	-50%
Woodbury Road	1	8469	7910	-7%	8315	6335	-24%	8706	6948	-20%
	2	11317	9234	-18%	11543	7789	-33%	12036	8354	-31%
	3	7763	7416	-4%	7660	7034	-8%	8121	7277	-10%
	4	4800	5048	5%	4812	4510	-6%	4891	4495	-8%
Washington Boulevard	1	4698	5571	19%	4353	4410	1%	5067	4524	-11%
	2	6368	7698	21%	6088	6390	5%	6492	7162	10%
	3	6852	7927	16%	6492	7108	9%	6956	7527	8%
	4	5718	7247	27%	5424	6407	18%	6091	6950	14%
	5	5597	6495	16%	4939	5858	19%	5602	6186	10%

Table 5. StreetLight Volume Estimates: Northbound/Westbound - Tuesday

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Allen Avenue	3	7803	7895	1%	8286	8012	-3%	8370	8248	-1%
	4	8887	9348	5%	9590	9757	2%	9937	10589	7%
	5	7161	7671	7%	7869	8288	5%	8150	9519	17%
	6	6199	6481	5%	6727	6531	-3%	7200	7476	4%
Fair Oaks Avenue	1	3011	2270	-25%	2997	2173	-27%	2990	2293	-23%
	2	4581	4234	-8%	4707	3880	-18%	4564	3886	-15%
	3	7576	7418	-2%	7794	7385	-5%	7589	7996	5%
	4	6263	6160	-2%	6455	6195	-4%	6409	6635	4%
	5	6591	6624	1%	6753	6744	0%	7420	7205	-3%
	6	6312	6352	1%	6905	6371	-8%	6644	6543	-2%
Hill Avenue	1	2444	1817	-26%	2614	1692	-35%	2511	1766	-30%
	2	3291	3238	-2%	3564	3130	-12%	3532	3123	-12%
	3	5571	5760	3%	6177	5344	-13%	6166	5696	-8%
	4	8558	8152	-5%	8623	7852	-9%	8896	8413	-5%
	5	10457	10759	3%	10251	10977	7%	11204	13569	21%
	6	9055	9485	5%	8558	9818	15%	9755	11823	21%
Lake Avenue	1	7128	5353	-25%	7319	4286	-41%	7368	4340	-41%
	2	7809	6019	-23%	7705	5215	-32%	7956	5490	-31%
	3	9393	9071	-3%	9890	8196	-17%	10115	8880	-12%
	4	13904	13014	-6%	14173	12775	-10%	14688	12936	-12%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
	5	13776	14741	7%	14366	16041	12%	14981	15704	5%
	6	11961	12487	4%	12219	13427	10%	12595	13597	8%
Lincoln Avenue	0	6645	4610	-31%	6168	4255	-31%	6691	4503	-33%
	1	11297	7463	-34%	10778	7126	-34%	11276	7935	-30%
	2	18979	15365	-19%	18395	14473	-21%	18886	15446	-18%
	3	2829	2535	-10%	2855	2263	-21%	2775	2040	-26%
Los Robles Avenue	1	2739	1994	-27%	2768	1970	-29%	4083	3472	-15%
	2	4211	3565	-15%	4300	3418	-21%	5654	5357	-5%
	3	5833	5053	-13%	5890	4945	-16%	6456	6637	3%
	4	6816	6032	-12%	6553	6177	-6%	7807	8930	14%
	5	8751	7966	-9%	8085	7789	-4%	8205	9706	18%
	6	9199	8135	-12%	8282	8242	0%	8751	9489	8%
New York Drive	1	7884	5979	-24%	7377	5514	-25%	7715	6089	-21%
	2	7942	6274	-21%	7387	5700	-23%	8067	6280	-22%
	3	8636	6910	-20%	8280	6705	-19%	8700	7301	-16%
Altadena Drive	1	3013	1575	-48%	2559	1532	-40%	2898	1908	-34%
	2	5144	2212	-57%	4796	2037	-58%	4982	2591	-48%
Woodbury Road	1	8001	6694	-16%	7464	5559	-26%	7784	6344	-18%
	2	9086	7053	-22%	8853	6448	-27%	9248	7043	-24%
	3	6754	6283	-7%	6654	6048	-9%	6962	6318	-9%
	4	4639	4372	-6%	4398	3927	-11%	4501	4142	-8%
Washington Boulevard	1	4603	4674	2%	4173	4140	-1%	4595	4089	-11%
	2	6032	6608	10%	5523	5884	7%	5902	6610	12%
	3	5857	6341	8%	5507	5911	7%	5843	6311	8%
	4	5412	6409	18%	5125	5947	16%	5546	6621	19%
	5	5887	6612	12%	5281	6223	18%	5784	6767	17%

Table 6. StreetLight Volume Estimates: Southbound/Eastbound - Friday

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Allen Avenue	3	8647	7279	-16%	8930	7493	-16%	8782	7937	-10%
	4	9667	8816	-9%	10135	8986	-11%	10157	10006	-1%
	5	7350	7229	-2%	7683	8317	8%	7827	9686	24%
	6	6067	5827	-4%	6343	6566	4%	6486	7368	14%
Fair Oaks Avenue	1	6690	3469	-48%	6142	3291	-46%	6224	3518	-43%
	2	8854	5628	-36%	8385	5128	-39%	8281	5327	-36%
	3	12595	9410	-25%	11592	9191	-21%	11986	10752	-10%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
	4	10134	8573	-15%	9835	8484	-14%	10318	9830	-5%
	5	11042	10564	-4%	10493	10401	-1%	11647	12079	4%
	6	10414	9548	-8%	9659	9360	-3%	10455	10334	-1%
Hill Avenue	1	3132	1780	-43%	3184	1801	-43%	3034	1962	-35%
	2	4087	3109	-24%	4097	3262	-20%	4167	3290	-21%
	3	7210	6758	-6%	7551	6617	-12%	7847	7172	-9%
	4	11351	10318	-9%	10915	9984	-9%	12008	11237	-6%
	5	13421	13084	-3%	14094	13025	-8%	13859	14898	7%
	6	11606	11102	-4%	11681	11089	-5%	11756	12148	3%
Lake Avenue	1	9813	5601	-43%	9388	4671	-50%	9703	5158	-47%
	2	10204	6187	-39%	9439	5539	-41%	10084	6242	-38%
	3	12121	9916	-18%	12287	9279	-24%	12574	10541	-16%
	4	15068	12743	-15%	15573	13195	-15%	16093	13790	-14%
	5	19568	18151	-7%	18367	20334	11%	18036	19959	11%
	6	18525	16746	-10%	16888	18918	12%	16932	19108	13%
Lincoln Avenue	0	6824	4156	-39%	6257	3921	-37%	6439	4198	-35%
	1	8871	5549	-37%	8260	5448	-34%	8654	6115	-29%
	2	17983	14629	-19%	16389	13199	-19%	17509	14393	-18%
	3	5088	4270	-16%	4735	3517	-26%	4918	3573	-27%
Los Robles Avenue	1	3622	2677	-26%	3557	2667	-25%	3527	2838	-20%
	2	5749	4676	-19%	5688	4436	-22%	5404	4742	-12%
	3	7489	6150	-18%	7331	6192	-16%	7076	7090	0%
	4	9228	7778	-16%	8560	8083	-6%	8676	9007	4%
	5	9744	8511	-13%	9003	8449	-6%	9109	9553	5%
	6	10433	8710	-17%	9240	8975	-3%	9389	10563	13%
New York Drive	1	9732	6521	-33%	8384	6178	-26%	8830	6711	-24%
	2	9549	6560	-31%	8043	6076	-24%	8767	6763	-23%
	3	10289	7314	-29%	9154	7296	-20%	9561	7902	-17%
Altadena Drive	1	3437	1681	-51%	2976	1779	-40%	3230	2160	-33%
	2	6776	2538	-63%	6187	2545	-59%	6462	3228	-50%
Woodbury Road	1	9355	7549	-19%	8264	6251	-24%	9107	7243	-20%
	2	12869	9167	-29%	11975	7936	-34%	12848	8678	-32%
	3	8907	7504	-16%	7927	7399	-7%	8701	7704	-11%
	4	5534	5042	-9%	4969	4649	-6%	5293	4816	-9%
Washington Boulevard	1	5229	5787	11%	4469	4946	11%	5881	5138	-13%
	2	7189	7984	11%	6322	7055	12%	7318	7960	9%
	3	7804	8489	9%	6936	7868	13%	7713	8260	7%
	4	6416	7509	17%	5773	6996	21%	6588	7497	14%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
	5	6486	6803	5%	5490	6406	17%	6062	6805	12%

Table 7. StreetLight Volume Estimates: Northbound/Westbound - Friday

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Allen Avenue	3	9148	8367	-9%	9245	8637	-7%	9268	8832	-5%
	4	10289	9908	-4%	10778	10580	-2%	11212	11501	3%
	5	7963	7937	0%	8451	8789	4%	8714	10065	16%
	6	6839	6658	-3%	7187	6856	-5%	7610	7800	2%
Fair Oaks Avenue	1	3452	2487	-28%	3272	2397	-27%	3294	2514	-24%
	2	5283	4393	-17%	5076	4081	-20%	4948	4140	-16%
	3	8495	7707	-9%	8032	7474	-7%	8092	8697	7%
	4	6967	6532	-6%	6672	6446	-3%	6816	7387	8%
	5	7716	7114	-8%	7535	7265	-4%	8361	8248	-1%
	6	7644	7214	-6%	7881	7094	-10%	7982	7794	-2%
Hill Avenue	1	2925	1784	-39%	2918	1704	-42%	2728	1942	-29%
	2	3876	3225	-17%	3837	3250	-15%	3886	3328	-14%
	3	6485	6089	-6%	6773	5738	-15%	6767	6255	-8%
	4	9965	8573	-14%	9370	8343	-11%	9754	9222	-5%
	5	10413	10271	-1%	10251	10987	7%	10646	12964	22%
	6	9078	9068	0%	8633	9721	13%	9220	11322	23%
Lake Avenue	1	8251	5624	-32%	8011	4375	-45%	7945	4675	-41%
	2	9001	6474	-28%	8407	5505	-35%	8621	5974	-31%
	3	10665	9744	-9%	10907	8774	-20%	10872	9727	-11%
	4	15818	13870	-12%	15459	13526	-13%	15413	14118	-8%
	5	15493	15387	-1%	15251	16556	9%	15819	16597	5%
	6	13500	13067	-3%	12929	13955	8%	13402	14335	7%
Lincoln Avenue	0	7637	4699	-38%	6868	4743	-31%	7193	4927	-32%
	1	12928	7601	-41%	11671	7615	-35%	12055	8269	-31%
	2	21224	16094	-24%	19597	15116	-23%	20349	16456	-19%
	3	2979	2761	-7%	2827	2240	-21%	2845	2483	-13%
Los Robles Avenue	1	3162	2083	-34%	2881	2145	-26%	2902	2310	-20%
	2	4889	3685	-25%	4655	3670	-21%	4431	3851	-13%
	3	6740	5199	-23%	6348	5301	-16%	6095	5893	-3%
	4	7874	6499	-17%	7055	6810	-3%	7053	7483	6%
	5	9924	8594	-13%	8542	8433	-1%	8687	9871	14%
	6	10258	8835	-14%	8691	8891	2%	8943	10793	21%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
New York Drive	1	8529	6095	-29%	7643	5507	-28%	8522	6577	-23%
	2	8421	6187	-27%	7449	5546	-26%	8709	6627	-24%
	3	9389	6888	-27%	8478	6723	-21%	9484	7767	-18%
Altadena Drive	1	3125	1648	-47%	2819	1575	-44%	3058	2021	-34%
	2	5626	2187	-61%	5170	2089	-60%	5516	2739	-50%
Woodbury Road	1	8475	6791	-20%	7707	5668	-26%	8373	6735	-20%
	2	9729	7284	-25%	8947	6549	-27%	9883	7396	-25%
	3	7367	6481	-12%	6853	6232	-9%	7576	6886	-9%
	4	4998	4478	-10%	4490	4115	-8%	4944	4535	-8%
Washington Boulevard	1	4778	4980	4%	4514	4321	-4%	5295	4622	-13%
	2	6614	7059	7%	6000	6312	5%	6755	7326	8%
	3	6568	6744	3%	5875	6386	9%	6597	7044	7%
	4	5912	6802	15%	5477	6430	17%	6167	7363	19%
	5	6732	7003	4%	5824	6703	15%	6452	7690	19%

Table 8. StreetLight Volume Estimates: Southbound/Eastbound - Saturday

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Allen Avenue	3	7610	6173	-19%	6999	6076	-13%	7253	6610	-9%
	4	8942	7603	-15%	8630	7617	-12%	8608	8308	-3%
	5	6574	6655	1%	6309	7066	12%	6939	7936	14%
	6	5991	5885	-2%	5480	5794	6%	6124	6425	5%
Fair Oaks Avenue	1	5638	2913	-48%	5046	2640	-48%	4924	2847	-42%
	2	7239	4956	-32%	6748	4526	-33%	6815	4841	-29%
	3	10248	9124	-11%	10070	8462	-16%	10924	9738	-11%
	4	7874	7495	-5%	7751	7578	-2%	8651	8500	-2%
	5	9925	9035	-9%	8473	9530	12%	9377	10827	15%
	6	8825	8010	-9%	8151	8514	4%	9387	10643	13%
Hill Avenue	1	2913	1419	-51%	2354	1388	-41%	2500	1472	-41%
	2	3667	2848	-22%	3273	2512	-23%	3350	2734	-18%
	3	6658	5803	-13%	6332	5384	-15%	6306	5777	-8%
	4	9397	8876	-6%	8901	8572	-4%	9615	8707	-9%
	5	12193	12025	-1%	11353	11403	0%	12014	12725	6%
	6	10651	10205	-4%	9762	9342	-4%	10360	10510	1%
Lake Avenue	1	8403	5364	-36%	7443	4334	-42%	7879	4626	-41%
	2	9031	6066	-33%	8264	5154	-38%	8595	5665	-34%
	3	10690	8855	-17%	10220	7917	-23%	10247	8518	-17%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
	4	13998	12686	-9%	13567	12415	-8%	14058	13142	-7%
	5	17411	16209	-7%	15281	17389	14%	15601	17542	12%
	6	16687	15161	-9%	14505	16268	12%	14821	16771	13%
Lincoln Avenue	0	6616	4074	-38%	5407	3650	-32%	5938	3724	-37%
	1	8115	5481	-32%	7406	5041	-32%	7758	5452	-30%
	2	15174	12146	-20%	13536	11501	-15%	15364	12506	-19%
	3	4054	3311	-18%	3567	3094	-13%	4036	3200	-21%
Los Robles Avenue	1	3295	2363	-28%	2696	1917	-29%	2895	2258	-22%
	2	5080	4638	-9%	4711	3796	-19%	4858	4108	-15%
	3	6646	5348	-20%	6000	5297	-12%	6086	6225	2%
	4	7609	6940	-9%	6929	6435	-7%	7295	8147	12%
	5	8035	6987	-13%	7130	6686	-6%	7277	7881	8%
	6	9122	8176	-10%	7602	7605	0%	7922	8914	13%
New York Drive	1	7444	4882	-34%	6377	4154	-35%	6535	4879	-25%
	2	7214	5017	-30%	6137	3947	-36%	6458	4664	-28%
	3	8481	5835	-31%	7215	4898	-32%	7345	5575	-24%
Altadena Drive	1	2526	1436	-43%	2204	1377	-38%	2322	1604	-31%
	2	5738	2457	-57%	5121	1891	-63%	5250	2464	-53%
Woodbury Road	1	7773	6096	-22%	6684	4818	-28%	6984	5347	-23%
	2	10474	7804	-25%	9615	6084	-37%	10367	7172	-31%
	3	6533	6029	-8%	6088	5131	-16%	6393	6053	-5%
	4	4176	3738	-10%	3961	3174	-20%	4103	3702	-10%
Washington Boulevard	1	4060	4110	1%	3709	4079	10%	4319	4937	14%
	2	5654	6159	9%	4978	5541	11%	5601	6697	20%
	3	6609	6901	4%	5742	6255	9%	6270	7153	14%
	4	5472	5951	9%	4741	5034	6%	5024	6401	27%
	5	4974	5132	3%	4221	4549	8%	4497	5368	19%

Table 9. StreetLight Volume Estimates: Northbound/Westbound – Saturday

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Allen Avenue	3	7935	7238	-9%	7282	6865	-6%	7883	7283	-8%
	4	9334	8511	-9%	8995	8673	-4%	9544	9255	-3%
	5	7199	6955	-3%	7075	7294	3%	7557	8292	10%
	6	6459	6125	-5%	5892	5727	-3%	6886	6618	-4%
Fair Oaks Avenue	1	3028	2115	-30%	2742	1940	-29%	2768	2081	-25%
	2	4410	3937	-11%	4156	3636	-13%	4215	3768	-11%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
	3	7333	7694	5%	7204	7078	-2%	7806	7929	2%
	4	5477	5706	4%	5365	5911	10%	5881	6229	6%
	5	7111	6486	-9%	6534	6933	6%	6985	7203	3%
	6	6716	5963	-11%	6392	6598	3%	6166	7178	16%
Hill Avenue	1	2682	1543	-42%	2276	1375	-40%	2351	1420	-40%
	2	3507	3051	-13%	3164	2576	-19%	3236	2728	-16%
	3	6184	5535	-10%	5837	5177	-11%	5915	5454	-8%
	4	8566	8070	-6%	7975	7772	-3%	8493	7723	-9%
	5	9347	9563	2%	8399	9333	11%	9367	10746	15%
	6	8091	8084	0%	7190	7673	7%	7862	9011	15%
Lake Avenue	1	7514	5475	-27%	6638	4034	-39%	6746	4227	-37%
	2	8361	6409	-23%	7672	5053	-34%	7690	5525	-28%
	3	9651	8693	-10%	9268	7412	-20%	8928	7827	-12%
	4	14283	13791	-3%	13504	12786	-5%	13557	13266	-2%
	5	13789	13565	-2%	12495	13845	11%	13231	14663	11%
	6	12222	11781	-4%	10904	11791	8%	11390	12667	11%
Lincoln Avenue	0	7325	4513	-38%	6065	4376	-28%	6539	4482	-31%
	1	11237	7427	-34%	10150	6858	-32%	10667	7410	-31%
	2	17716	13930	-21%	15931	13061	-18%	17664	14178	-20%
	3	2360	2102	-11%	1954	2144	10%	2298	2249	-2%
Los Robles Avenue	1	2764	1909	-31%	2280	1634	-28%	2268	1959	-14%
	2	4248	3868	-9%	3943	3288	-17%	3925	3475	-11%
	3	5650	4438	-21%	5071	4615	-9%	4937	5106	3%
	4	6167	5179	-16%	5455	5253	-4%	5547	6419	16%
	5	8948	7611	-15%	7240	7147	-1%	7378	8772	19%
	6	9612	8659	-10%	7618	7979	5%	6862	4901	-29%
New York Drive	1	7081	4772	-33%	6048	3913	-35%	6164	4573	-26%
	2	6270	4545	-28%	5567	3830	-31%	7249	5594	-23%
	3	7690	5552	-28%	6731	4862	-28%	7345	5575	-24%
Altadena Drive	1	2303	1621	-30%	1959	1293	-34%	2160	1560	-28%
	2	4724	2455	-48%	4192	1615	-61%	4368	2119	-51%
Woodbury Road	1	6812	5585	-18%	5939	4274	-28%	6507	4827	-26%
	2	8033	6518	-19%	7250	5027	-31%	7830	6115	-22%
	3	5762	5245	-9%	5153	4395	-15%	5475	5352	-2%
	4	3896	3457	-11%	3585	2968	-17%	3770	3541	-6%
Washington Boulevard	1	3825	3684	-4%	3462	3603	4%	3774	4001	6%
	2	5074	5364	6%	4397	5106	16%	5072	5855	15%
	3	5458	5459	0%	4671	5145	10%	5331	5863	10%

Corridor	Gate	Spring			Summer			Fall		
		2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
	4	5200	5461	5%	4457	4830	8%	4955	6231	26%
	5	5187	5236	1%	4392	4767	9%	4805	5718	19%

MAIN OFFICE

LOS ANGELES COUNTY

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
www.scag.ca.gov

REGIONAL OFFICES

IMPERIAL COUNTY

1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

INLAND EMPIRE

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

ORANGE COUNTY

OCTA Building
600 S. Main St., Ste. 1108
Orange, CA 92868
Tel: (213) 630-1599

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960

26-416 BDP 00043 2026.07.14