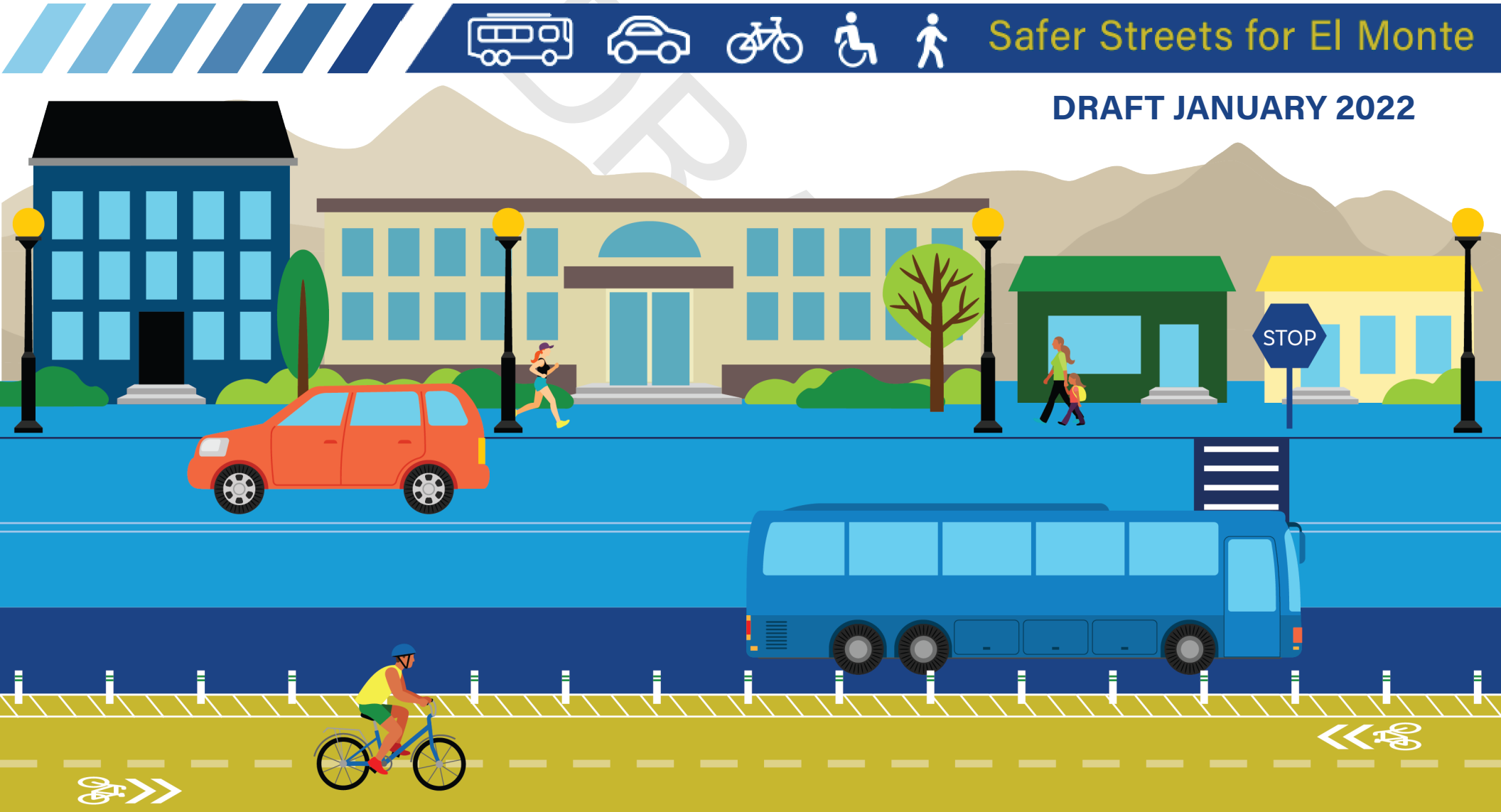
El Monte
VISION ZERO
Action Plan

Safer Streets for El Monte

DRAFT JANUARY 2022



Acknowledgements

City of El Monte

Kevin Ko, Land Development Engineer

Leonardo Torres, City Engineer

Sarah Zadok, Transportation Operations Manager

Steven Wright, Next Level Engineering Solutions

Southern California Association of Governments (SCAG)

Courtney Aguirre, Program Manager II

Trisha Sharma, Junior Planner

KTUA Landscape Architecture and Planning

Alex Samarin, Associate

Darren Jacobsen, Associate

Joe Punsalan, Principal

Jorge Nozot, Planner

Marissa Tietz, Planner

Tom Bertulis, Senior Associate

Circulate San Diego

Colin Parent, Executive Director

Morgan Ruby, Assistant Planner

Octavio Garcia, Planner

Evari GIS

Brian Gaze, Director of Business Development

Josh Edge, Senior Project Manager

Technical Advisory Committee Members

Andrew Yip, ActiveSGV

Cuong Trinh, Caltrans

Danny Arellano, Caltrans and El Monte Resident

Dina Garcia, Access Services

Edward Duong, Active SVG and El Monte Resident

Elizabeth Christy, Eco Urban Gardens

Frank Serna, El Monte City School District

George Schonborn, Mountain View School District

Hector Delgado, El Monte Union High School District

Jose Herrera, El Monte City School District

Nancy Lee, City of El Monte

Sal Melendez, City of El Monte

Table of Contents

List of Figures

List of Tables

PAGE INTENTIONALLY LEFT BLANK

ES

Executive Summary

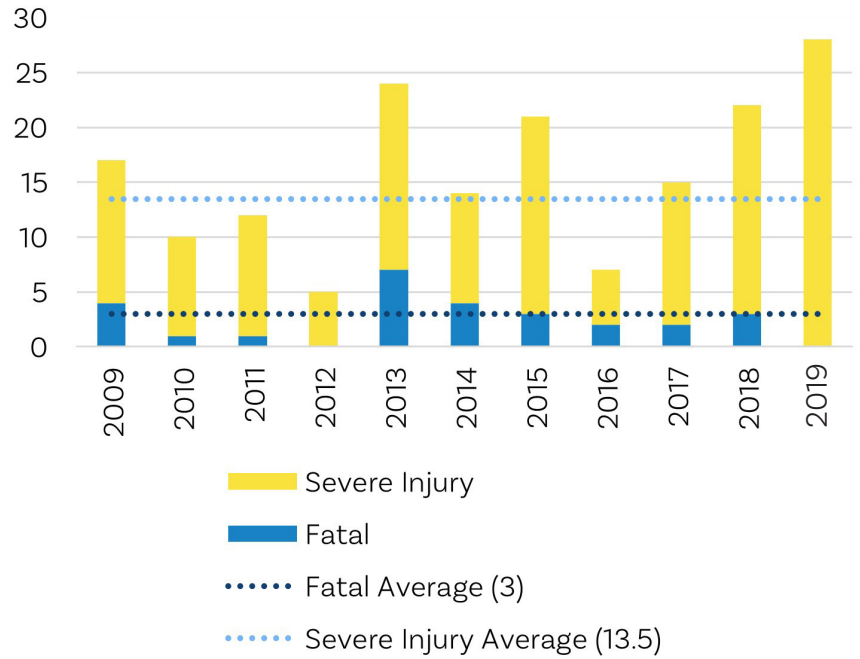
ES.1 Purpose

The purpose of the El Monte Vision Zero Action Plan is to explain what Vision Zero is, provide a baseline for transportation safety conditions in El Monte, and then present a path forward to achieve zero traffic-related deaths and serious injuries in the City by 2027. Vision Zero is an entirely new way to approach traffic safety, as shown in Figure ES-1.

FIGURE ES-1: Vision Zero vs. Traditional Safety Approach

El Monte averages three deaths and 13.5 severe injuries caused by traffic collisions per year. Though an annual reduction of less than 1 death per year is needed to meet and maintain the goal of zero deaths - a rate of reduction that the City has organically seen in years past - these low-fatality years have been followed by drastic increases in fatalities. Severe injuries are increasing as well. A record number of severe injury collisions were recorded in 2019, the last full year of collision data. This project recommends cost-effective transportation safety improvements that can be implemented citywide, focusing on areas with potential for high-severity crashes, to achieve zero traffic-related deaths and serious injuries, see Figure ES-2.

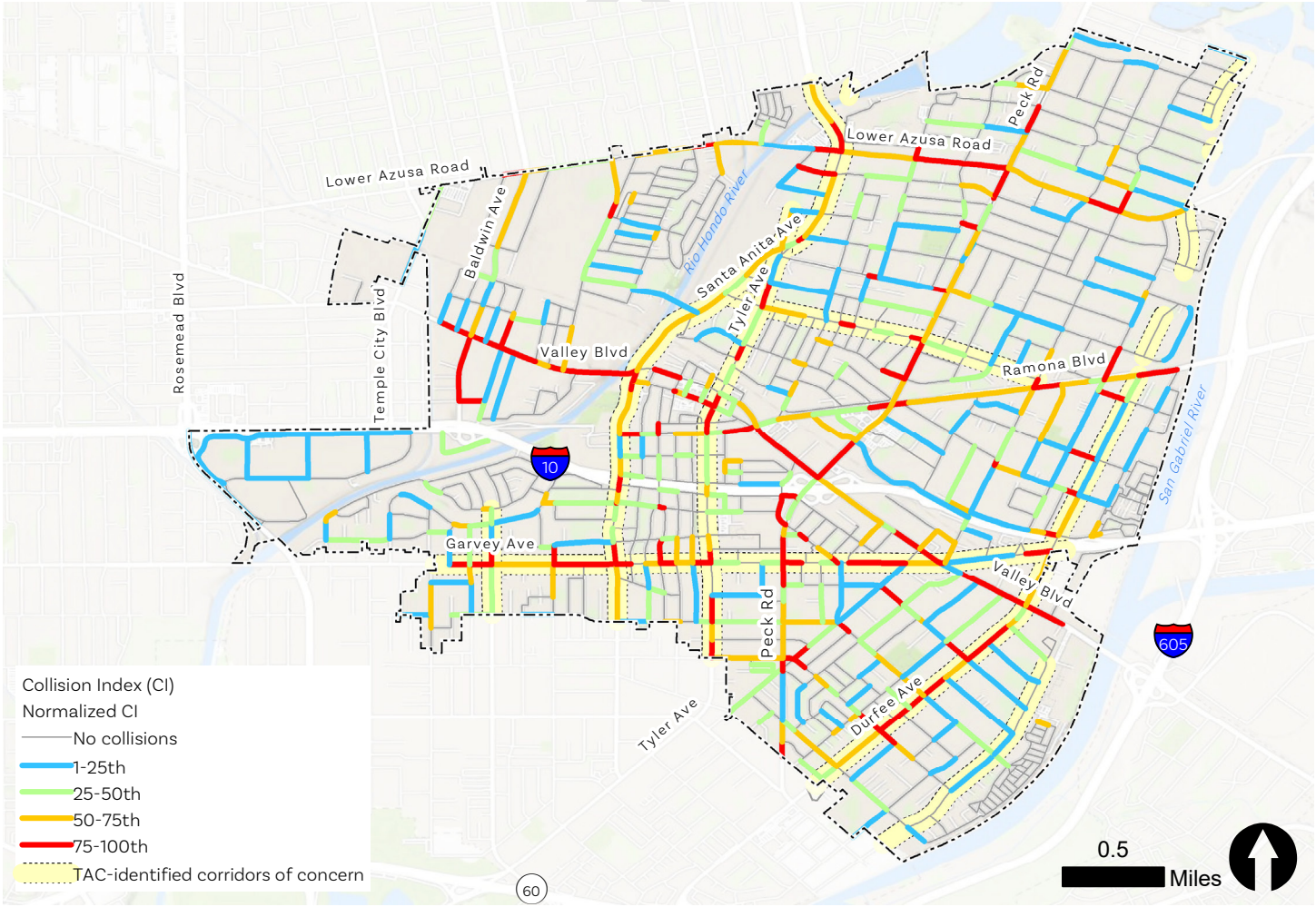
FIGURE ES-2: Fatal and Severe Injuries in El Monte



ES.2 Analysis Methods

Collisions were quantified and mapped block by block to identify road segments for transportation safety recommendations. Existing characteristics of these "high-injury" road segments were mapped citywide to identify similar roads and intersections that were not identified using the collision-based analysis. The number of lanes, type of medians, and intersection controls were mapped citywide to identify other possible locations for improvements. Figure ES-3 is color-coded, with the red areas showing the road segments with the highest collision rates, and the blue areas showing the road segments with lower collision rates.

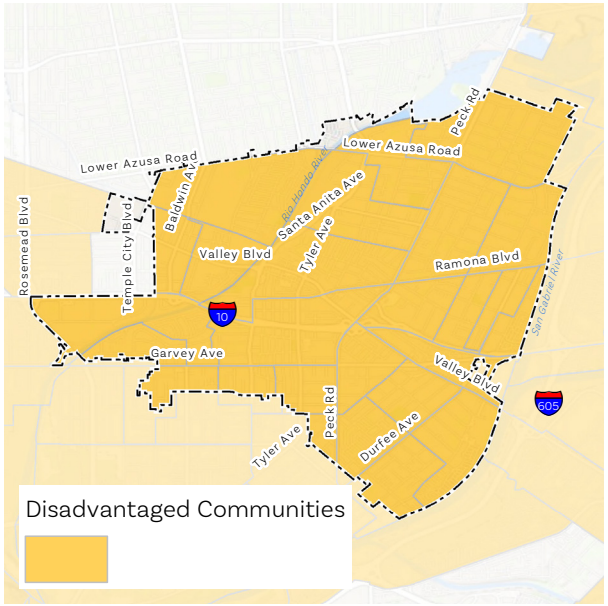
FIGURE ES-3: Normalized Collision Index



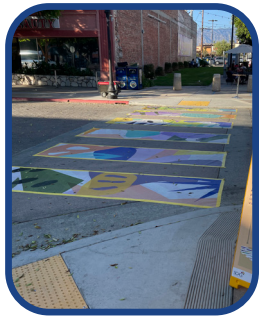
ES.3 Community Engagement

El Monte is a diverse community that falls under the definition of several environmental justice indicators, including the disadvantaged community definition of SB 535, with a diversity of native languages spoken, see Figure ES-4. Moreover, a global pandemic led to additional outreach challenges. The project undertook a lengthy and widespread community engagement process, including developing a StoryMap, an online survey, Sidewalk decals, an Educational video, multiple outreach events at Farmers Markets, and meetings with the Fire Department and the Police Department. Outreach materials were developed in both Spanish and Mandarin to increase the engagement of the community. To supplement community input, a project Technical Advisory Committee convened four times to provide direction and feedback on recommendations.

FIGURE ES-4: Environmental Justice Areas



Outreach boards at El Monte Farmers Market



SCAG Go Human display at El Monte Farmers Market

ES.4 Recommended Policies

Through review of other planning documents in the Southern California region, the following vision zero policies are recommended:

Policy #1 - Introduce traffic calming measures proactively where high-severity crashes are most likely to occur most frequently

Traffic calming should be deployed on the corridors and intersections of concern based on data analysis of roadway characteristics and land use. In general, multi-lane roadways along commercial land use is where high-severity crashes tend to occur. Traffic calming can be as simple as restriping existing travel lanes to narrower travel lanes in order to reduce speeding, adding digital speed readout signs, reallocating roadway space to non-motorized road users. Cities across Southern California have successfully solicited funds from the Highway Safety Improvement Program (HSIP) for Vision Zero improvements.

Policy #2 - Prioritize funding for Capital Improvement Program (CIP)

Projects that improve vulnerable road user safety at both corridors and intersections where data show the highest number of crashes are likely to occur based on roadway characteristics and land use. CIP projects that do not already prioritize existing funding for these projects should be reexamined to make it a policy to prioritize safety to the most vulnerable road users.

Policy #3 - Adopt Complete Streets policies and update street design guidelines

To ensure the safety of all road users, El Monte should adopt a Complete Streets policy supplemented by street design guidelines. El Monte can adopt policies, resolutions, manuals, and traffic calming approaches that institutionalize multimodal street design. The National Association of City Transportation Officials (NACTO) has numerous resources outlining multimodal street designs. Caltrans has several multimodal guidelines including a “Complete Streets Elements Toolbox” that could be officially adopted by the City of El Monte.`

Policy #4 - Research data to determine most dangerous behaviors contributing to crashes

At the heart of Vision Zero is the coordination of safe street design, education, and enforcement activities to save lives. El Monte should annually research the most common causes for crashes, and after implementing appropriate traffic calming measures, engage the local police department to implement education and enforcement to encourage safe driving. The Police Department should continue screening with DUI checkpoints as that is an effective way to reduce fatalities. Several cities in Southern California have successfully obtained funds from the California Office of Traffic Safety (OTS) to conduct education and enforcement initiatives, including the City of El Monte receiving a $150,000 traffic safety grant in 2021. Based on latest research, any traffic enforcement should focus on national best practice, limiting unintended consequences and bias while focusing assistance on the most vulnerable, such as people walking and biking.

Policy #5 - Assess the potential for Safe Routes programs to Schools, to Transit, and for Seniors

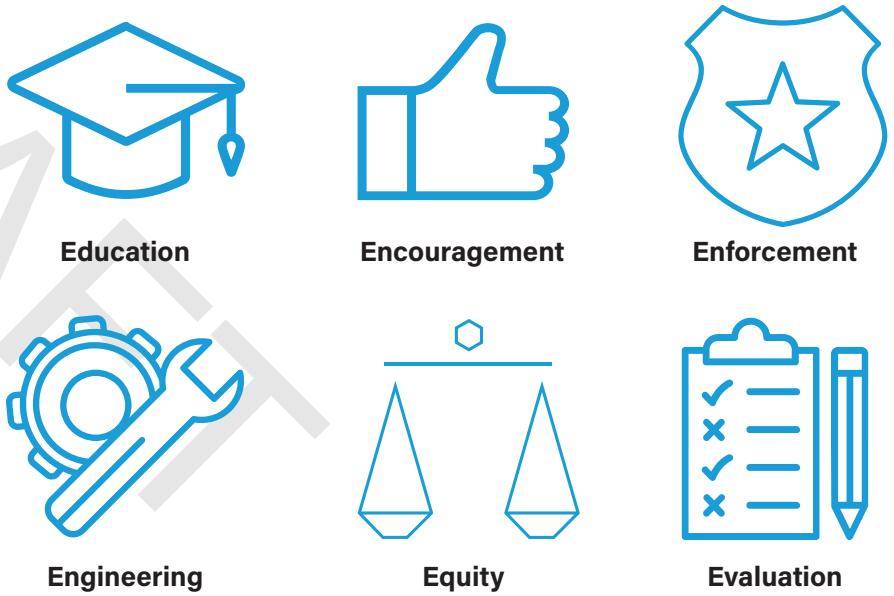
El Monte should prioritize traffic calming projects on multi-lane dangerous corridors and intersections, especially when in close proximity to schools, transit, and older adults populations. El Monte should build partnerships with school districts and apply for Safe Routes to Schools, to Transit, and for Seniors funding, for both education and infrastructure projects. Grants from OTS, Caltrans' Active Transportation Program, and SCAG's Active Transportation Grant Program can provide funding for these types of activities. Safe Routes funds can be used for planning, engineering, and educational activities.

Policy #6 - Participate in policy reform efforts to support pedestrian and bicyclist safety at local and state level.

Statewide discussions over setting speed limits, equitable automated speed enforcement, improved driver education, and bicycle rules of the road can help the City of El Monte achieve its Vision Zero goals. The City should take advantage of the new state law allowing local control for setting speed limits without determining the 85th percentile speed first.

ES.5 Project Recommendations

Project recommendations were developed with input from City staff and the public, as well as the results from the technical analysis. Treatments and recommendations to implement Vision Zero in El Monte involve a joint effort of Engineering, Education, Evaluation, Enforcement, Equity, and Evaluation countermeasures. The implementation of proven safety countermeasures is strongly encouraged to accelerate the achievement of local, state, and national safety goals. These countermeasures may also benefit the City as some may be considered innovative for the region and garner additional points for grant applications.



Ten conceptual designs were developed for the highest-ranking segments of corridors identified by the high-injury network and the Technical Advisory Committee. The cutsheets for these ten locations are key to the implementation of safety improvements; they identify low-cost "tactical urbanism" improvements that can be implemented citywide, as well as more permanent and higher-cost solutions.

Construction of some of these improvements, like bicycle facilities, can be integrated into planned construction such as resurfacing or utility work. Higher-cost projects could be required to be part of the capital improvement process to identify funding, undergo public and environmental review, and plan preparation. Planning-level cost estimates are provided for low-cost projects and permanent installations. Aside from implementing projects on the corridors identified, at the heart of Vision Zero is taking a proactive approach on streets that are most likely to have high-severity collisions: multi-lane roadways along commercial corridors. Measures that can be taken include installing "Restricted Crossing Intersections" where the minor road is limited to Right-In-Right-Out only, "Restricted Crossing Intersections" where neither the major road nor the minor road are able to make left turns (effectively continuing a median island through the intersection), adding median islands between intersections, adding curb extensions, adding digital speed-readout signs, adding "turn wedges," and adding "hardened centerlines."

Finally, signal timing can be modified to increase safety, including coordinating the signals for slower progression times, adding No-Right-Turn-on-Red signs, adding Leading Pedestrian Intervals, and reduce the cycle length, which can reduce the pedestrian delay. Figure ES-5 an example cutsheet showing design possibilities for one of the corridors.

FIGURE ES-5: Durfee Avenue Project Sheet: Between Magnolia Street and Denholm Drive

01

Introduction

1.1 Vision Zero Overview

The El Monte Vision Zero Action Plan is an initiative to reduce traffic-related fatalities and serious injuries to zero by 2027. It is guided by "Vision Zero," a traffic safety concept which states that no loss of life due to traffic collisions is acceptable. In the 1990s, Sweden developed "Vision Zero" and the Netherlands concurrently developed "Sustainable Safety" (aka "Vision Zero Plus"), and the concepts have been widely embraced around the world. In the United States the concepts were first adopted in New York City (NYC) which, mainly due to the widespread implementation of innovative, low-cost pedestrian safety measures, has seen the lowest number of pedestrian fatalities in the first year of enactment since documentation began in 1910. After NYC, Vision Zero spread to dozens of cities across the country. Los Angeles, Los Angeles County, and Long Beach have all enacted Vision Zero plans, and both Southern California Association of Governments (SCAG) and California Department of Transportation (Caltrans) have made a commitment to Zero Deaths, as described below:

The State of California, Caltrans, SCAG, and local governments are committed to ensuring transportation safety for all people in the southern California region, especially those most vulnerable, pedestrians and bicyclists. People in disadvantaged areas are also prioritized since walking and bicycling may be their only mode of transportation. Each year, organizations such as SCAG work with the state to develop annual safety targets to comply with federal requirements. Through various planning and program efforts, agencies work together to assess fatalities and serious injuries on all public roads and set safety targets at the statewide and regional levels.

SCAG's commitment begins with acquiring existing conditions and specifically asking questions such as: ***What*** is happening? ***Where*** is it happening? ***When*** is it happening? ***Who*** is it happening to? And, most importantly—***Why*** is it happening?

Each February SCAG establishes safety targets for the five performance measures:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

"Southern California is home to roughly 19 million people, about half the entire state's population, and 13 million licensed drivers. We rely on our cars, buses, rail lines, bicycles, and feet to get around. And we're getting around a lot. We travel almost 430 million miles every day. That's equivalent to 17,911 trips around the world every day. The thing is, we aren't going around the world. We're going to work, the grocery store, to visit our grandma, and to our child's soccer game.

With all that traveling, it's not surprising that mistakes are getting made. At the wrong moment, we might take a quick glance at a text message, rush to make it through a traffic signal, or forgo the intersection to cross midblock. The consequences of these mistakes can last a lifetime." - *From SCAG's Vision Zero Plan*

Source: SCAG Vision Zero Plan

A high-injury network (HIN) is also established to show where fatal and serious collisions are occurring in the region. An HIN, however, is not an assessment of whether a street or location is dangerous. Rather, an HIN suggests corridor characteristics within a transportation network that carry a higher risk of injury. This allows SCAG to help cities to:

- Identify areas of need;
- Provide agency staff with more information on where they can focus limited resources;
- Providing opportunities to understand how communities of concern or disadvantaged communities are impacted by higher rates of collision and serious injury; and
- Assisting with building greater public and political support.

These commitments have led to the development and funding for the El Monte Vision Zero Action Plan. In addition SCAG provides additional resources in the form of Safe and Active Streets Working Group, a Transportation Safety Program and the *Go Human* Campaign. For more information, visit: *https://scag.ca.gov/transportation-safety*

Through the development of the 2020-24 Strategic Highway Safety Plan (SHSP), Caltrans has emphasized the underlying goal of making zero traffic fatalities and serious injuries a reality. In summer 2020, state transportation leaders from a wide range of organizations recognized a bolder and more focused approach was necessary to combat troubling trends in traffic safety. This important change - referred to as "The Pivot" - led to focusing on high-priority areas, expanding SHSP membership, and adopting four guiding principles in the updated statewide data-driven traffic safety plan:

- Integrating equity into all aspects of the plan
- Implementing a Safe System Approach
- Doubling down on what works
- Accelerating advanced technology

Caltrans assists regional and local agencies with grant opportunities to fund various road safety planning efforts like Vision Zero, Local Road Safety Plan and Systemic Safety Analysis Report Programs. In addition, grant programs like the Active Transportation Program provide funding for bicycle and pedestrian safety infrastructure projects.

> "Caltrans is irrevocably committed to achieving zero traffic fatalities and serious injuries by 2050, and seeing deep, quantifiable and consistent reductions in those numbers in the years going forward. We welcome the Federal Highway Administration and the Roadway Safety Foundation's award because it attests to our commitment in working to combat the tragic, decade-long rise in fatal and injurious incidents on California's roadways." - *Toks Omishakin, Caltrans Director*

To follow SCAG's and Caltrans' lead on reducing fatalities and serious injuries on all streets, Los Angeles County and the cities of Los Angeles and Long Beach have equally committed to this goal by developing Vision Zero Plans of their own. These plans have been referenced for El Monte's Vision Zero Action Plan.

The following summary of goals and strategies from these plans influenced the goals and recommended policies in this plan. These commitments provided the framework to explore and determine goals and strategies that are consistent with local and regional efforts.

Los Angeles County developed three guiding principles for Vision Zero:

- Health Equity: Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities.
- Data-driven process: Identify where and why traffic collisions are happening and prioritize projects and programs in these areas.
- Transparency: Maintain regular communication with the public about progress, and how the County is working to enhance traffic safety.

City of Los Angeles Vision Zero goals and strategies include:

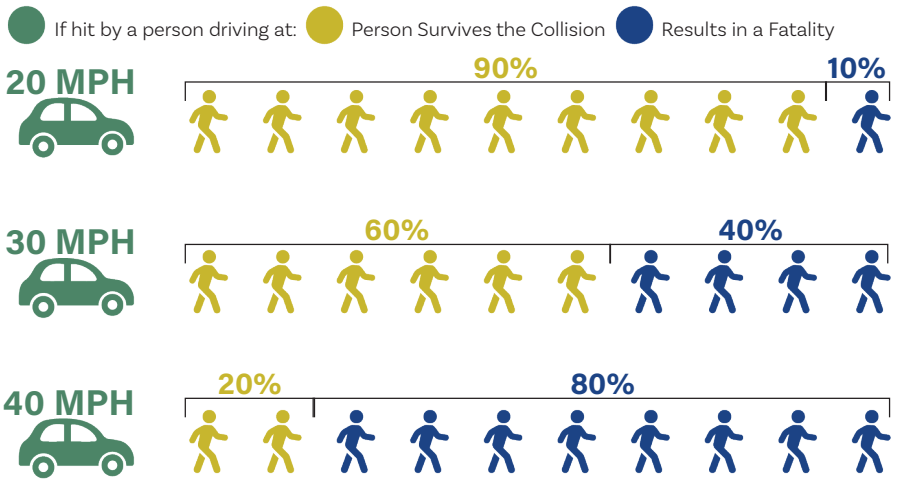
- Prioritizing pedestrian deaths involving older adults and children
- Eliminate traffic deaths citywide by 2025
- Develop a Safe Routes to School Action Plan
- Implement engineering safety countermeasures such as scramble crosswalks
- Leading pedestrian intervals, which give a pedestrian a "head start" when entering the intersection—improve the yielding rate of drivers at signalized intersections.

City of Long Beach Vision Zero goals and strategies include:

- Increased safety for all by reducing vehicle speeds and reduced travel lane widths
- Increased bicyclist safety with protected bike lanes on both sides of the street
- Improved pedestrian visibility at intersections with continental crosswalks
- Better street design to improve traffic safety
- Promoting a Safety Culture-Expand Safety Education Campaign
- Enhancing Processes and Partnerships-City partnering with Schools, AARP, Local Groups, SCAG Go Human, County, Caltrans
- Equity-Prioritize investments at high-injury locations (frequently in low-income areas)

The City of El Monte passed a Vision Zero resolution in February of 2017, citing the "696 victims that have been killed and injured [in El Monte in a 1-year period] due to motor vehicle collisions," the "high percentage of traffic injuries and fatalities involving pedestrians, bicyclists, and other vulnerable users [in El Monte]" and pointing out that "traffic fatalities are one of the leading causes of accidental death among children ages 0 to 13 in the City [of El Monte]." Consequently, this action plan has a significant focus on the safety of children as well as people walking and bicycling, with mitigating the impact of excessive speed paramount to this effort.

FIGURE 1-1: Auto Speeds and Collision Factors



Excessive speed has been shown to be a leading cause of traffic fatalities, and cities that have embraced Vision Zero have focused on traffic calming as a countermeasure. Figure 1-1 below shows the impact of motor vehicle speed on the death rate of people walking, showing how the death rate increases exponentially as speeds increase.

The El Monte City Council passed a Vision Zero resolution in February 2017. The City has implemented numerous safety projects since the resolution has passed, and the El Monte Police Department has been active with Driving under the influence (DUI) checkpoints to reduce impaired driving, an important part of Vision Zero. There has been significant transition in the El Monte Traffic Engineering Department in recent years and now with new leadership they are able to look at traffic safety with a new perspective. During the production of this report there were multiple meetings with the El Monte Traffic Engineering Department and they are looking forward to using the Vision Zero Action Plan to initiate a more proactive approach to traffic safety.

1.2 Vision Zero vs. Traditional Safety Research

Vision Zero is proactive rather than reactive. In practice, this means it is necessary to identify and remedy dangerous roadway conditions and characteristics before serious injury or death occurs. Recent research points to the benefits of identifying the types of roadway characteristics that lead to more pedestrian-involved crashes[2] and recommends proactive measures to mitigate safety issues at those locations. Even when there are no known crashes at the location of, for example, the intersection of two four-lane roads, the research recommends proactively introducing safety projects at that type of location as a preemptive measure against crashes, see Figure 1-2.

FIGURE 1-2: Vision Zero vs. Traditional Safety Approach

1.3 The 94% Myth

At the heart of the traditional approach to traffic safety is the myth that human error causes most car crashes. Individual road users, bad drivers, careless bicyclists, and distracted pedestrians have historically been presented as the problem and seen as the cause of collisions. Unlike in Europe, which accepts that society at large is responsible for safer streets, in the United States, the responsibility for road safety largely falls on the person walking, bicycling, or driving. American transportation departments, licensing agencies, and media outlets frequently cite that most crashes – "94% of them," are solely due to human error. Blaming poor decisions of roadway users implies that nobody could have prevented these "accidents." Even using the term "accident" versus "crash" implies an incident that is not preventable.

Many agencies in the United States focus on getting bicyclists to be "more visible" and pedestrians to be "less distracted." Data suggests the focus should be in other places, such as reengineering roadways. A 2019 research study by the New York City Department of Transportation (NYDOT) entitled "Distraction Shouldn't be Deadly" found that "cell phone use by pedestrians does not appear to be disproportionately contributing to fatal pedestrian crashes," and that "despite growing concerns, NYDOT found little concrete evidence that device-induced distracted walking contributes significantly to pedestrian fatalities and injuries."

Consequently, traffic safety solutions have too often focused on perfecting human behaviors through strategies like licensing, testing, road user education, and media campaigns. But in the Vision Zero framework, the road safety problem isn't the individual but rather the flaws in the transportation system. Those flaws mean, for example, that distracted drivers in cars and road users have to share the road in unsafe conditions.

1.4 Systemic Safety and the FHWA

The Federal Highway Administration (FHWA) has taken a leading role in implementing Vision Zero or "Systemic Safety." They promote taking a "Safe System approach to road safety" – a holistic view that requires people to think about the road system in its entirety, from infrastructure projects to government agencies. This refers to understanding how the whole system operates, including "upstream factors" such as design guidelines, public participation, policy, and vehicle regulations, and how all influence transportation-related fatality and serious injuries. One of the ways cities are implementing this is by creating steering committees and task forces with representation from all the different agencies involved.

The Vision Zero approach also examines how these different agencies interact. To create a safe transportation system, street users, motorists, and the transportation network have to be addressed in an integrated manner, through a wide range of measures. El Monte won't achieve a safe system by just focusing on one aspect, like redesigning roadways, unless it also manages the speeds on the roads and considers how policies, like automated enforcement, can assist in the overall effort.

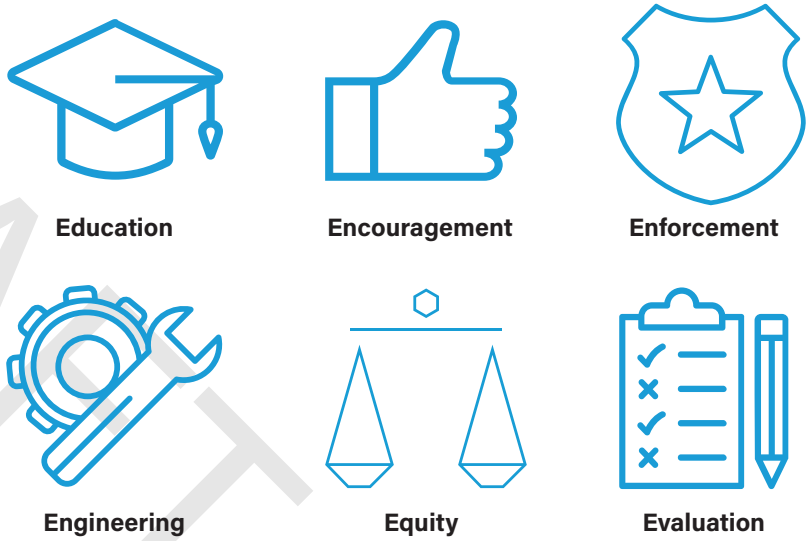
1.5 The Data Driven Process

At its core, Vision Zero has an emphasis on data-driven decision-making. When approaching road safety from a Vision Zero perspective, data needs to be gathered on where and how crashes happen. In addition, it's important to analyze other data sources such as the demographics of impacted communities, enforcement citations, and hospital injury reports. Data should be collected, analyzed, and be made available to the public to facilitate transparency, accountability, and assist the public in monitoring progress toward zero transportation-related fatalities and serious injuries. As shown in subsequent chapters, this Vision Zero Action Plan is data-driven and the results and recommendations are data-focused.

1.6 Vision Zero Toolbox - The 6 E's

Countermeasures are grouped into the following categories, the 6 Es:

1. Education
2. Encouragement
3. Enforcement
4. Engineering
5. Equity
6. Evaluation



1.6.1 Education

A key component to keeping streets safe is to learn how to practice safe roadway behavior. New, widespread education efforts involving community partners will help to ensure everyone becomes a part of the culture of safety. One key type of event that is recommended as part of a Vision Zero program is a Bicycle Rodeo. A Bike Rodeo is a bicycle safety event for children, generally ages 6-14. Children learn how to ride bicycles of all shapes and sizes, all while having fun and getting encouragement to use active travel and exercise often. Events can include lectures, workshops, inspections, demonstrations, and a practice course, generally in a circle, which the kids ride around. They can be held in schools and other locations around El Monte.

Moreover, it is recommended to create and implement a public Safety Campaign to develop and distribute information related to collision statistics and safe behaviors for road users. Motorists have a disproportionate impact on others when they are in collisions and therefore the focus will be on how and when motorists are required to yield to pedestrians and cyclists. A key education effort should be educating drivers how to use existing Class 3 Sharrow streets. A variety of media will be considered including social media and newspapers, and flyers are to be created and mailed to residents. A study from New York City found that the concept that the "distracted pedestrian" is prevalent and leading to an increase in pedestrian fatalities is a myth. Rather, the study recommends focusing on driver education to mitigate serious injuries and fatalities to people walking and bicycling as well as other motorists.

1.6.2 Encouragement

Encouragement in Vision Zero involves creating a safety culture in El Monte where people feel comfortable using the travel mode of their choice. For some it is counterintuitive that encouraging more people to walk and bike will reduce crashes related to bicycling and walking. However, researchers have identified a phenomenon known as "Safety in Numbers," which has shown that the more people walk and bike, the lower the crash rate is for walking and bicycling, and that includes both fatalities and serious injuries. Consequently, the recommendation for El Monte is to implement an encouragement program similar to an individualized marketing program that targets the "interested but concerned" part of the population to engage in more walking and bicycling, a program similar to the "SmartTrips" program.

Example of Vision Zero advertising for San Francisco

1.6.3 Enforcement

Achieving zero traffic deaths in El Monte would be impossible without holding everyone accountable to the laws that keep us safe. As previously mentioned, the City of Fremont is held as a best practice given that the Fremont Police Department largely conducts high-visibility traffic stops to provide warnings and education, rather than issue tickets and fines. This creates a visible enforcement presence without generating economic hardship. At the same time, it is important to document repeat offenders. Input that the City of El Monte Police Department gave to this report involves using an Electronic Warning System to document repeat offenders and encourage compliance with laws to improve safety. The City recognizes that an enforcement effort grounded in data will encourage equitable outcomes. Enforcement of Vision Zero will focus on the top driving behaviors shown to cause deaths and serious injury collisions.

One recommended enforcement campaign would be to target enforcement of turning vehicles at signalized intersections. Enforcement would be most effective immediately following the installation of the initial phase of Leading Pedestrian Intervals (LPIs) and "No Right Turn On Red" blank out signs. Another recommendation is to implement automatic Red Light Running Enforcement for drivers at intersections. Left turn crashes and broadside collisions from crossing traffic are two of the leading causes of traffic fatalities, and both can be reduced with red light cameras. Finally, enforcing bike lane blocking preventions by motor vehicles, commercial vehicles, and by trash bins is helpful in increase bicycle safety, comfort, and accessibility.

1.6.4 Engineering

The central thesis of Vision Zero is that people are vulnerable and people make mistakes, but those mistakes should not lead to fatalities or serious injuries. Rather, roads should be "forgiving." Engineering plays a key role in creating forgiving roadways. Vision Zero street designs reduce the likelihood of severe traffic collisions by improving visibility, separating traffic flows where there is speed and mass differential between user groups, and lowering operating speed through a combination of design practices, traffic calming, and lower speed limits. The recommendation for projects is to include in "green" elements such as bio-swales, rain gardens, and permeable pavements, accounting for the dry southern California climate. This recommendation is not project specific as details will be added by El Monte staff later at the project scale.

Engineering safety is not just about what is built, but about traffic safety during construction. And an often overlooked area in Vision Zero Program implementation is traffic control during construction. One recommendation is to develop Temporary Traffic Control policies for vulnerable populations, such as people walking and bicycling, and develop strategies that focus on keeping people safe on the streets during construction. Use creative and low cost solutions like signal timing modifications to ensure safe and predictable movements – especially for people walking and bicycling. People walking should generally be given a protected space, away from motor vehicles, around a construction site so they are not required to walk in traffic.

1.6.5 Equity

Equity has already been mentioned in the policy section of this report, and it is here as well to emphasize that equity measures should be implemented in El Monte. In terms of advancing equity in El Monte's transportation system, the Vision Zero approach presents both opportunities and challenges. Inequities in severe and fatal injuries are those that result from unjust and unfair differences in social, economic, environmental, and political conditions. Communities experiencing or are at-risk for severe or fatal traffic injuries include older adults, youth, homeless or marginally housed residents, low-income people, people of color, non-English speaking people, immigrants, and people with disabilities. Furthermore, there is intersectionality between many of these communities; studies in various jurisdictions reveal that neighborhoods with vulnerable populations have higher injury rates and deaths due to varying factors, including higher pedestrian activity, older infrastructure, and more. El Monte's Vision Zero High-Injury Network is disproportionately concentrated in low-income communities and communities of color. Vulnerable road users like pedestrians, cyclists, and motorcyclists are more likely to experience severe or fatal injuries when they are involved in a traffic collision. Current transportation system design is often inadequate to protect vulnerable users, due to a historic prioritization of motor vehicle speed and mobility over safety.

In terms of an equity-related recommendation for El Monte, ultimately it revolves around communication. Communicating about Vision Zero is about communicating the realities of how traffic safety issues affect all populations within a community, particularly those that are most vulnerable and those that are traditionally underserved. It is critical that along with their other communications tasks, city and community leaders prioritize equity early and consistently in internal and external communications. That means including residents and leaders representing those communities impacted most directly by traffic safety problems. Moreover, it means thinking carefully about language and enlisting the help of key stakeholders to frame and shape conversations to be clear and inclusive.

1.6.6 Evaluation

Evaluation and monitoring is among the most important yet most overlooked aspects of a Vision Zero program. As the adage goes, "If it isn't counted, does it count?" Indeed, a baseline evaluation program is needed to track progress made in the Vision Zero goal, even incremental progress. Although the City of Chicago was the first major city to announce a goal of reaching zero fatalities, they were relatively slow in developing baseline safety data and an evaluation program, critical to the success of any Vision Zero project. It is recommended that El Monte combine hospital trauma data (where available) with police crash data to better evaluate and track Vision Zero goals. Clear data about traffic safety problems and the efficacy of solutions are necessary to track, measure, and achieve goals. Improving and expanding methods for data collection, analysis, and sharing will help the City to target improvements where they are needed most and deliver cost-effective results. Several organizations and companies exist that focus on evaluation and monitoring to facilitate the evaluation process.

Those are the 6 Es of Vision Zero. They should be applied in a systemic way across El Monte. In addition, this plan makes very specific project recommendations on ten corridors.

1.7 El Monte Overview

Understanding the roadway conditions where severe-injury and fatal collisions occur is important to understanding the context of the various collision types and the demographics of those involved. Chapter 2 provides details on the collision factors, commute patterns and opportunities and constraints of the City of El Monte. It's equally important to understand the demographics of the residents that use these streets everyday to ensure Vision Zero strategies are employed where they are needed the most. Many of the State's active transportation and road safety planning and implementation funds directly affect disadvantaged communities since residents in these communities rely on walking, bicycling, and using transit every day.

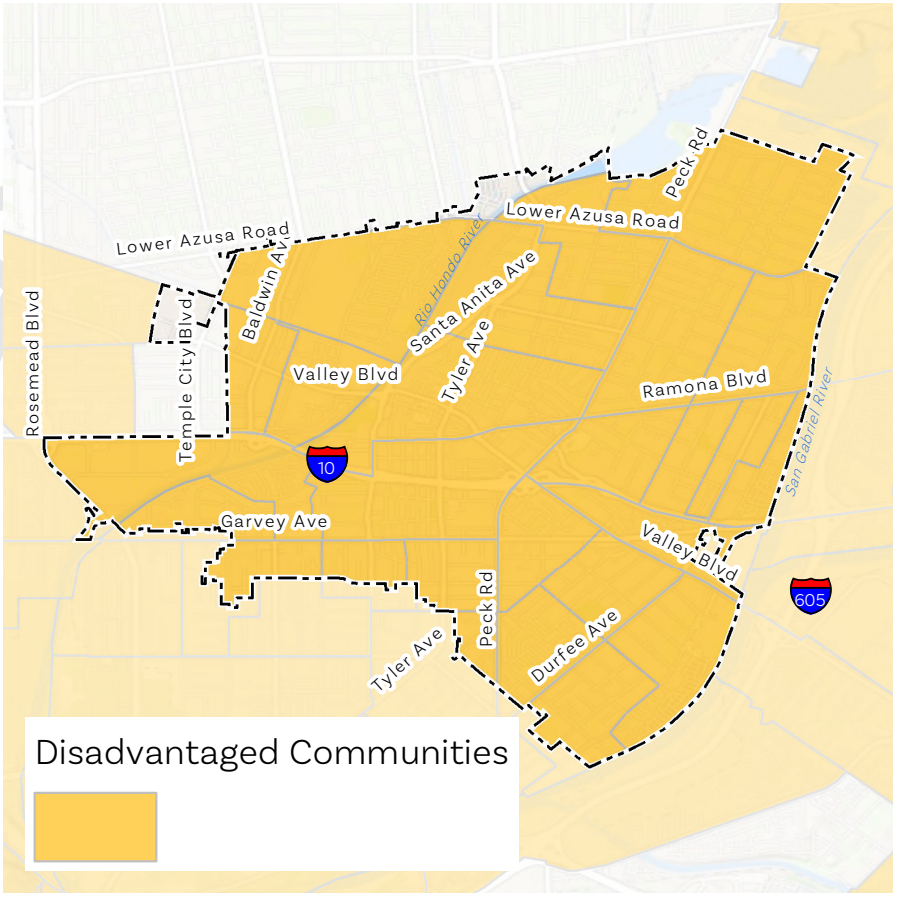
The City's median household income is $50,829 which is well below Los Angeles County's median income of $80,000. The U.S. Department of Housing and Urban Development (HUD) is required to set income limits that determine the eligibility of applicants to various housing and assistance programs by county. The County's Low Income Level limit is $47,850 in which 19% of households fall below this and are considered living in poverty.

These demographics place the City of El Monte into three distinct Environmental Justice designations identified through SCAG's Regional Transportation Plan/Sustainable Communities Strategies and Senate Bill 535. Environmental justice refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.

1.7.1 Disadvantaged Community (DAC) Designation

The City of El Monte is designated as a DAC according to Senate Bill 535 which lists disadvantaged communities using the results from CalEnviroscreen 3.0, El Monte falls within the 25% of the highest scoring census tracts in CalEnviroscreen. CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution, see Figure 1-3.

FIGURE 1-3: Disadvantaged Communities Designation



1.7.2 Community of Concern (COC)

Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategies also identified the City of El Monte as a Community of Concern. A COC is a Census Designated Place (CDP) that falls in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households, see Figure 1-4.

1.7.3 Environmental Justice Areas (EJA)

Environmental Justice Areas are Transportation Analysis Zones (TAZs) that have a higher concentration of minority population OR low-income households thanare seen in the region. According to SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies, the City of El Monte is also identified as an EJA, as shown in Figure 1-5.

FIGURE 1-4: Communities of Concern Designation

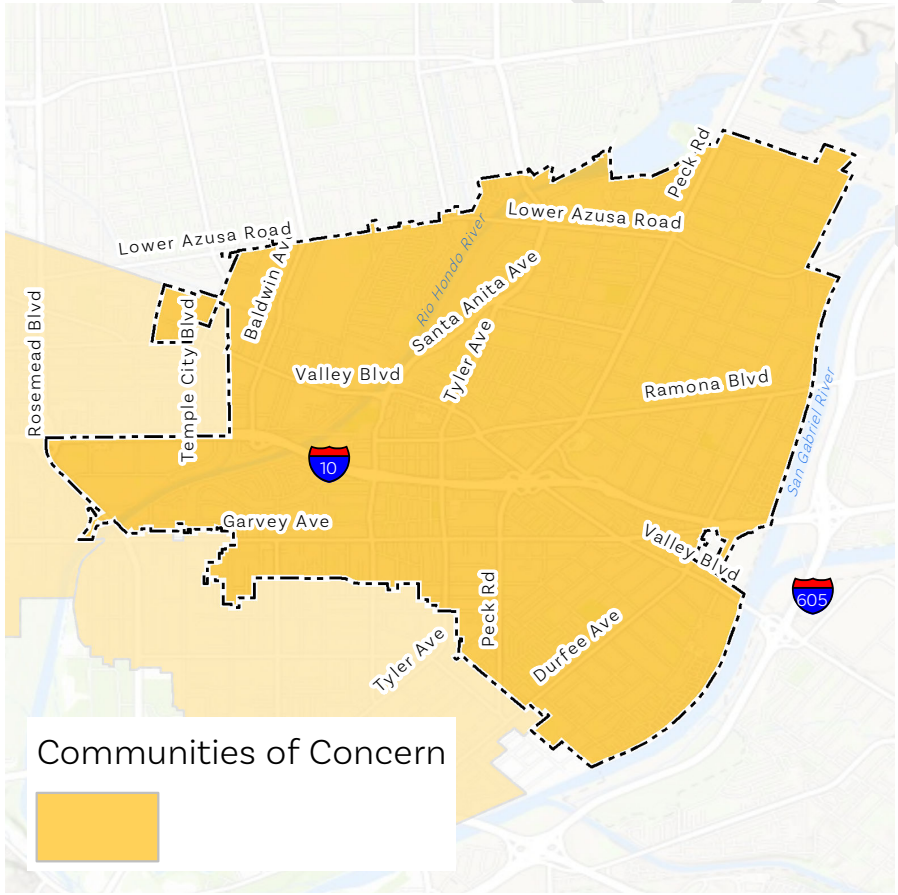
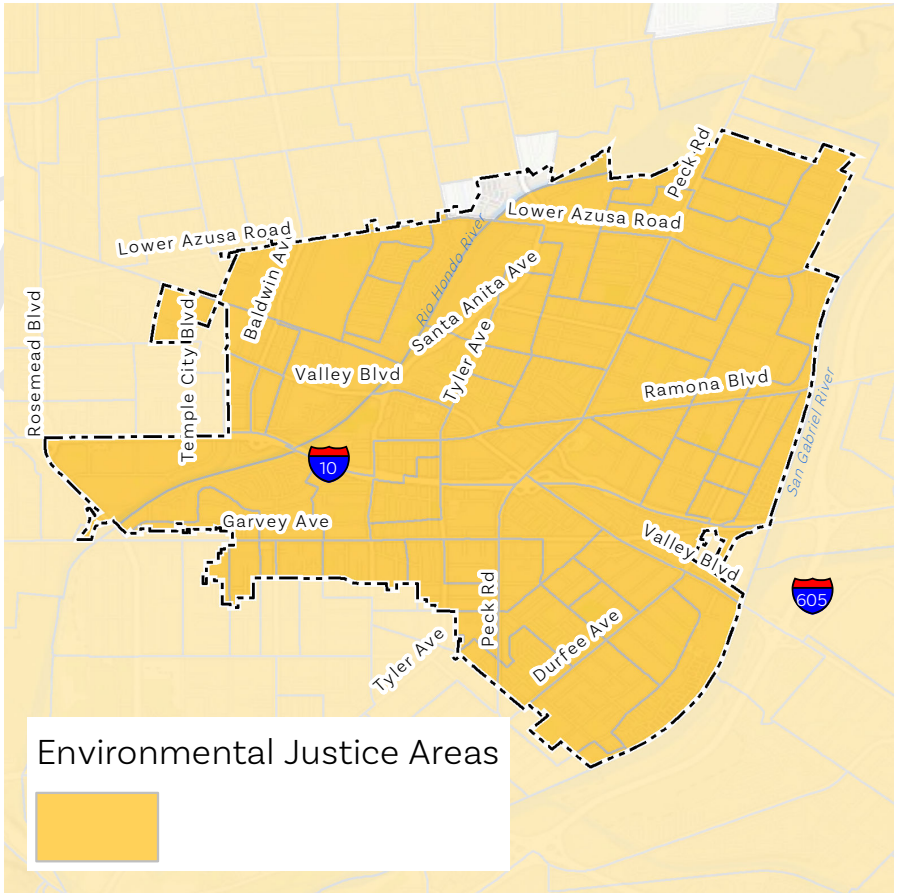


FIGURE 1-5: Environmental Justice Areas



According to the Connect SoCal Plan Performance Environmental Justice Technical Report (May 7, 2020), the rise in senior citizen population in EJAs, COCs, and DACs is also expected to outpace the aging trends in the region, with the over 65 population more than doubling in each. The rate of Asian/other, non-Hispanic population growth is expected to outpace all other race/ethnicity groups, and will be more pronounced in EJAs, COCs, and DACs. Disproportionate increases in white, non-Hispanic population growth are anticipated to occur in COCs and DACs.

Being identified as these three environmental justice designations, many of the goals and strategies from the Regional Transportation Plan/Sustainable Communities Strategies will help improve the quality of life for the residents of El Monte.The City's unique demographic diversity, provides the opportunity to utilize these designations for transportation and land use decisions and pursuit of grant funding. Equity is one of the "E's" that plays a key role in Vision Zero and is a key component of this Plan.

Through analysis in Chapter 2, bicycle and pedestrian collisions represent 40% of traffic collisions in the City of El Monte. Older adults are also disproportionately affected, and as our population ages, this trend could grow. Between 2008-2019, there were 929 police-reported collisions in the City of El Monte with an average of three fatalities and 13.5 severe injuries per year. Surprisingly, the 20-24 age demographic represents 17% of the fatal and severe injury reports and people over the age of 85 are second at 10%. Analyzing collisions, the identification of the high-injury network, goals and strategies, and the six E's are the core elements of developing a Vision Zero Plan. These elements underlie the core of the worldwide and local Vision Zero movement that believes death and injury on city streets is preventable. For the most part, these aren't "accidents." Collisions are often the result of poor behaviors, unforgiving roadway designs, lack of bicycle and pedestrian facilities, and lack of community engagement. The El Monte Vision Zero Action Plan must approach the problem from multiple angles – street designs that emphasize safety, predictability, and the potential for human error, coupled with targeted education, engagement, and data-driven analysis

Endnotes:

[1]City of Davis Bike Master Plan

[2]Scheider et al., 2020. Journal of Transport and Land Use

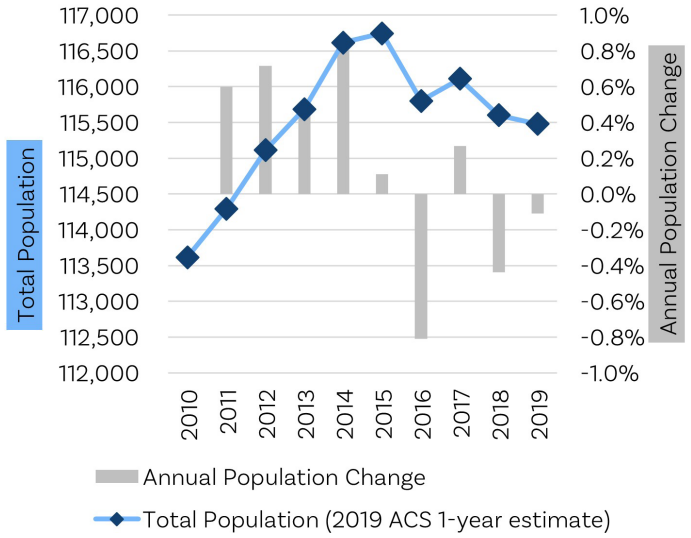
02

Existing Conditions

2.1 Overview of El Monte

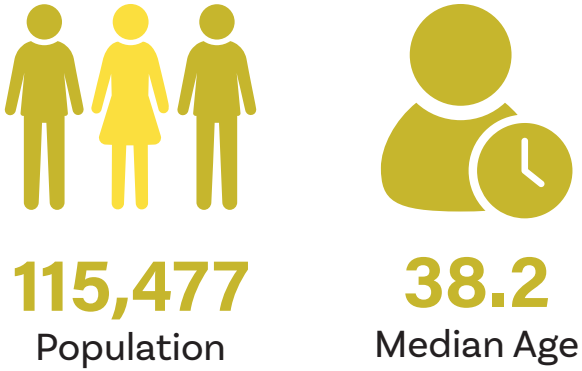
El Monte is a city of approximately 115,477 people located in the suburban San Gabriel Valley about 12 miles east of downtown Los Angeles along Interstate 10. From 2010 to 2019, the population grew by approximately 1,800 people for a 10-year growth rate of 1.6 percent, see Figure 2-1. SCAG forecasts that El Monte will grow to 137,500 people by 2045, a 16% increase in the intervening 26 years (2019 to 2045) . Approximately 72% of the city's 9.6 square miles (6,174 acres) is developed for residential uses, resulting in an average residential population density of 27 people per acre in 2019.

FIGURE 2-1: El Monte Population Growth



El Monte has a diverse population. The city can be categorized as a family-oriented or "young" community based on the age distribution with a median age of 38.2. The racial and ethnic makeup in El Monte is 65% Hispanic or Latino, 30% Asian, 3.4% White, 0.7 percent African American, 0.7 percent identifying as two or more races, 0.3 percent identifying as some other race, and 0.1 percent American Indian and Alaska Native. The median household income is $50,829.

Demographic Profile

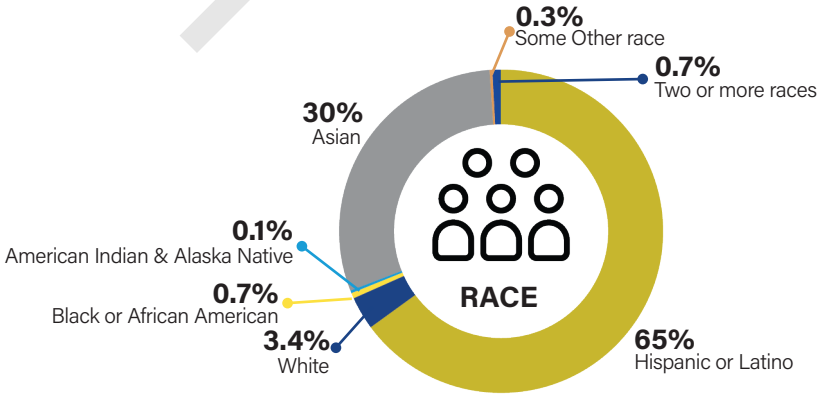


115,477
Population

38.2
Median Age

$50,829
Median Income

29,893
Housing Units



2.2 Transportation Context

El Monte and surrounding cities are bedroom communities of central business districts in the greater Los Angeles area, most notably downtown Los Angeles. Approximately 49,600 El Monte residents commute to work, and 75.3% of these commuters drive alone. The average commute time for individuals driving alone in a personal vehicle is 28.7 minutes. For the 4.7 percent of El Monte commuters who take public transit, the average commute time is 53.1 minutes. Table 2-1 and Table 2-2 provide comparisons for the percent of commute modes and average commute times by commute mode of El Monte residents.

TABLE 2-1: Percent of Commute Modes

COMMUTE MODE [1]	CITY OF EL MONTE	LOS ANGELES COUNTY	CALIFORNIA	UNITED STATES
Walk	1.9%	2.7%	2.6%	2.7%
Bicycle	0.4%	0.8%	1.0%	0.5%
Public Transit	4.7%	5.8%	5.1%	5.0%
Carpool	13.3%	9.5%	10.1%	9.0%
Drive Alone	75.3%	74.0%	73.7%	76.3%

[1]Commute mode statistics per jurisdiction in this table do not sum to 100% because it does not include work from home or commutes by 'other means.'

TABLE 2-2: Average Commute Times (minutes) by Mode

AVERAGE COMMUTE TIME BY MODE [1]				
COMMUTE MODE	**CITY OF EL MONTE**	**LOS ANGELES COUNTY**	**CALIFORNIA**	**UNITED STATES**
All Modes	31.8	32.8	30.7	27.6
Drive Alone	30.2	31.8	29.5	26.4
Carpool	35.7	34.4	33	28.5
Public Transit	51.3	53.4	52.7	50.6

[1]Commute times by walking and bicycling are not available from the U.S. Census Bureau's American Community Survey.

Though commutes account for less than 20% of all trips (< 20% mode share) the percent of each transportation mode for commuting is indicative of the mode share for all trips. The current commute mode share in El Monte indicates that personal vehicles are a primary mode for other trip purposes in the City.

With the adoption of Senate Bill (SB) 743, the State of California changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly- and privately-initiated projects. The law changed the way local jurisdictions analyze transportation impacts from development projects and identify mitigation measures to reduce those impacts. SB 743 became effective on July 1, 2020. SB 743 will bring a shift in residential development and commute patterns.

The previous practice of evaluating traffic transportation impacts used on-road congestion or level of service (LOS) is being replaced. SB 743 requires the amount of driving and length of trips – as measured by "vehicle miles traveled" or VMT – be used to assess transportation impacts on the environment for CEQA review. These impacts will be reduced or "mitigated" by options such as increasing transit, providing for active transportation such as walking and bicycling bicycling, and participating in mitigation banks. All jurisdictions have the option to tailor requirements to their unique communities.

Transit-oriented development and mixed land uses will put higher densities of people closer to transit and their workplace, placing greater emphasis on infrastructure and safety for active and non-vehicular transportation modes.

2.3 Opportunities and Challenges

The built environment in El Monte presents both opportunities and challenges for transportation safety.

2.3.1 Built Environment - Opportunities

Gridded Road Network

The gridded road network in El Monte serves the accessibility needs of motorized road users well. Local roads intersect arterial roads, giving residential neighborhoods convenient vehicular access to longer-distance routes. The grid structure has the potential to also serve the needs of non-motorized users if appropriate safety infrastructure exists. The greatest need for safety infrastructure is where local roads intersect an arterial road - not only do these roads have higher traffic speeds and volumes, but their corridors also have more diverse land uses and destinations to which people may want to walk or bicycle. Many of El Monte's residential neighborhoods have local roads that intersect with arterial roads (Table 2-3 and Figure 2-2).

TABLE 2-3: Functional Classification of El Monte Roadways

FUNCTIONAL CLASSIFICATION (CALTRANS)	MILES
Interstate	13.8
Other freeway or expressway	0.0
Other principal arterial	16.2
Major collector	18.1
Minor collector	17.9
Local	142.7

Destinations

Frequently-visited destinations such as parks, schools, and commercial areas are often located along or near arterial roads. Safe routes to these destinations may increase the percentage of trips that are taken by active and non-motorized modes.

2.3.2 Built Environment - Challenges

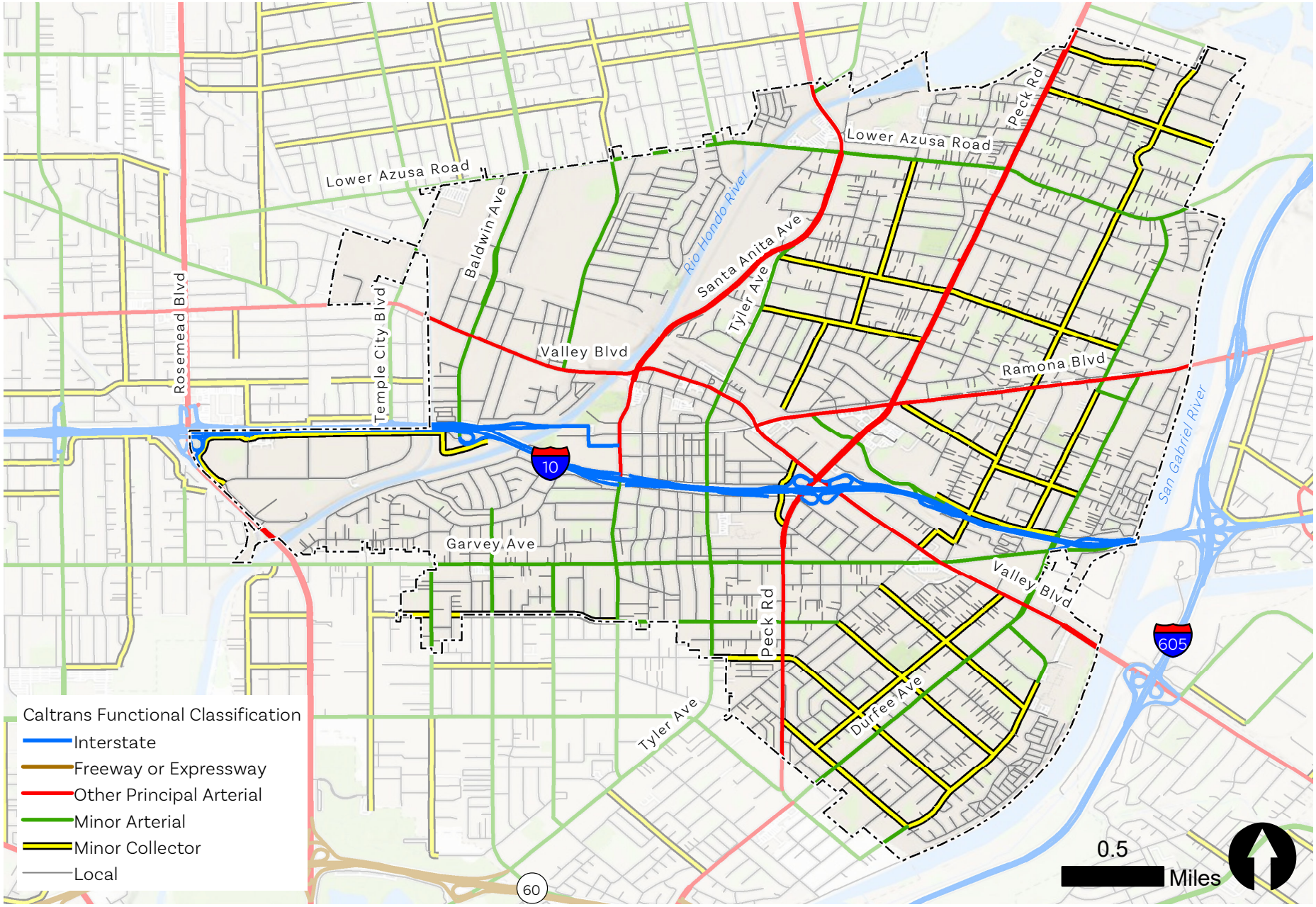
Distances Between Intersections

Arterials in El Monte cover long distances between intersections. In these long blocks, intersections may be the only place to cross an arterial with any safety against cross traffic, as midblock crossings in El Monte are few. Ramona Boulevard from Peck Road to La Madera Avenue is an example of a long block. This 0.33-mile stretch has high-density housing on one side, and a commercial area on the other. To safely walk to a bank across the street, residents would have to walk at least 0.25 miles, which is 300% farther than a safe midblock crossing in this area would allow. Safe routes to nearby destinations can be enabled across arterial roads where long distances between intersections may invite crossing outside of crosswalks.

Speed Differential

The difference in speeds between local roads and arterial roads presents a safety challenge between drivers and non-motorized users. Though the speed limit is 35 miles per hour on most arterial roads in El Monte, observed speeds are often higher due in part to the long distances between signalized intersections that invite speeding. For drivers on a local road turning onto an arterial road, speeding traffic decreases the reaction time needed to adjust to unanticipated vehicles in the path of travel. For bicyclists or pedestrians, the speed differential and reaction time related to speeding vehicles on arterial roads is exacerbated, especially with the temptation to cross arterials midblock to follow the shortest "desire line" to destinations on the other side.

FIGURE 2-2: CalTrans Functional Classification



2.4 Collision Summary

2.4.1 Data

Collision data from the Statewide Integrated Traffic Records System (SWITRS) for the 11-year period from 2008-2019 was used for this summary. SWITRS is a database of statewide collision data collected by the California Highway Patrol for motor vehicle collisions resulting in injury, fatality, or over $1,000 in damage. This summary focuses on fatal, severe, and visible injury collisions, and excludes minor injury and property damage-only collisions.

2.4.2 Overall Traffic Collision Trends

A total of 1,543 collisions occurred in El Monte from 2008 to 2019. Over this period, 929 collisions were auto-only, 252 were pedestrian-involved collisions, 362 were bicyclist-involved. In total, 614 collisions (39.7% of total) involved pedestrians or bicyclists.

929

252

362

The goal of Vision Zero is zero deaths and zero severe injuries due to traffic collisions; El Monte has not met this goal in any year between 2009 and 2020. Figure 2-3 shows the number of fatal and severe injuries over the study period, and Figure 2-4 shows the number of bicyclist- and pedestrian-involved collisions over the study period. Though there were zero deaths on El Monte roadways in 2012 and 2019, the average over the study period is three deaths per year with a high of seven in 2013. Data for the complete year of 2020 is unavailable, but partial data shows six roadway deaths in 2020. Both 2013 and 2020 show that years of zero deaths can be followed by years with a record high number of deaths. Furthermore, as was the case in 2019, a year of zero deaths can have a record high number of severe-injury collisions.

FIGURE 2-3: Fatal and Severe Injuries in El Monte

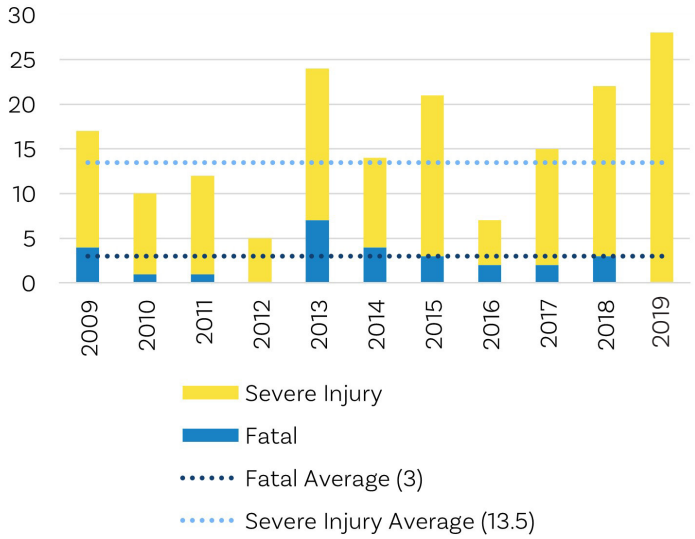
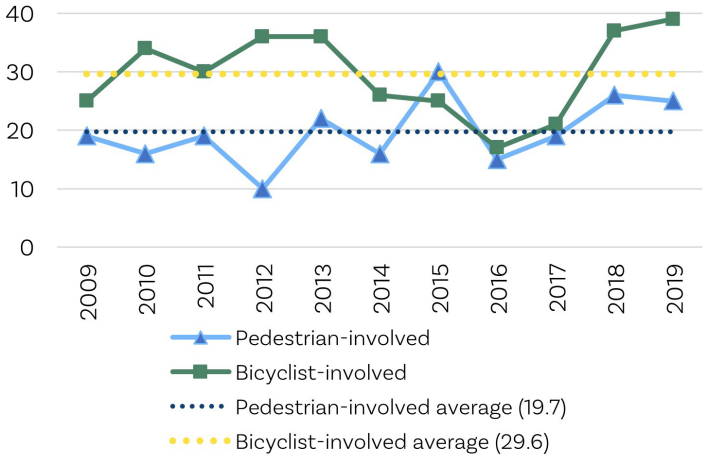


FIGURE 2-4: Bicyclist- and Pedestrian-Involved Collisions



2.5 Collision Mapping Overview

Understanding the roadway conditions where severe-injury and fatal collisions occur is fundamental to addressing dangerous conditions in other places before these types of collisions occur. Mapping what is known as the "high-injury network" identifies segments of roadway that have been the location of the highest number of pedestrian-involved, bicyclist-involved, severe-injury, and fatal collisions. By learning the characteristics of high-injury road segments, these conditions can be remedied citywide where clusters of collisions occur. A "collision tree" grouping method helps identify clusters of collisions that occur in the same conditions as the high-injury network.

Collision mapping was performed in the following two ways:

1. A high-injury network method that ranks road segments by weighting the collisions that occurred on each segment over the study period
2. A collision tree method that groups and maps collisions by the roadway conditions where they occurred.

2.5.1 High-Injury Network

The high-injury network (HIN) method identifies individual one kilometer or shorter segments of roads with concentrations of fatal and severe injury (KSI) collisions. The goal of this method is to identify connected segments of roadway with a high number of collisions that together form a high-injury corridor where safety improvements can be implemented. With this method, bicyclist-involved and pedestrian-involved collisions are weighted 25% more than auto-only collisions. Fatal auto-only collisions are also weighted 25% more than non-fatal collisions. Figure 2-5 shows the process for identifying high-injury segments. For both methods, larger sums indicate more collisions, or a sum of relatively fewer auto-only collisions combined with bicycle- or pedestrian-involved collisions on the same road segment.

FIGURE 2-5: High-Injury Network Method

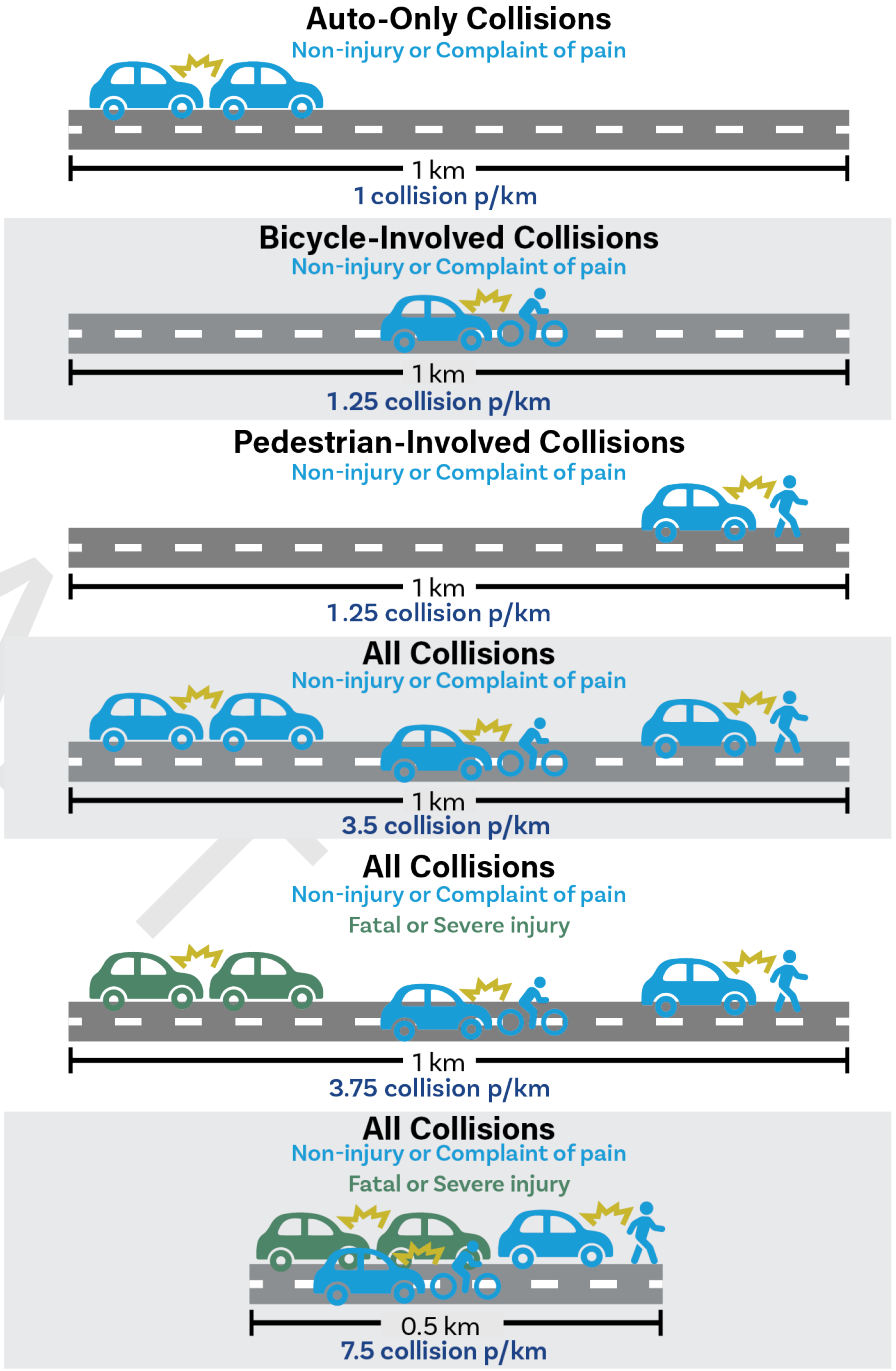


Figure 2-6 shows the mapped result of the method shown in Figure 2-5. The map legend shows that a HIN "score" (or KSI, the sum of fatal and severe collisions per road segment) can be translated to a collision type or combination of collision types. Since some roadway segments can be longer or shorter than the standard one kilometer used for analysis, the score is normalized (divided) by the length of the respective road segment and expressed as a percentile compared to all road segments in El Monte (Figure 2-7). Road segments from the 75th to 100th percentiles have the highest number of pedestrian-involved, bicyclist-involved, severe-injury, and fatal collisions for their length compared to all road segments citywide. Figure 2-7 shows disparate segments make up the high-injury network, from which it is difficult to identify corridors for safety improvements. Examples of these disconnected high-injury segments exist in northern El Monte at Peck Road and Lower Azusa Road, and in southern El Monte at Peck Road and Garvey Avenue.

To help connect the segments, the same method was applied to a larger collision dataset that includes minor injury collisions. Figure 2-8 shows the results of this larger dataset, summarized as the "collision index" (CI) to differentiate it from the high-injury network. Figure 2-9 shows the results of the collision index normalized by segment length, as was done for the high-injury network in Figure 2-7 This method identifies more road segments that together link the segments from the high-injury network to identify the broader corridors for safety improvements.

The project Technical Advisory Committee (TAC; described further in Chapter 3) identified corridors of concern that correlate to the corridors identified by CI method. The CI method identifies parts of most of the TAC corridors of concern, and helps identify corridors that the TAC did not identify, such as Peck Road and Ramona Boulevard. The TAC also identified Parkway Drive (south of Durfee Avenue in southern El Monte) and segments of Durfee Avenue north of Ramona Boulevard. These segments were likely identified by the TAC because of concerns with vehicle speeds in residential neighborhoods, but collisions were either low in number or non-existent. Though the HIN method did not include these segments, the combination of this data-driven CI method together with community input from the TAC help give a comprehensive picture of the corridors that can be focused on for safety improvements

The collision tree method was completed for pedestrian-involved, bicycle-involved, and auto-only collisions. Roadway conditions mapped per collision were: general location (intersection or midblock), type of intersection control (signalized or non-signalized), the type of road median (none, painted, or raised), and the number of vehicle travel lanes. The intersection was subdivided into an "intersection influence area." Intersection influence area is defined as the length of road 200 feet in either direction from an intersection due to driving behavior such as braking, accelerating, and lane-changing that occurs before intersections. Intersection collisions are defined as those that occur within the intersection footprint where turning movements occur.

FIGURE 2-6: Cumulative High Injury Network

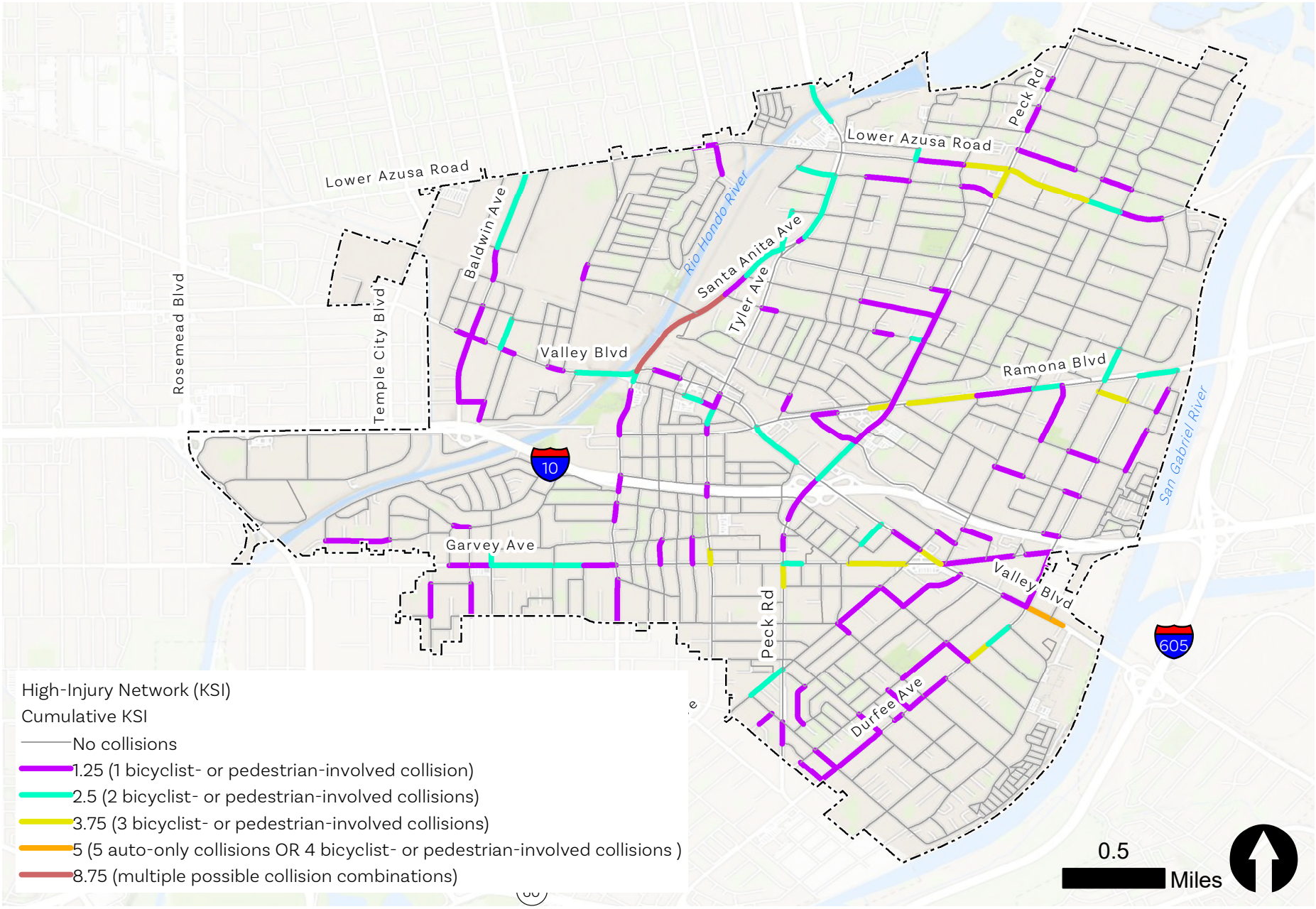


FIGURE 2-7: Normalized High Injury Network

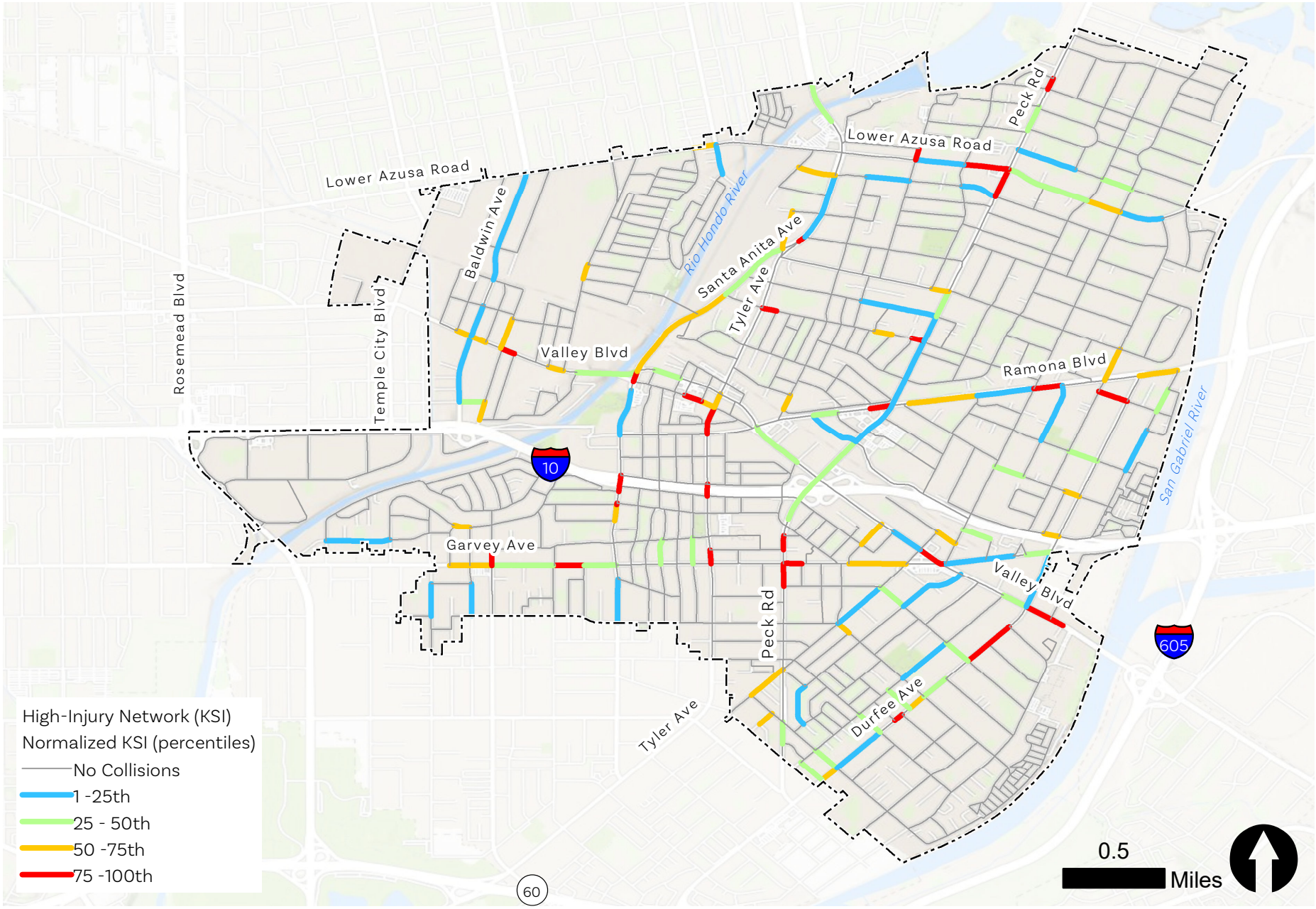


FIGURE 2-8: Cumulative Collision Index

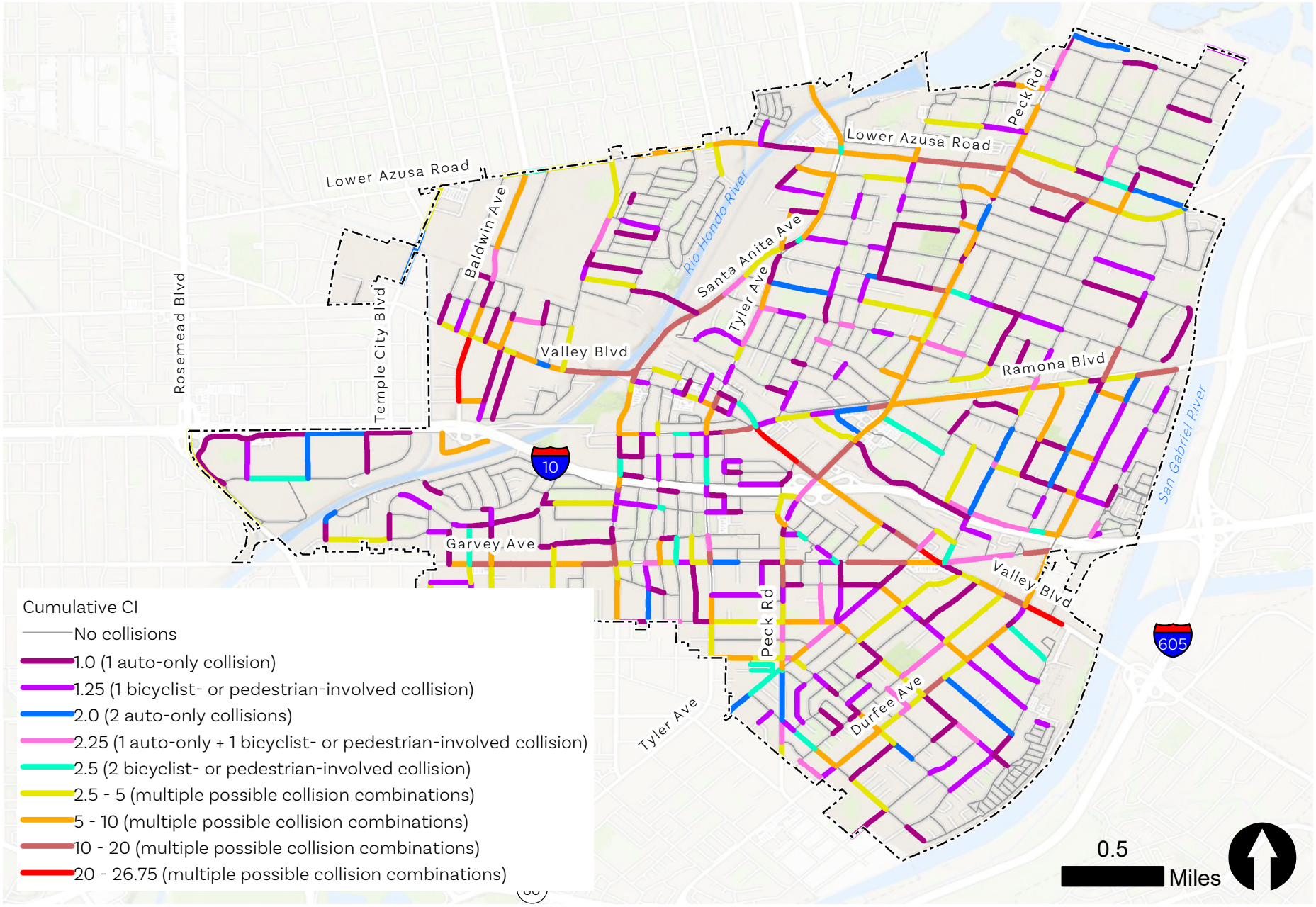
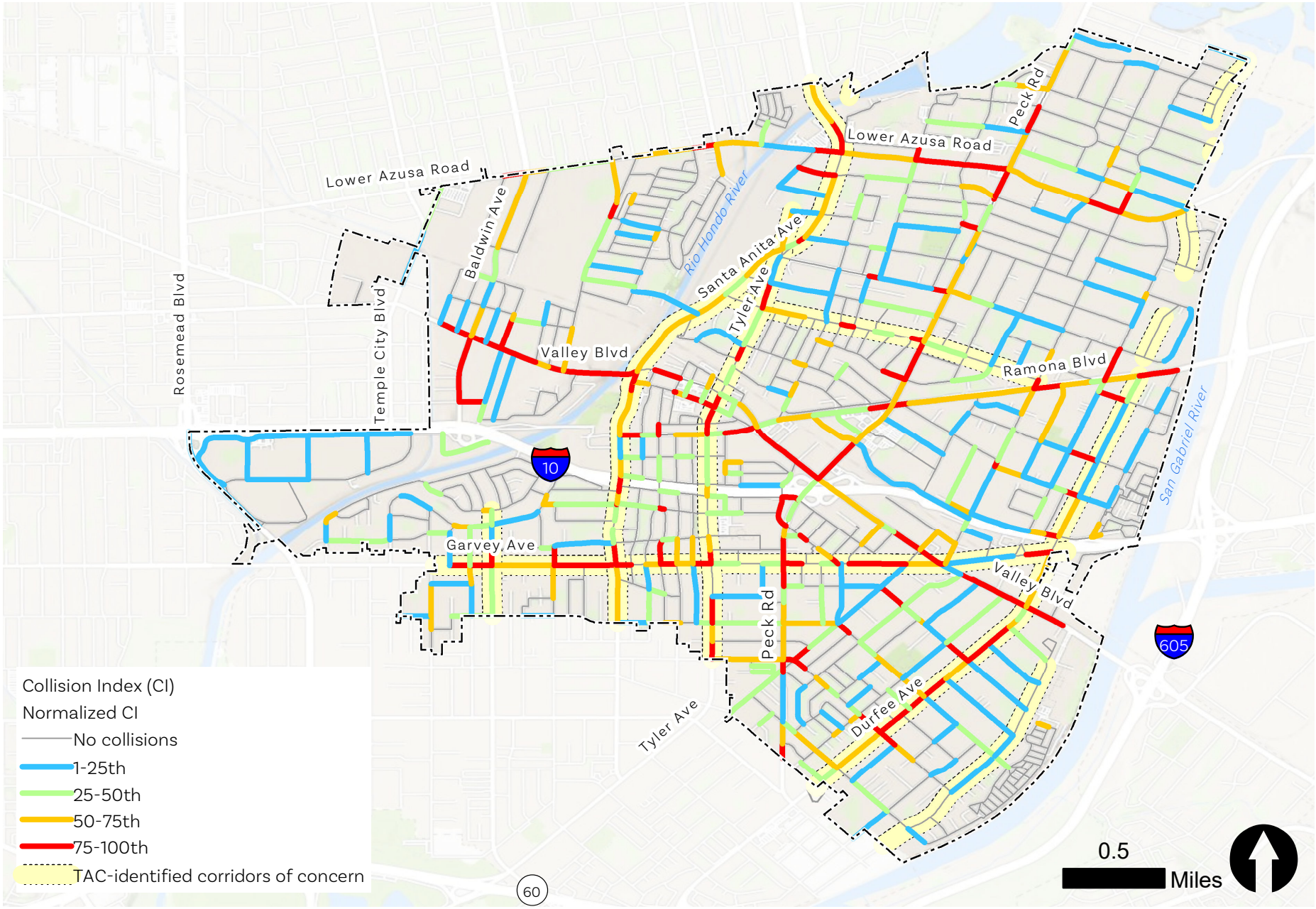


FIGURE 2-9: Normalized Collision Index



2.5.2 Using Collision Tree for Hotspot Analysis

A data classification method known as a "classification tree" was used to classify collision data according to the roadway characteristics where they occurred. Each collision type (pedestrian-involved, bicyclist-involved, and auto-only) is classified in its own tree.

The first tier of the tree relates collisions to one of three general roadway locations:

1. **Intersection:** the footprint at the junction of two or more roads where vehicle turning movements occur
2. **Intersection "influence area":** the length of road 200 feet along all legs of an intersection where vehicle accelerating, braking, lane-changing, and merging occur
3. **Midblock:** the road segment between intersection influence areas where vehicles achieve peak speed

The second tier is unique only to intersections, and relates to the type of intersection control; signalized controls (stop lights) or non-signalized controls (stop signs) .

The third tier relates to the existence of and type of medians: no median, painted medians, or raised medians.

The fourth branch relates to the number of through-lanes, ranging from one to six lanes.

This collision classification tree - or "collision tree" - method quantifies collisions according to common characteristics (Figure 2-10, Figure 2-12, and Figure 2-14). In each collision tree, blue boxes indicate the highest number of collisions per tier.

For all collision types, the highest number of collisions occurred at intersections. For auto-only collisions, the highest number of collisions (146) occurred at signalized four-lane intersections with no median (Figure 2-10 and Figure 2-11), followed by signalized two-lane intersecs tions with no median (49 collisions). Non-signalized four-lane intersections with no median also had a high number of auto-only collisions (63). For pedestrian-involved collisions, the highest number of collisions (58) occurred at signalized four-lane intersections with no median (Figure 2-12 and Figure 2-13), followed by non-signalized two-lane intersections with no median. For bicyclist-involved collisions, non-signalized two-lane intersections (54) and non-signalized four-lane intersections (49) were nearly equal (Figure 2-14 and Figure 2-15).

Mapping collisions according to their common roadway characteristics can help identify "hotspots," or locations where clusters where these similar collisions occur (Figure 2-11, Figure 2-13, and Figure 2-15). Where clusters of collisions share similar characteristics, recommendations from this project may be applied. Alternatively, further identification of collision factors can remedy unique roadway conditions, such as intersection geometry, sight lines, existence of driveways, or on-street parking.

FIGURE 2-10: Auto-Auto Collision Tree

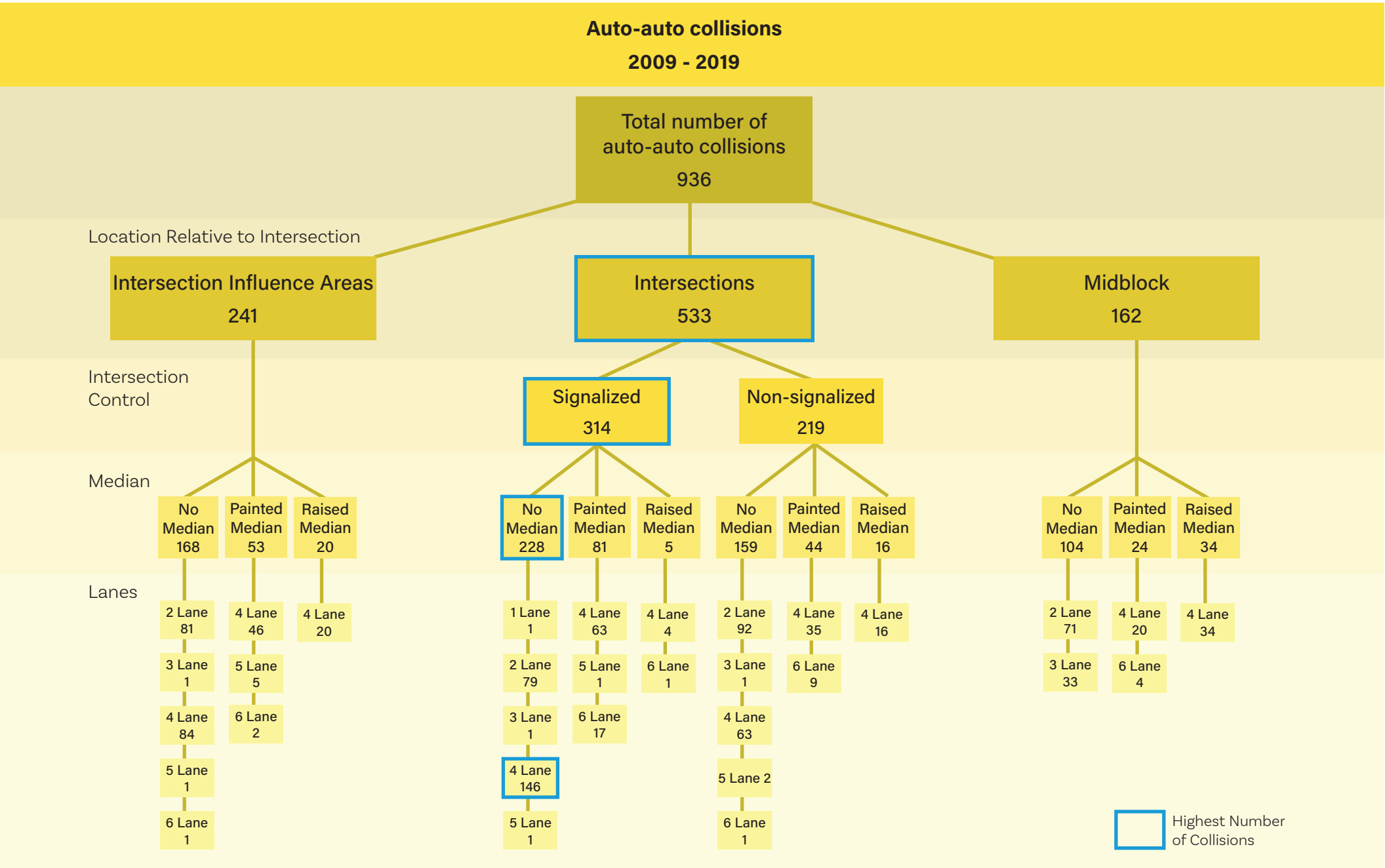


FIGURE 2-11: Auto-Auto Signalized Intersection Collisions

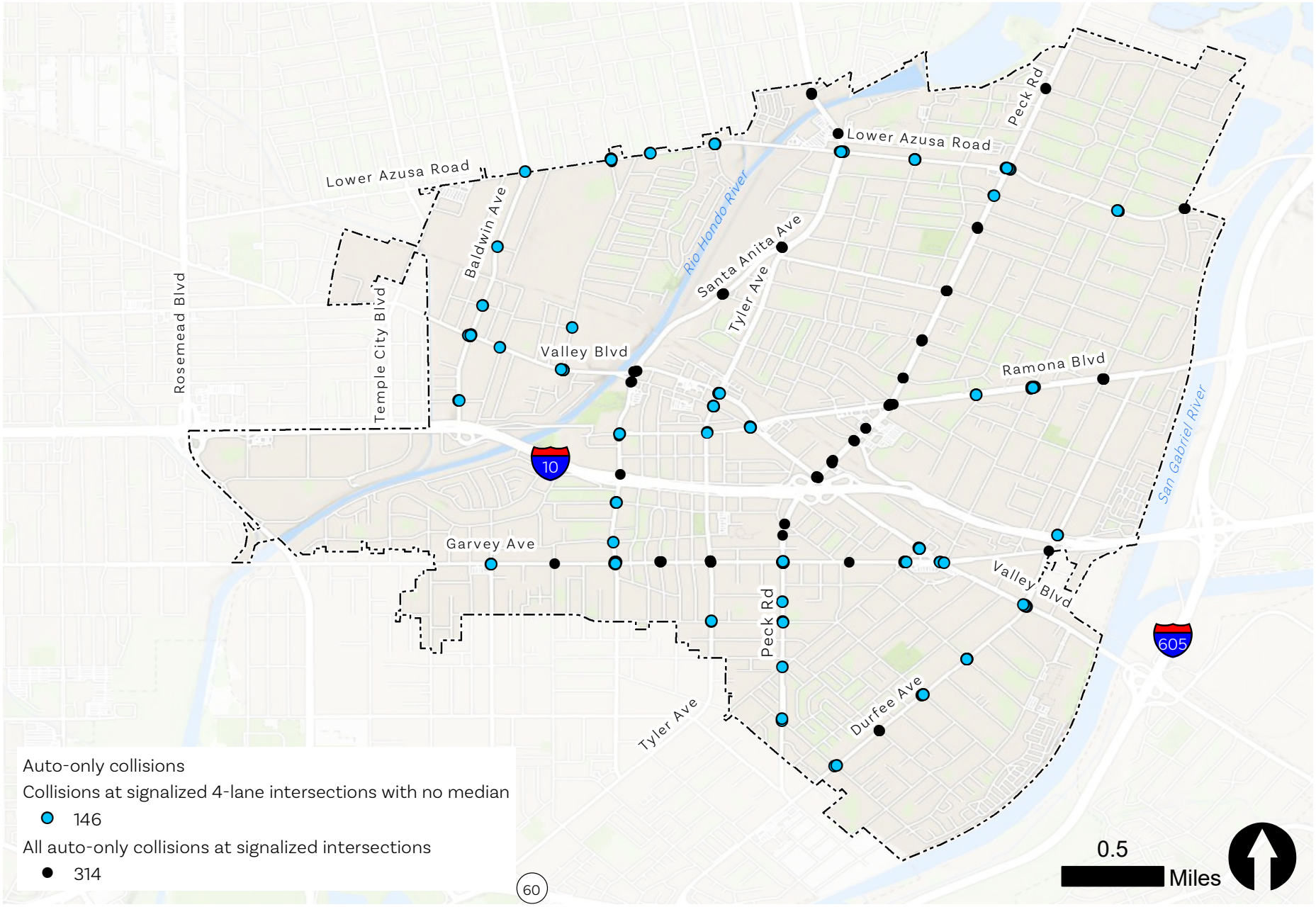


FIGURE 2-12: Bicyclist-Auto Collision Tree

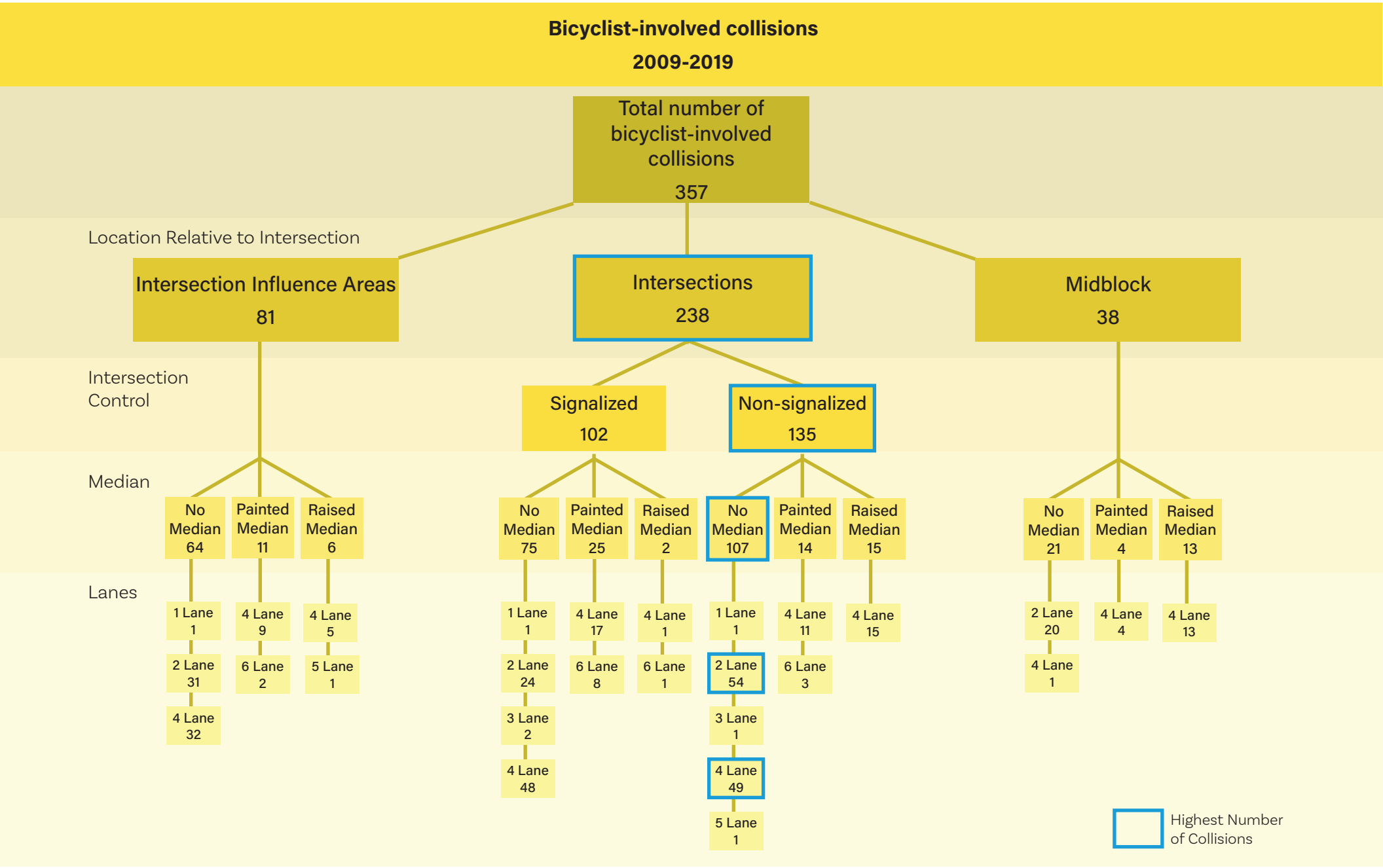


FIGURE 2-13: Bicycle Involved Non-Signalized Intersection Collisions

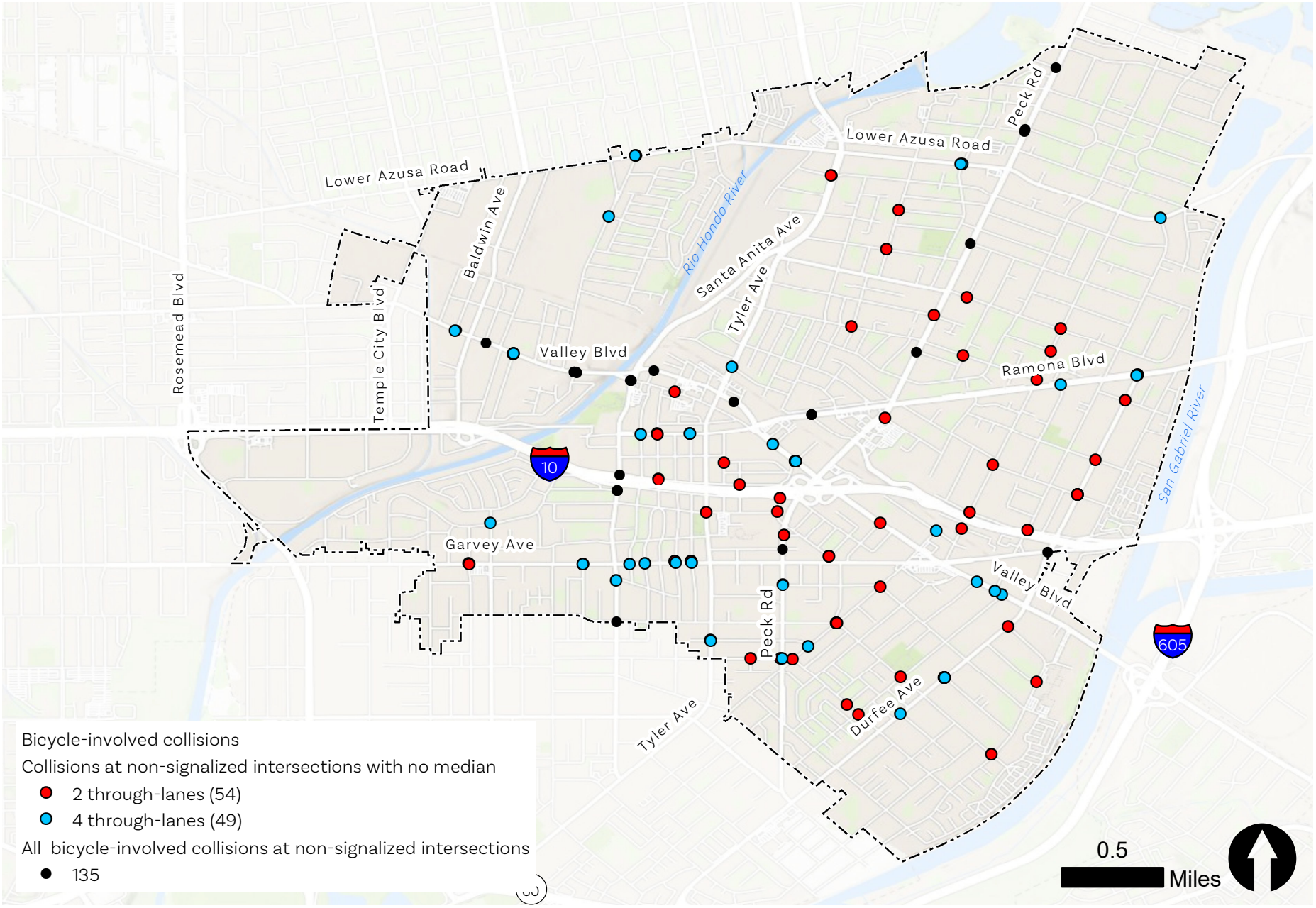


FIGURE 2-14: Pedestrian-Auto Collision Tree

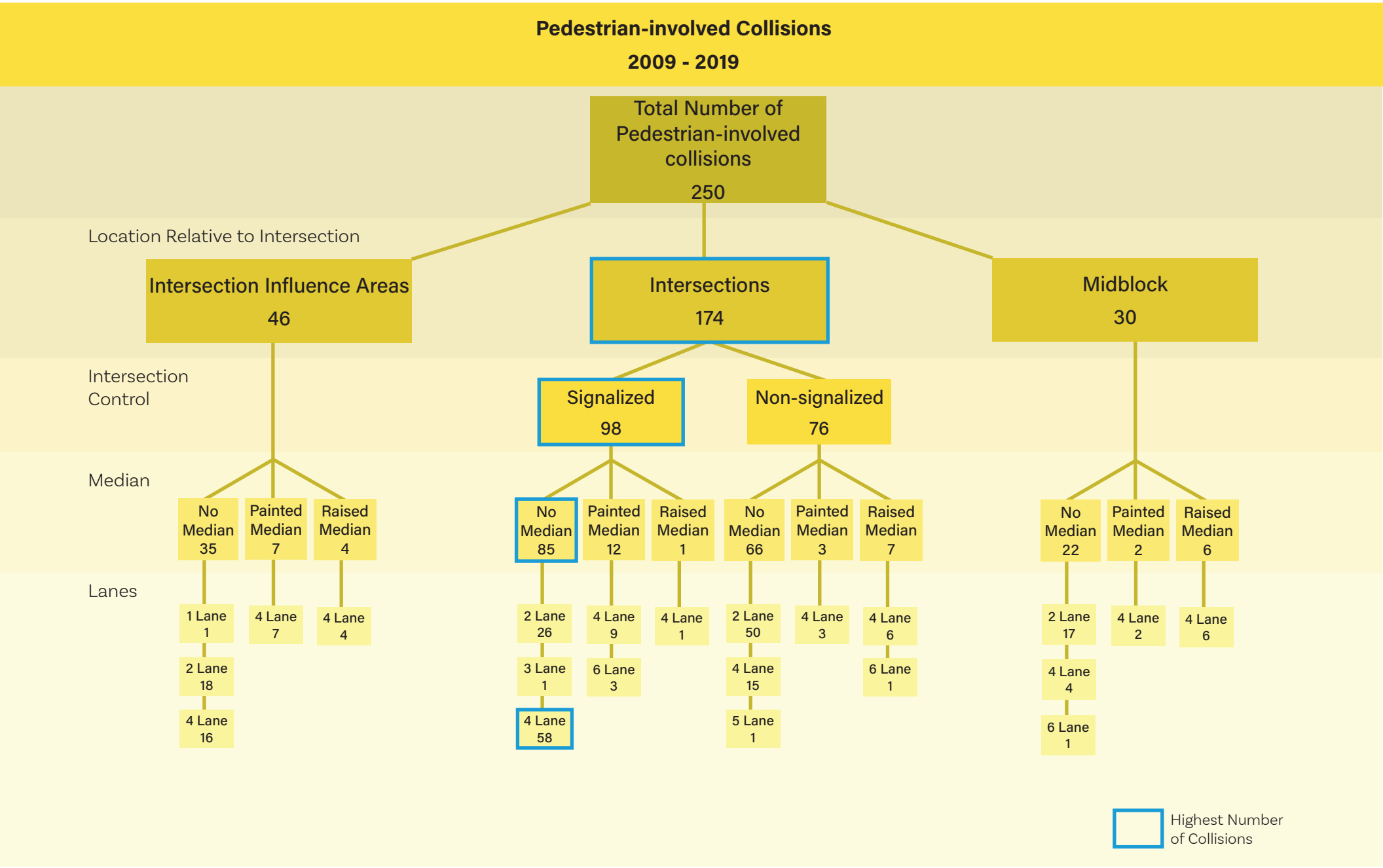
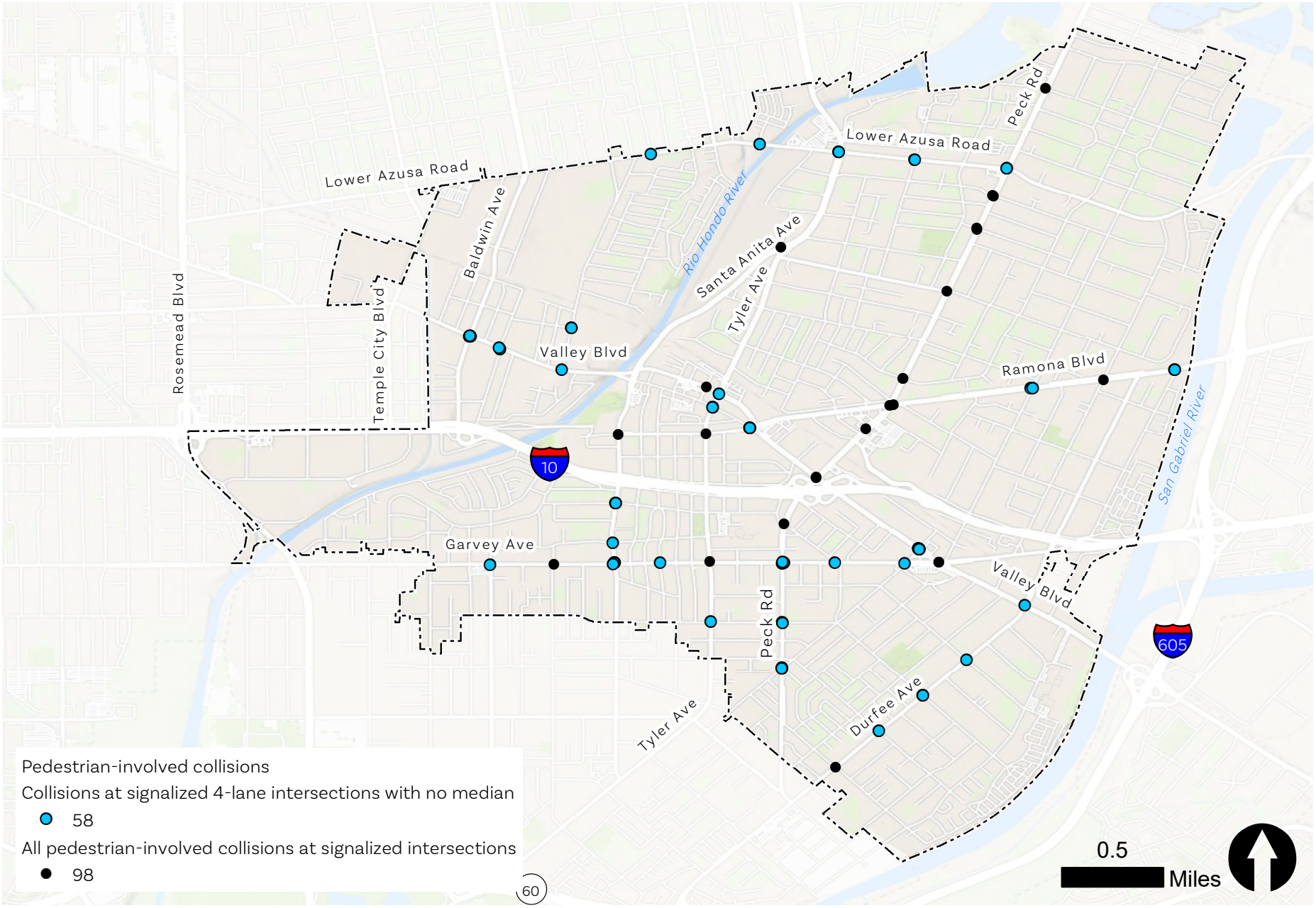


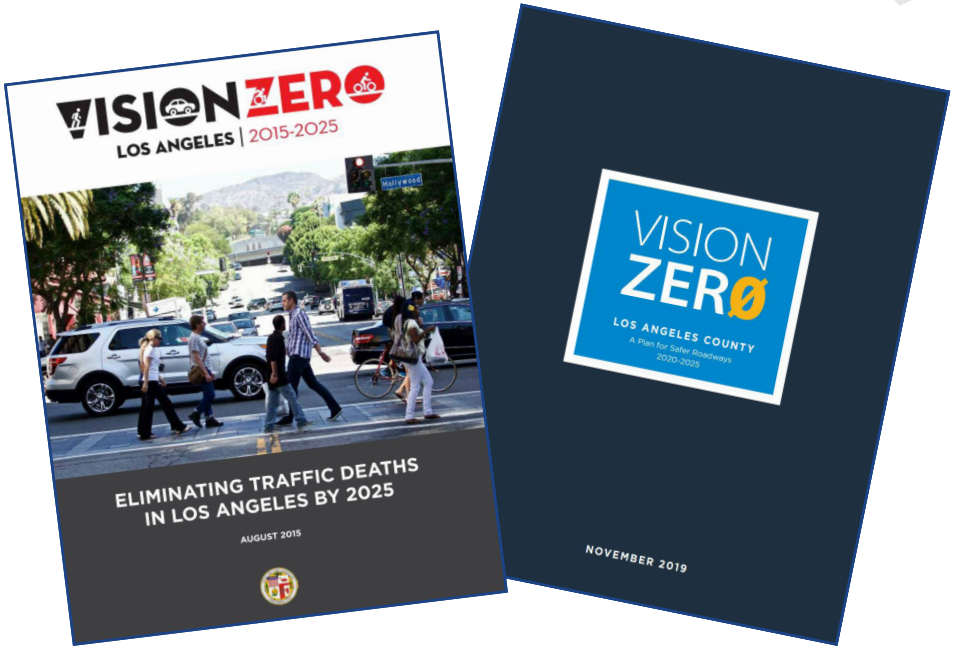
FIGURE 2-15: Pedestrian Involved Signalized Intersection Collisions



2.6 Planning and Policy Context

The following documents comprise the primary local and regional planning efforts affecting the El Monte Vision Zero Action Plan. The goals, objectives, strategies, and policy recommendations made within this Plan build from the following plans, which provide context for the City of El Monte to improve to meet Vision Zero. For each document, relevant policies, goals, and excerpts are provided.

- Assembly Bill 43 (AB 43)
- California Safe Roads Implementation Plan for 2020-2024 Strategic Highway Safety Plan (2021)
- SCAG Transportation Safety and Security Technical Report (2020)
- Los Angeles County Vision Zero (2019)
- LA Metro Active Transportation Strategy Plan
- City of LA Vision Zero
- Safe Streets, Long Beach, A Vision Zero Action Plan (2020)



Covers of Vision Zero Reports

2.6.1 Assembly Bill 43 (AB 43)

Safety Baseline

The passage of AB 43 in 2021 is an important step forward for safer streets. Other leading Vision Zero cities are showing the power of reduced speed limits, both in bringing down average speeds and high-risk speeds. Prior to AB 43, speed limits were set based on the 85th percentile speed of free-flowing traffic, resulting in cases where speed limits increased on streets with frequent speeding. Now, with AB 43, cities have more control in setting speed limits within their jurisdiction, including considerations for the safety of vulnerable road users. The fact that a street had high crash rates and large numbers of people walking and bicycling was previously irrelevant. AB 43 will allow communities to set lower speed limits to keep streets safe.

Safety Goals and Strategies

- Authorize local authorities to consider the safety of vulnerable pedestrian groups
- Establish a *prima facie* (default) speed limit of 25 miles per hour on state highways located in any business or residence district
- Authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour on these highways.
- Authorize a lowered speed limit on a section of highway contiguous to a business activity district and require that certain violations be subject to a warning citation.

2.6.2 California Safe Roads Implementation Plan for 2020-2024 Strategic Highway Safety Plan (2021)

Collision Baseline

The 2020-2024 California Strategic Highway Safety Plan (SHSP) was developed using the data findings and input from regional outreach events to determine effective strategies to reduce roadway fatalities and serious injuries. The Plan notes nearly 3,900 fatalities and over 14,000 serious injuries reported in 2017 on the SWITRS.

Safety Goals

1. Integrate equity into all aspects of the plan to address institutional and systemic biases.
2. Implement a safe systems approach which aims to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system.
3. Continue with strategies and actions that are most effective in reducing fatalities and serious injuries, implement proven countermeasures, and encourage innovative solutions.
4. Encourage the use of advanced technology in and on roadways by forming new partnerships with technology providers, health and safety groups, manufacturers, and government partners to prioritize safety.

Safety Strategies

Using a data-driven approach, the SHSP identifies challenge areas and provides actions to remedy them, as shown in Figure 2-16.

FIGURE 2-16: Traffic Challenge Areas and Remedies

CHALLENGE AREAS	CA FATALITIES AND SERIOUS INJURIES	SAMPLE ACTIONS
Speed management / aggressive driving	34%	1. Implement context-sensitive speed limits that prioritize the safety of all road users 2. Make speed limit setting methodology, and law, easy to understand 3. Develop countermeasures to reduce speeds and prioritize pedestrian, bicyclist, and transit and vehicle safety over vehicle LOS
Pedestrians	17%	1. Establish a High Injury Network (HIN) study methodology for pedestrians 2. Develop pedestrian count models to better evaluate infrastructure and predict pedestrian-related crashes 3. Educate pedestrians about distracted street crossing crashes
Bicyclists	7%	1. Establish a preferred methodology for developing a High Injury Network (HIN) for bicyclists 2. Develop design guidelines that reduce intersection crashes for pedestrians and bicyclists 3. Update Police Officer Standards and Training (POST)/Safety Training materials regarding bicycling traffic law
Intersections	23%	1. Document and educate about the effectiveness of increased traffic enforcement in lowering traffic crash rates at intersections 2. Install Retro-reflective Backplates on signals
Distracted driving	5%	1. Increase outreach and education to college-aged students about reckless and distracted driving 2. Implement distracted driving education and evidence-based strategies for parents

2.6.3 SCAG Transportation Safety and Security Technical Report (2020)

Collision Baseline

On average between 2012 and 2016, 1,500 people are killed, 5,200 are seriously injured, and 136,000 are injured in traffic collisions each year in Southern California. About 10% of all traffic collision victims and 5 percent of fatal collision victims are under the age of 18 (about 24% of the region's population) and 9 percent of all traffic collision victims and 16% of all fatal collision victims are 65 and older (they make up about 12% of the region's population). Based on the regional high-injury network conducted, 66% of the network is in the disadvantaged communities in the SCAG region.

Safety Goals

1. Improve mobility, accessibility, reliability, and travel safety
2. Increase maintenance, enforcement, and construct new travel mode options
3. Start with supporting Disadvantaged Communities, older adults, children, walkers, and bikers
4. Increase travel choices to increase the throughput of people and goods

Safety Strategies

1. Reduce aggressive driving and speeding through:
   - Public outreach campaigns specifically addressing speeding and aggressive driving
   - Identifying locations of speed-related crashes
   - Setting safe and reasonable speed limits
2. Improve safety for aging population through:
   - Roadway, intersection, and interchange improvements that support right-of-way decisions by older road users
   - Implementing design treatments that support safety such as curb extensions, bulb-outs and pedestrian refuge islands that shorten crossing distances
   - Working with Transit Network Companies (TNCs) to explore programs that support transportation options for older adults
   - Establishing Safe Routes for Seniors programs
3. Improve bicyclist safety through:
   - Connecting bicycle facilities, including regionally significant bicycle corridors for bicycle travel throughout the region
   - Developing and implementing active transportation master plans
   - Adopting Complete Streets policies—providing safe access for all modes—as fundamental principles of transportation plans
4. Improve safety at intersections through:
   - Incorporating intersection safety into the planning grant strategy.
   - Incorporating Intelligent Transportation Systems (ITS) at high incident intersections to reduce red-light violations causing collisions.
   - Implementing infrastructure improvements including but not limited to clearly marked crosswalks, median sanctuaries for pedestrians, signalization at problem non-signalized intersections, advanced stop bars and sharks teeth, yield markings, and changing intersection geometries to improve safe
5. Improve pedestrian safety:
   - Continuing to work with local jurisdictions to provide a comprehensive education for all road users
   - Developing pedestrian safety action plans based on FHWA criteria.
   - Ensuring all sidewalks and intersections are ADA compliant
   - Considering pedestrian needs in all roadway and transit projects

2.6.4 Los Angeles County Vision Zero (2019)

Collision Baseline

This Vision Zero Action Plan focuses on the County's efforts between 2000-2005 to achieve the goal of eliminating traffic-related fatalities on unincorporated County roadways by 2035. Although pedestrians were involved in 9% of all injury collisions on unincorporated County roadways (including those resulting in complaints of pain, visible injuries, severe injuries, and fatal injuries) from 2013 to 2017, they were involved in 20% of fatal and severe injury collisions. Between 2013 and 2017, nearly half (48%) of those who died or were severely injured in collisions on unincorporated County roadways were 15 to 34 years old.

Safety Goals

Three guiding principles will direct decision making as the County implements Vision Zero actions:

- Health Equity: Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities.
- Data-driven process: Identify where and why traffic collisions are happening and prioritize projects and programs in these areas.
- Transparency: Maintain regular communication with the public about progress, and how the County is working to enhance traffic safety.

Safety Strategies

- Enhance County Processes and Collaboration
- Address Health Inequities and Protect Vulnerable Users
- Collaborate with Communities to Enhance Roadway Safety
- Foster a Culture of Traffic Safety
- Be Transparent, Responsive, and Accountable

2.6.5 LA Metro Active Transportation Strategy Plan

Collision Baseline

Active transportation by bicyclists and pedestrians accounts for 19% of all trips in LA Metro but accounts for 40% of traffic fatalities. Installing bike lanes can reduce cycling injuries by 50%. The addition of physical barriers for cyclists can drop the rate of injury by 99% and can reduce sidewalk riding by over 90%.

Safety Goals

- Improve access to transit
- Establish active transportation modes as integral elements of the countywide transportation system
- Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle & pedestrian activity
- Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality
- Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives
- Foster healthy, equitable, & economically vibrant communities where all residents have greater transportation choices & access to key destinations, such as jobs, medical facilities, schools, & recreation

Safety Strategies

- Identify improvements that increase first last-mile access to transit by active modes
- Work with partners to create a regional active transportation network
- Develop supporting programs & policies related to education, enforcement, encouragement, & evaluation
- Provide guidance for setting regional active transportation policies & guidelines to guide future investment
- Develop a funding strategy & explore opportunities to expedite implementation

2.6.6 City of LA Vision Zero

Collision Baseline

In 2013, 978 people suffered severe injuries in collisions, 201 people were killed. People walking and bicycling are over-represented among traffic deaths. People walking and bicycling are involved in only 15% of all collisions, but account for almost half of all traffic deaths, and 30% of those killed or severely injured are youth and older adults.

Safety Goals

1. Reduce citywide traffic deaths by 20% by 2017, prioritizing pedestrian deaths involving older adults and children
2. Eliminate traffic deaths citywide by 2025

Safety Strategies

- Focus on vulnerable road users is not only an ethical objective, but it is also the smartest tactic to achieve zero deaths.
- Develop a Safe Routes to School Action Plan
- Implement engineering safety countermeasures such as scramble crosswalks, which restrict vehicle turns for a brief period while allowing people to cross the street in all directions
- Leading pedestrian intervals, which give a pedestrian a "head start" when entering the intersection—improve the yielding rate of drivers at signalized intersections.

2.6.7 Safe Streets, Long Beach, A Vision Zero Action Plan (2020)

Collision Baseline

The Long Beach Vision Zero Action Plan provides analysis and recommendations to help reduce fatalities and serious injury from vehicle-related crashes. The plan highlights an increase of traffic-related fatalities and serious injuries from 113 in 2013 to 162 in 2017 and the need to reverse this trend. A high percentage of fatal and serious injury crash victims on Long Beach are bicyclists, pedestrians, and motorcyclists (65%) compared to the percentage of all traffic collisions in which these road users were involved (14%). The Long Beach roadway network has four times more miles of local streets than miles of minor arterials. However, minor arterials have 40% more traffic collisions resulting in death or a serious injury. The overall Long Beach Vision Zero goal is to eliminate fatal and serious traffic collisions by 2026.

Safety Goals

- Increased safety for all by reducing vehicle speeds and reduced travel lane widths
- Increased bicyclist safety with protected bike lanes on both sides of the street
- Improved pedestrian visibility at intersections with continental crosswalks
- Increased motorist awareness and bicyclist visibility at conflict zones (intersections and driveways) with green markings in the protected bike lane
- Reduced potential for severe collisions with roundabout and traffic circles
- Prioritized bicyclist and pedestrian travel with signage and pavement markings
- Increased bicycl ist and pedestrian safety by improving visibility and reducing vehicle speeds with corner bulbouts
- Improved pedestrian safety with reduced crossing distance and continental crosswalks

Safety Strategies

Strategies that the City is prioritizing to reduce collisions include:

- Better street design to improve traffic safety
- More and better education about traffic safety
- More enforcement of traffic violations

Overall actions that are being implemented for Vision Zero include:

- Dedicating Resources to Vision Zero Actions-a new Vision Zero Co-ordinator position
- Building Safe Streets-reduce motorists speeds, protected bike-ways, sidewalks, crosswalks
- Improving Data and Transparency-collect more and better data on transit, walking, bicycling, collisions
- Promoting a Safety Culture-Expand Safety Education Campaign
- Enhancing Processes and Partnerships-City partnering with Schools, AARP, Local Groups, SCAG *Go Human*, County, Caltrans
- Equity-Prioritize investments at high-injury locations (frequently in low-income areas)

PAGE INTENTIONALLY LEFT BLANK

03

Stakeholder Outreach and Engagement

3.1 Stakeholder Outreach and Engagement Overview

In light of COVID-19 and the Governor's stay-at-home order, traditional in-person outreach strategies were modified to safely engage with members of the public. When the project's public engagement plan was created, state and local regulations prohibited all social gatherings of more than 10 people. Due to COVID restrictions, the project team could not hold as many in-person workshops or pop-up events and community engagement tools such as online surveys and maps with comments were enabled. Some events were not held or canceled early in the planning process, so alternative tools and strategies were used. State and local regulations were relaxed during the course of the project, and eventually, some in-person outreach was conducted. In summer and fall of 2021, the project team was able to participate in in-person community events like the El Monte Farmers Market.

To drive online engagement, outreach tools were developed based on direction received from the Technical Advisory Committee (TAC). Sidewalk decals with a QR code to the project website - as well as an educational video - were created to garner more engagement for the project. Input gained through online methods was fundamental in keeping the Action Plan moving forward while ensuring that public input was adequately received in a manner consistent with public health directives.

Stakeholder Outreach and Engagement Goals

The overall goal of public outreach for Vision Zero in El Monte was to build awareness and support for the project across a range of representative stakeholders to build community ownership during the planning process. Three objectives that the project team focused on were:

1. Engaging vulnerable road users: Input from school-age children, older adults, and non-vehicle owners was important because they make up the largest percent of bicycle- and pedestrian-involved collisions.
2. Addressing the digital divide: Though early COVID-19 concerns forced a retreat to online outreach methods, in-person, outdoor City events like the farmers market were later targeted to safely hold public outreach events. This was especially important to reach the high percentage of minority, low income, and non-native English speakers in El Monte who have lower access to and engagement with online methods.
3. Communicating in a way residents will understand: Outreach materials were provided in English, Spanish, Mandarin, and Vietnamese, and staff at in-person events were fluent in English, Spanish, and Mandarin.

Stakeholder Outreach and Engagement Strategies

The project team developed an outreach strategy with ways to engage people of all ages and demographic backgrounds. Key messages and outreach strategies were created to gather feedback, paying particular attention to the Hispanic, Vietnamese, and Chinese communities and providing surveys translated to the respective language.

3.1.1 Marketing Materials

- Marketing materials included content for the City website and print materials to post throughout the community.
- Marketing materials included a project fact sheet, social media posts, and newsletter text.

Project Fact Sheet

The project fact sheet was shared on the project website, the City of El Monte's Social Media, and handed out at outreach events. The fact sheet included details about what Vision Zero is and what it means for El Monte as well as a scannable QR code with access to the project website.

Social Media Posts and Newsletter Text

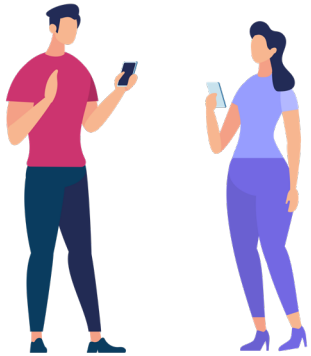
Social media posts and newsletter text enabled methods of digital and print outreach to share project updates on the project. Social media posts included information on the project website, the online survey, and updates on any upcoming outreach events. Other project updates and newsletter text came directly from monthly project update meeting minutes.

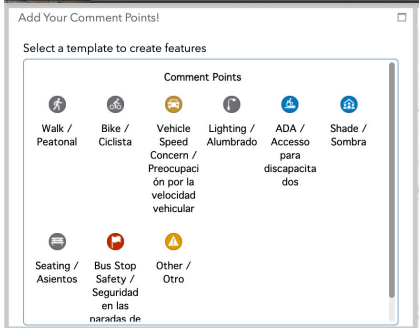
Examples of Flyer, Fact Sheets, and Socaial Media Posts

3.2 Project Website

The project website was an **ESRI StoryMap** that provided project information and input opportunities. The StoryMap was active for the project's duration. It contained an overview of the project and an interactive map for visitors to input information. Examples from the project website, such as the online comment map are displayed on the right.

Project Website QR code





3.3 Technical Advisory Committee

The Technical Advisory Committee (TAC) is an advisory body of 10 professionals with subject matter expertise related to the Plan, including representatives from Access Services, Active San Gabriel Valley (ActiveSGV), Caltrans, City of El Monte, Eco Urban Gardens, El Monte City School District, El Monte Union High School District, and Mountain View School District. Participants in the TAC were invited by City staff to broadly represent El Monte's community needs and interests. The body was tasked with providing feedback on engagement plans and findings, promoting engagement opportunities to their networks, and giving input on Plan needs and recommendations. The group met via video conference four times throughout the project:

TAC meetings were held virtually on:

TAC Meeting #1 - January 19, 2021

- Focus on the project overview and what community outreach efforts were being made
- Open discussion on the safety of roadways in El Monte, many brought up unsafe speeds and unsafe road/sidewalk conditions

TAC Meeting #2 - October 26, 2021

- Discussed concerns about bicyclist and pedestrian safety in El Monte
- Reviewed the High-Injury Network, updates on outreach events, and project recommendations

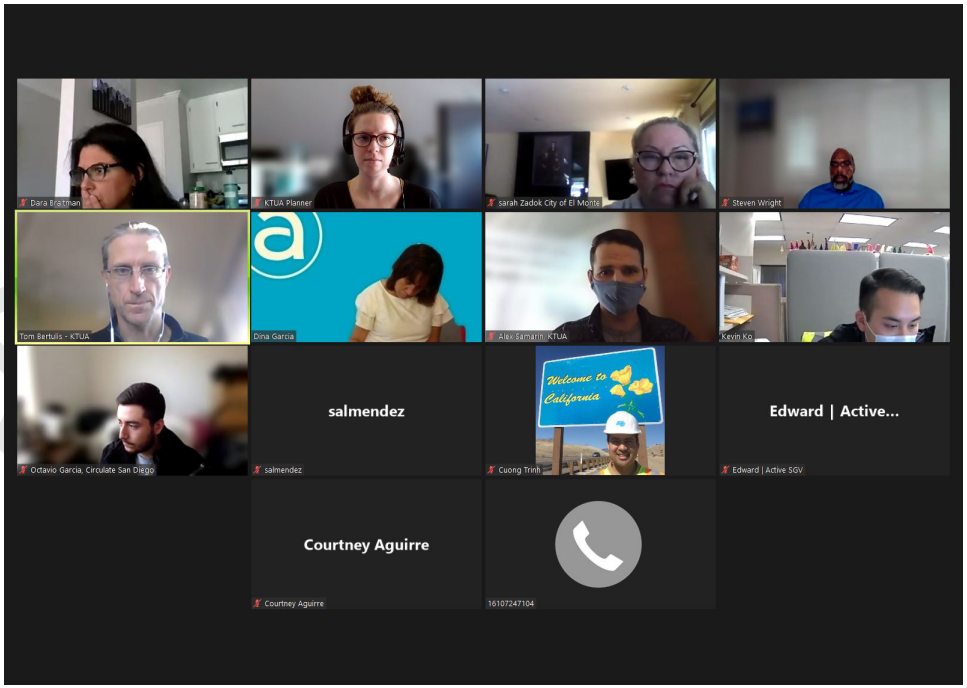
TAC Meeting #3 - January 20, 2022

- Reviewed and discussed draft plan

TAC Meeting #4 - February 8, 2022

- TBD

Additional consultations and presentations were conducted with the Los Angeles County Fire Department to understand future roadway requirements for emergency vehicles; the City of El Monte Traffic Safety Committee to gain technical feedback on proposed improvements; and the El Monte Police Department to understand challenges in traffic enforcement and solicit ideas to reduce fatalities and serious injuries.



Members of the TAC on Zoom meeting

3.4 Outreach Tools

3.4.1 Sidewalk Decals

To draw and engage more public attention to the project website, online survey, and comment map, the project team installed 20 temporary sidewalk decals throughout El Monte in areas of high pedestrian traffic from May 16 to June 1, 2021.

3.4.2 Educational Video

The educational video is a two-minute video that introduces the concepts and goals of Vision Zero through statistics for traffic collisions and examples of safe roadway designs. The video was posted to the City of El Monte's social media handles and on the project website.

Sidewalk Decals

Infographic in Educational Video

3.5 Outreach Events

3.5.1 Farmers Market #1

The August 19, 2021 Farmers Market event was the first in-person outreach event due to COVID-19 restrictions. The El Monte Vision Zero Action Plan (EMZAP) booth included interactive activities such as dot voting, games, and information for the location and type of proposed improvements. The top amenities from the dot voting boards were: bus shelters, urban greening/ street trees, docked bicycles, separated bikeways, and rectangular rapid flashing beacons (RRFB).

3.5.2 Farmers Market #2 / *Go Human*

Public outreach at the second Farmers Market event on September 30, 2021 was paired with a *Go Human* event to demonstrate some of the proposed improvements. There were demonstration projects throughout the farmers market, including a parklet and an artistic crosswalk. At each demonstration site, a team member was available to discuss the benefits of these features with residents and hand out surveys to gather feedback. Some of the top features chosen by the public were: multi-use paths, neighborhood greenway, RRFB, urban greening, scooter-share, and docked bicycles.

3.5.3 Public Presentation of Draft Action Plan

3.5.4 Public Presentation of Final Action Plan

Farmers Market #1

What We Heard:

"Having on-street bicycle lanes would make me want to use my bike more."

Farmers Market #2

What We Heard:

"El Monte is a wonderful city and these walking and bicy-cling improvements couls at-tract more people."

Public Presentation

What We Heard:

TBD

3.6 Online Survey

The online survey was sent out to El Monte residents addressing safety concerns while walking, bicycling, and using a mobility devices throughout the City.

The results were analyzed and used to develop the recommendations shown in Chapter 6. The survey also provided the City with a current view of people's opinions, concerns, and desires for pedestrian and bicyclist facilities. According to the survey results, 83% of survey respondents lived in El Monte and the majority of survey respondents were between the ages of 25-54. When asked how frequently they used different types of transportation, the results showed that personal vehicles, walking, and transit were utilized most. Respondents were also asked their concerns when it came to using their personal vehicle, transit, walking, bicycling, and using a mobility device. The top concerns expressed for each category were:

Personal Vehicle: road conditions, traffic speeds, and safety sharing the road with bicycles and other wheeled vehicles

- Vehicle: road conditions, traffic speeds, and safety sharing the road with bicycles and other wheeled vehicles
- Transit: lack of lighting, homelessness, and missing transit shelters
- Walking: lack of sidewalks or disconnected sidewalks and unmaintained sidewalks
- Bicycling: lack of infrastructure for bicycles and exposure to high motor vehicle speeds and volumes
- Mobility Device: lack of sidewalks or disconnected sidewalks and unmaintained sidewalks

Vehicle

road conditions

Transit

lack of lighting

Walking/ Wheelchair

lack of sidewalks

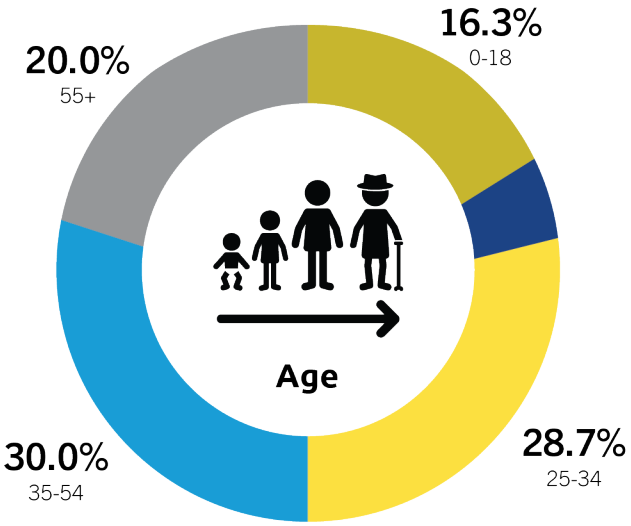
Bicycling

lack of infrastructure

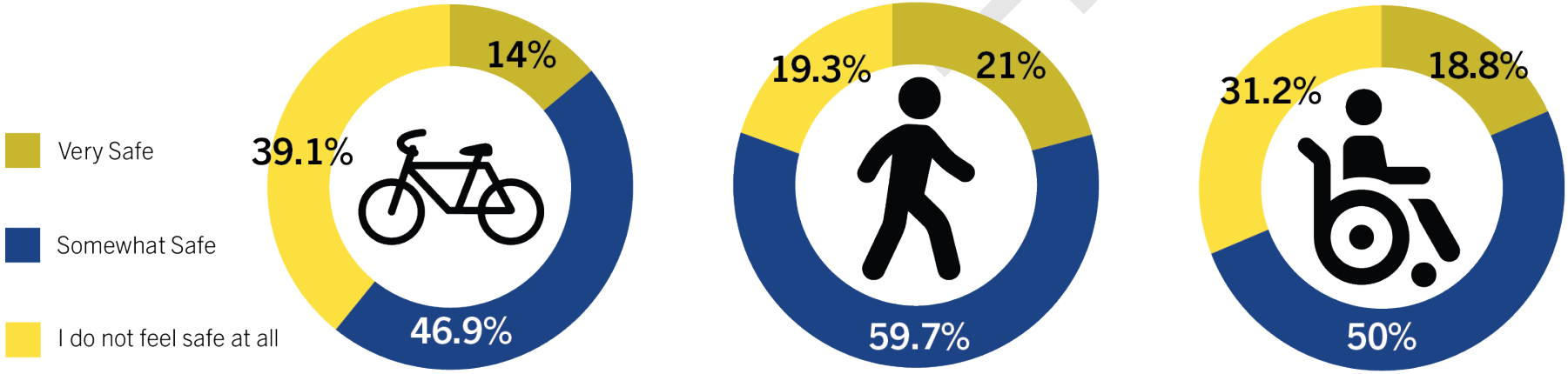
Along with asking about residents' concerns, the survey also asked about the ease of walking, bicycling, and using a mobility device and what would make using these methods of transportation easier in El Monte. Wider sidewalks, street lighting, and street trees/parkways were all elements that would encourage El Monte residents to walk more. Similarly, on-street bicycle lanes, separated bicycle lanes, bi-cycle-share, and improved street lighting would encourage El Monte residents to bicycle more. Residents who use a mobility device stat-ed that the repair of damaged sidewalks, continuous sidewalks, and Americans with Disabilities Act (ADA) ramps would make it easier to get around El Monte.

Additionally, residents were asked to rank how safe they felt when walking, bicycling, or using a mobility device in El Monte. Across all transportation modes, a minority of survey respondents feel "very safe" traveling in El Monte. The results indicated that when walking, 60% felt somewhat safe, 21% of respondents felt very safe, and 19% did not feel safe at all. In terms of bicycling, more residents mentioned that they did not feel secure, with 47% feeling somewhat safe and 39% not feeling safe at all. Half of the individuals who use a mobility device felt somewhat safe, and 31% did not feel safe at all.

What is your age?



How safe do you feel bicycling/ walking/ using a mobility device in El Monte?



PAGE INTENTIONALLY LEFT BLANK

04

Vision, Goals, and Objectives

4.1 Vision Statement

The vision for this Plan is derived from the national Vision Zero Networks' Vision Statement to:

Develop programs and projects in El Monte to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all El Monte community members.

El Monte streets should be safe for all roadway users, no matter where they go, or how they get there. As the region and El Monte's population grows, more people are walking, bicycling, taking transit and driving on City streets. This Action Plan lays out steps to take to reach that level of safety, starting with emulating best practices from other cities with benchmarking.

4.2 Goals, Objectives, and Strategies

Improving the way El Monte residents travel throughout the City with effective, safe and attractive bicycle and pedestrian facilities is the focus of the goals and objectives. This section outlines key Vision Zero goals, objectives, and strategies to improve safety for all vulnerable roadway users. Regional plans from local agencies including SCAG, Los Angeles County, City of Los Angeles, LA Metro and City of Long Beach.

Goals and objectives are an integral part of any plan because they provide the direction to achieve the vision. The goals, objectives, and strategies presented in this section were prepared based on review and assessment of existing goals and strategies; feedback received during the public involvement process; feedback from TAC members; and the review of local and regional transportation planning documents.

The strategies are meant to provide guidance and allow the City to determine the best strategy to meet their needs and ability to commit limited City resources. The timeframe provides an estimated completion time once the program has been started or if the plan or program should be an ongoing occurrence. The intent of this chapter is to provide El Monte with best practice strategies to employ to reach the goal of zero fatalities.

Table 4-1 summarizes the continuity between Chapter 2, Section 2.6 regional safety and vision zero principles, goals and objectives.

GOAL 01 Improve infrastructure to increase roadway safety for all users

Objective: Develop and implement a strategy that employs best planning, design, and engineering practices.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Train staff on Complete Streets planning and adopt an existing Complete Street Design Manual from an organization such as Caltrans or NACTO.	1-2 years	Public Works, Economic Development, Fire Department
Develop standards for how streets are built and how streets are repaved to better align with Vision Zero goals.	1-2 years	Public Works, Economic Development
Assess, identify and recommend high priority locations for safety improvements and/or traffic calming measures.	Ongoing	Public Works
Identify resources and prioritize quick and/or low-cost improvements.	1-2 years	Public Works
Develop a data sharing portal that promotes transparency and accountability.	1-2 years	City Manager's Office, Pubic Works, Finance, Police Department
Continue to build upon and update the City's sidewalk and curb ramp database.	Ongoing	Public Works
Utilize the high-injury network methodology developed in this plan to identify high priority locations. Use both qualitative and quantitative data to identify high priority locations for safety projects near school zones, routes to schools, transit corridors, parks, and other youth-serving or older adult-serving facilities.	Ongoing	Public Works, Planning

GOAL 02 Lower Vehicle Speeds

Objective: Slow motorists down to make streets more inviting for people walking and bicycling to contribute to neighborhood livability.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Use traffic engineering solutions to help improve motorist behavior and help reduce speeding. Target identified high-injury corridors and intersections for speed management strategies.	Ongoing	Public Works, Police Departments
Develop a comprehensive speed management plan with the goal of slowing vehicle speeds on the high-injury network using speed limit reductions (as authorized by AB 43), traffic signal retiming, installing traffic calming devices, and repurposing travel lanes (road diets).	1-2 years	Public Works, Police Departments
Complete a specified number of traffic calming devices annually, including locations focused on areas that have been prioritized for seniors, people with disabilities, and schools.	Ongoing	Public Works
Develop metrics to optimize traffic signals for all road users and pilot signal timing strategy. Example: Optimize 50 traffic signals within the next 3 years.	1-2 years	Public Works

GOAL 03 Prioritize Road Safety Investments through an equitable lens

Objective: Ensure all roadway safety interventions are just and equitable for communities of color, as they are disproportionately affected by traffic-related serious injuries and fatalities.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Participate in policy reform efforts in favor of increasing pedestrian and bicycle safety at local and state level.	Ongoing	Mayor's Office, City Manager's Office, Public Works
Through guidance from this plan, continue to analyze the leading causes of crashes/ fatalities in the city.	1-2 years	Public Works
Utilize existing grant funds to improve education and enforcement on high priority corridors. Ensure the City of El Monte employs proven methods of traffic safety enforcement and proactively seeks opportunities to enhance existing initiatives.	Within 1 year	Mayor's Office, Public Works, Economic Development
Evaluate the Traffic Division's Collision Investigation Unit and data collection technology. Consider grant funding opportunities for improved data collection.	Within 3 years	Mayor's Office, Police Department
Ensure that demographics and equity are considered in all actions in this Plan to avoid disproportionate impacts to communities of color.	Ongoing	Mayor's Office, City Manager's Office, Public Works, Police Department

GOAL 04 Make walking, bicycling and transit convenient and appealing transportation choices

Objective: Ensure that alternative modes of transportation are supported by safe and connected networks, transit amenities and programs to encourage bicycling and walking.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Develop a First and Last Mile to Transit Plan.	1-2 years	Public Works, Planning
Identify improvements aimed at enhancing the safety of existing roadway users (e.g. traffic signal coordination, traffic circles, roundabouts, bicycle facilities, etc.).	1-2 years	Public Works, Planning
Implement bicycle facility connectivity within three miles of bus stops to support first and last mile connections.	Ongoing	Public Works, Planning
Implement pedestrian improvements within a half-mile of bus stops to support first and last mile connections.	Ongoing	Public Works, Planning
Explore bicycle and scooter share programs.	Within 3 years	Public Works, Economic Development, Planning

GOAL 05 Enhance safety education programs for all ages and abilities

Objective: To develop and implement an array of educational strategies that will serve to inform bicyclists, pedestrians, drivers, and regional stakeholders about the El Monte Vision Zero program.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Identify, review and apply for additional grant funding opportunities that would serve to advance the City of El Monte's Vision Zero program.	Within 1 year	Public Works
Develop a multimodal safety educational campaign targeted on the most dangerous roadway behaviors.	1-2 years	Public Works, Economic Development, Community Partners
Engage local stakeholders to improve the regional awareness of the Vision Zero program.	1-2 years	Public Works, Economic Development, Community Partners
Develop media campaign strategy.	Within 3 years	Public Works
Create culturally competent and accessible education campaigns and outreach to create traffic safety champions and shift culture through communication tools (bus ads/shelter ads, radio, social media) about the top crash factors in severe and fatal injuries and other dangerous driving behaviors. Highlight the prevalence and impact of distracted and impaired driving and the benefits of seat belt, car seat, and helmet use. Coordinate City and regional messaging for maximum impact.	Within 3 years	Mayor's Office, Public Works, Planning, Community Partners, Police Department
Use open streets events to promote understanding and empathy among roadway users and provide community members with an opportunity to talk with City staff and provide ongoing feedback.	Ongoing	Mayor's Office, Public Works, Planning, Community Partners, Police Department
Create culturally competent and accessible education campaigns and outreach to create traffic safety champions and shift culture through communication tools (bus ads/shelter ads, radio, social media) about the top crash factors in severe and fatal injuries and other dangerous driving behaviors.	Ongoing	Public Works, Planning, Community Partners, Police Department
Coordinate grants and other funding opportunities with community-based organizations to build support for safer streets by engaging seniors and people with disabilities.	Ongoing	Public Works, Planning, Community Partners, Police Department

GOAL 06 Employ quick-build bicycle and safety projects

Objective: To identify road safety projects with low-cost elements that can be installed in a short time frame.

Quick-Build projects are reversible, adjustable traffic safety improvements that can be installed within months. For example, the 6th Street Pedestrian Safety Quick-Build in San Francisco resulted in a 21% decrease in 85th percentile speeds.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Reference project examples in this Plan to identify low-cost alternatives such as striping, bollards, landscaping and signage to implement a quick build.	Ongoing	Public Works
Continue to coordinate with SCAG on *Go Human* campaigns to install temporary demonstration projects with an emphasis near parks and schools.	Ongoing	Public Works, Economic Development, Planning, Recreation
Seek grant funding from agencies such as Caltrans SCAG to fund quick build projects.	1-2 years	Public Works, Planning

GOAL 07 Design and promote human-centered streets

Objective: Prioritize streets for safety, aesthetics and placemaking to promote active transportation mobility.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Implement bicycle and pedestrian connectivity focused on bus stops, schools, parks and retail.	Ongoing	Public Works, Planning
Utilize the streetscape and plazas to establish a character or theme for special areas, historic districts, activity centers, neighborhoods, or gateways.	Ongoing	Public Works, Planning
Utilize streetscapes and plazas to provide visually attractive and physically comfortable environments that are integrated with similar environments of adjacent private property.	Ongoing	Public Works, Planning
Integrate wayfinding, signage and public art into the bicycle and pedestrian network.	Ongoing	Public Works, Economic Development, Planning

GOAL 08 Provide for safe and comfortable safe routes to schools

Objective: Identify bicycle and pedestrian improvements and programs focused on schools to encourage more walking and bicycling.

Strategies:

STRATEGY	TIMEFRAME	RESPONSIBILITY
Conduct surveys to gather feedback on bus stops, bicycle and pedestrian facilities within 0.5-mile from schools.	Ongoing	Public Works, Planning, Community Partners
Develop a Safe Routes to School Plan and Program.	Within 3 years	Public Works, Planning, Community Partners
Continue the 2018 Walking School Bus Program.	Ongoing	Public Works, Planning, Community Partners
Expand youth-focused pedestrian and bicycle safety education programs in schools and at school events such as Bike to School Day and Walk to School Week.	Within 3 years	Public Works, Planning, Community Partners

TABLE 4-1: Regional Plan and Citywide Plans: Safety and Vision Zero Core Principles

EL MONTE VISION ZERO GOALS	ASSEMBLY BILL 43	CALIFORNIA SAFE ROADS IMPLEMENTATION PLAN FOR 2020-2024 SHSP (2021)	SCAG 2020 TRANSPORTATION SAFETY AND SECURITY TECHNICAL REPORT	LOS ANGELES COUNTY VISION ZERO (2019)	LA METRO ACTIVE TRANSPORTATION STRATEGIC PLAN (2016)	CITY OF LA VISION ZERO ACTION PLAN	SAFE STREETS, LONG BEACH, A VISION ZERO ACTION PLAN (2020)
Goal 1. Improve infrastructure to increase roadway safety for all users	X	X	X	X	X	X	X
Goal 2. Lower vehicle speeds	X	X	X	X	X	X	X
Goal 3. Prioritize road safety investments through an equitable lens		X	X	X	X	X	X
Goal 4. Make walking, bicycling and transit convenient and appealing transportation choices	X	X	X	X	X	X	X
Goal 5. Enhance safety education programs for all ages and abilities			X	X	X	X	X
Goal 6. Employ quick-build bicycle and safety projects							X
Goal 7. Design and promote human-centered streets					X		X
Goal 8. Provide for safe and comfortable safe routes to schools	X	X	X	X	X	X	X

05

Proposed Best Practices, Policies, and Programs

5.1 Proposed Best Practice Policies and Programs Overview

Creating a city where a primary goal is the reduction in serious roadway injuries and fatalities can be reached by improving conditions for walking, bicycling, and other modes of travel is the focus of this policy best practices section. This section summarizes key regional planning policies, programs, and practices necessary to improve safety for all roadway users, with a focus on those walking and bicycling. The best practice policy examples are aimed to instill collaboration between the various city departments, community partners, and regional agencies. These best practice policies help to implement infrastructure, amenities, strategies, and programs to encourage travel by walking, bicycling, and transit, and to educate the public on overall road safety for all roadway users.

The policies that are considered best practice across the country have been developed by the Vision Zero Network and are shown below:

1. **Build and sustain leadership, collaboration, & accountability**
2. **Collect, analyze, and use data**
3. **Prioritize equity and engagement**
4. **Lead with roadway design that prioritizes safety**
5. **Manage speed to safe levels**
6. **Maximize technology advances, but don't overlook low-tech solutions**

The policies from the graphic above are the high-level policies that should be used by cities and agencies when determining where efforts should be prioritized.

The policies recommended for El Monte, as shown in the subsequent pages, were determined by analyzing policies, goals, objectives, and recommendations from cities and communities as well as regional plans from local agencies such as SCAG, Los Angeles County, City of Los Angeles, LA Metro, and City of Long Beach and researching best practices across North America.

5.1.1 Policies

A new 2021 California state law Assembly Bill 43(AB 43) allows speed limits to be set based on the presence of people walking and bicycling and not based on the 85th percentile speed, as was previously required. The recommendation for El Monte is to update the legal framework around citywide speed limits to reduce traffic fatalities. Vision Zero for El Monte may pursue local, state, and federal legislation that strengthens traffic safety policy and gives El Monte greater control of street safety. The recommendation is to reduce speed limits on residential streets through a 20 mph Zone program.

Local streets with high collision history will be primary priorities and 20 mph Zones should be installed within an eighth of a mile of all schools and parks. Moreover, the recommendation is to review arterial speed limits and reduce the posted speed limits on arterials to 30 mph or lower, where feasible. Cities like Seattle are posting 25 mph speed limits on arterial roadways across the City with excellent results. Speed limit reductions should generally be done in conjunction with tools like radar speed signs and street design changes. El Monte should partner with Caltrans to make any speed changes within Caltrans right of way.

5.2 Policy Recommendations

Vision Zero challenges the traditional approach to traffic safety by recognizing that traffic collisions aren't random and unavoidable. With the right approach, they are predictable and preventable. Vision Zero describes a systemic approach that aims to make streets forgiving with proactive, low-cost measures, preventing fatal collisions on the road. This section details recommendations for the City of El Monte on how to implement Vision Zero strategies to create safer streets for all road users, preventing fatalities and serious injuries. These recommendations align with SCAG's regional transportation safety goals described in Connect SoCal, the 2020-2045 Regional Transportation Plan, and Sustainable Communities Strategy.

SCAG's strategies include:

1. Reduce Aggressive Driving and Speeding
2. Improve Safety for Aging Populations
3. Improve Bicyclist Safety
4. Improve Commercial Vehicles Safety
5. Ensure Drivers are Licensed
6. Improve Emergency Response Services
7. Leverage Emerging Technologies
8. Reduce Impaired Driving Fatalities
9. Reduce Distracted Driving
10. Improve Safety at Intersections
11. Reduce the Occurrence of Lane Departure Fatalities
12. Improve Motorcycle Safety
13. Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
14. Improve Pedestrian Safety
15. Improve Work Zone Safety
16. Improve Safety for Young Drivers

Achieving the City of El Monte's Vision Zero goals (see Section 4.2) will require political will and public support. It is suggested that adopted policies:

- Exercise local legislative authority,
- Be evidence-based to reduce severe and fatal injuries, and
- Be high-impact initiatives that will significantly move El Monte toward its Vision Zero goal.

In addition, El Monte's Vision Zero policies need to have equity as a core principle of Vision Zero. The transportation system should be safe for all road users, all modes of transportation, in all communities and for people of all incomes, races, ethnicities, languages, ages, abilities, and housing statuses. Vision Zero initiatives must also be developed and implemented with an equity lens to achieve just outcomes and save lives; considering community needs and prioritizing the most vulnerable populations is crucial.

5.2.1 Recommended Policies

Policy #1 - Introduce traffic calming measures where crashes occur most frequently

Traffic calming should be deployed on the corridors and intersections of concern based on data analysis of roadway characteristics and land use. In general, multi-lane roadways along commercial land use is where high-severity crashes tend to occur. Traffic calming can be as simple as restriping existing travel lanes to narrower travel lanes in order to reduce speeding, adding digital speed readout signs, reallocating roadway space to non-motorized road users. Cities across Southern California have successfully solicited funds from the Highway Safety Improvement Program (HSIP) for Vision Zero improvements.

Policy #2 - Prioritize funding for Capital Improvement Program (CIP)

Projects that improve vulnerable road user safety at both corridors and intersections where data show the highest number of crashes are likely to occur based on roadway characteristics and land use. CIP projects that do not already prioritize existing funding for these projects should be reexamined to make it a policy to prioritize safety to the most vulnerable road users.

Policy #3 - Adopt Complete Streets policies and update street design guidelines

To ensure the safety of all road users, El Monte should adopt a Complete Streets policy supplemented by street design guidelines. El Monte can adopt policies, resolutions, manuals, and traffic calming approaches that institutionalize multimodal street design. The National Association of City Transportation Officials (NACTO) has numerous resources outlining multimodal street designs. Caltrans has several multimodal guidelines including a "Complete Streets Elements Toolbox" that could be officially adopted by the City of El Monte.

Policy #4 - Research data to determine most dangerous behaviors contributing to crashes

At the heart of Vision Zero is the coordination of safe street design, education, and enforcement activities to save lives. El Monte should annually research the most common causes for crashes, and after implementing appropriate traffic calming measures, engage the local police department to implement education and enforcement to encourage safe driving. The Police Department should continue screening with DUI checkpoints as that is an effective way to reduce fatalities. Several cities in Southern California have successfully obtained funds from the California Office of Traffic Safety (OTS) to conduct education and enforcement initiatives, including the City of El Monte receiving a $150,000 traffic safety grant in 2021. Based on latest research, any traffic enforcement should focus on national best practice, limiting unintended consequences and bias while focusing assistance on the most vulnerable, such as people walking and biking.

Policy #5 - Assess the potential for Safe Routes programs to Schools, to Transit, and for Seniors

El Monte should prioritize traffic calming projects on multi-lane dangerous corridors and intersections, especially when in close proximity to schools, transit, and older adults populations. El Monte should build partnerships with school districts and apply for Safe Routes to Schools, to Transit, and for Seniors funding, for both education and infrastructure projects. Grants from OTS, Caltrans' Active Transportation Program, and SCAG's Active Transportation Grant Program can provide funding for these types of activities. Safe Routes funds can be used for planning, engineering, and educational activities.

Policy #6 - Participate in policy reform efforts to support pedestrian and bicyclist safety at local and state level.

Statewide discussions over setting speed limits, equitable automated speed enforcement, improved driver education, and bicycle rules of the road can help the City of El Monte achieve its Vision Zero goals. The City should take advantage of the new state law allowing local control for setting speed limits without determining the 85th percentile speed first.

Table 5-1 summarizes the recommended policies and their corree sponding goals.

TABLE 5-1: Goals and Policy Matrix

RECOMMENDED POLICIES	GOAL 1. IMPROVE INFRASTRUCTURE TO INCREASE ROADWAY SAFETY FOR ALL USERS	GOAL 2. LOWER VEHICLE SPEEDS	GOAL 3. PRIORITIZE ROAD SAFETY INVESTMENTS THROUGH AN EQUITABLE LENS	GOAL 4. MAKE WALKING, BICYCLING AND TRANSIT CONVENIENT AND APPEALING TRANSPORTATION CHOICES	GOAL 5 – ENHANCE SAFETY EDUCATION PROGRAMS FOR ALL AGES AND ABILITIES	GOAL 6. EMPLOY QUICK-BUILD BICYCLE AND SAFETY PROJECTS	GOAL 7. DESIGN AND PROMOTE HUMAN-CENTERED STREETS	GOAL 8. PROVIDE FOR SAFE AND COMFORTABLE SAFE ROUTES TO SCHOOLS
Policy 1. Introduce traffic calming measures where crashes occur most frequently	X	X			X	X		X
Policy 2. Prioritize funding for Capital Improvement Program (CIP) projects that improve vulnerable road user safety			X		X	X		
Policy 3. Adopt Complete Streets policies and update street design guidelines	X	X		X			X	
Policy 4. Research data to determine most dangerous behaviors contributing to crashes	X	X	X		X			
Policy 5. Assess the potential for Safe Routes programs to Schools, to Transit, and for Seniors			X		X	X	X	X
Policy 6. Participate in policy reform efforts to support pedestrian and bicyclist safety at local and state level.	X	X	X	X	X			

5.3 Vision Zero Benchmarking

In California, there are many examples of Vision Zero in action. The team interviewed five jurisdictions - the City of Berkeley, Culver City, Daly City, Long Beach, and Santa Ana - to learn more about their approaches to Vision Zero. The main takeaways from each interview are illustrated in Table 5-2. Additionally, the City of Fremont Vision Zero Plan was reviewed for benchmarking because of their demonstrated results since adopting a Vision Zero Plan in 2016.

In the United States, there are over 40 cities with Vision Zero policies, but most cities continue to experience increases in fatalities or numbers that remain static. Cities that have seen impressive reductions in fatalities and serious injuries - notably, San Francisco and New York - have implemented wide-scale use of "tactical urbanism." Tactical urbanism includes low-cost changes to the built environment to improve safety and accessibility. This Plan recommends several low-cost tactical urbanism projects for El Monte to advance Vision Zero goals. Not all cities are ideal to compare to El Monte, but there are usually at least small lessons to be learned from each city.

The City of Fremont, California is an excellent comparison to El Monte in terms of built-environment characteristics and traffic safety solutions. Fremont has twice the population and one-fourth the density of El Monte, yet the road network structure is similar enough to El Monte to be used as a model city for Vision Zero practices. Moreover, both cities are bedroom communities located approximately 15 miles from major metropolitan core areas.

5.3.1 Mapping in Fremont

There are many reasons why Fremont is considered one of the best examples on how to reach Vision Zero, besides the obvious reason that they've witnessed a significant drop in their traffic fatalities and serious injuries. For starters, when a severe-injury or fatality occurs, it is mapped in AutoCAD for use by the transportation department. Crashes that are clustered together indicate opportunities for improvement, which can be as simple as installing signage and vertical posts to improve driver yielding. Moreover, since the map is frequently updated, future infrastructure projects are based in the communities with the most need, not the most vocal, ensuring that dollars are spent equitably and efficiently

5.3.2 Partnerships in Fremont

Fremont maintains strong internal cross-agency partnerships and relies on high-quality quantitative and qualitative data to make decisions, often in real-time, thanks to radar speed feedback signs. For example, the Public Works Department and the Police Department work closely together to maintain a map of high-risk crash locations. The map is generated using AutoCAD, software typically reserved for developing design plans, which the city already had in place. Fremont transportation engineers typically receive crash reports within 30 days of a crash, much faster than in many other cities, where the wait may be a year or more after a crash occurs.

These partnerships extend outside the planning department. For example, the Fremont Police Department largely conducts high-visibility traffic stops to provide warnings and education, rather than issue tickets and fines. This measure creates a visible enforcement presence without generating economic hardship.

TABLE 5-2: California Vision Zero Projects 5 E's Takeaways

CITY	EDUCATION	ENCOURAGEMENT	ENFORCEMENT	ENGINEERING	EQUITY	EVALUATION
Berkeley	» Project website » Branding	» Seek out grant opportunities » Increased number of Vision Zero capital projects	» Advocating for local agencies to have the power to reduce speed limits » Legalizing automated enforcement	» Quick build projects	» Separating traffic enforcement from police department	
Culver City	» Project website » Targeted campaigns for working adults and seniors	» Focus on outreach to older adults	» Police Department is using funds to improve data and software updates » Increase police patrol	» Pursue grants for infrastructure funding	» Policies from the Bicycle and Pedestrian Action Plan	» Annual data report, data goes to traffic committees
Daly City	» Outreach and community events	» Seek out grant opportunities	» Monthly meetings with police	» Quick build projects	» Work with San Mateo County Health to better understand inequities to deliver projects and programs equitably	» Measure success through 5-year reports
Fremont	» Vision Zero sticker program » Youth Service Corps "Look for Safety" Program	» Monthly meetings with traffic enforcement officers and transportation engineers	» High-visibility traffic stops to provide warnings and education	» Lowered posted speed limit on more than 50 street segments » Quick build projects	» The Engage Fremont initiative	» Transportation Engineers receive crash reports within 30 days of the crash. » Fremont evaluates historical crash data to identify such hot spots
Long Beach	» Education about riding in bike lanes with direction of traffic		» Automated enforcement	» Analysis to decrease speed limits	» Bike and safety education at schools and various neighborhoods	» Improve data collection methods
Santa Ana	» Outreach events » Bike rodeos » Teaching children and parents at schools	» Seek out grant opportunities	» Quarterly meetings with police » Police handing out more speeding citations	» Pursue grants for infrastructure funding » Developing complete streets plan and sidewalk surveys	» Attend local neighborhood meetings to discuss bicycle and pedestrian safety » Inclusive community engagement for complete street projects	» Conducting speed surveys at intersections with improvements

5.3.3 Engineering in Fremont

Traffic engineers in Fremont use innovative techniques to solve problems. For example, the City's infamous high-speed "Grimmer Curve" was often featured in the media as a crash hot spot. Fremont tried "traditional" solutions, such as curve warning lights and high friction surface treatment, but with little success. After a crash that resulted in a vehicle in a backyard swimming pool, the city restriped the curve with narrower, National Association of City Transportation Officials (NACTO) approved 10-foot travel lanes, a buffered bicycle lane, and a K-rail in the bicycle buffer, which protected bicyclists and forced motorists to drive at slower, safer speeds. The results were immediate and impressive. There have been no major crashes on the Grimmer Curve since the improvements were installed in 2016. Similar projects could occur on multi-lane roads in El Monte with crash issues.

Similar to El Monte, Fremont also has limited accessibility crossing locations for people walking. Forty crosswalks in Fremont were uncontrolled and located on multi-lane, high-speed roadways. The City made extensive use of inexpensive, temporary, "quick-build" projects to improve safety for drivers, pedestrians, bicyclists, and transit users alike in a relatively short period of time. Fremont also restriped 47% of the City's arterial roadways, built Dutch-style intersections known as "protected intersections," upgraded dozens of crosswalks, reduced speeds on more than 50 street segments, converted its streetlights to use "white" LED lights, and decreased the number of lanes in several roadways (known as "road diets").

Fremont's safety improvements focused in large part on their 40 schools, which witnessed more than 400 traffic safety improvements after 2015. From 2013 to 2015, Fremont saw nine major crashes involving individuals 15 years of age or younger. It had just one such crash from 2018 to 2020.

5.3.4 National Vision Zero Benchmarking Research

A research team led by Robert Schneider, Rebecca Sanders, Frank Proulx, and Hamideh Moayyed undertook the largest Vision Zero pedestrian fatality research study of its kind. After studying more than 62,000 incidents across 16 years, the researchers generated a list of more than 60 "hotspot" corridors where at least six pedestrians had lost their lives along a specific, 1,000-meter stretch of road in eight years or less. The results were groundbreaking and will likely have profound implications on how pedestrian safety is designed in the future. No matter the location, the design of the deadly roads were much the same: ultra-wide, blisteringly fast, and flanked by businesses to which residents walk every day. A remarkable 97% of the hotspots had three lanes or more, and 70% forced pedestrians to cross at least five lanes of traffic in order to reach the other side. More than 75% had speed limits of over 30 mph, a speed at which an estimated 40% of pedestrians will die when struck by a vehicle, and 100% of them were flanked by retail, grocery, or other essential services. These results have implications for the City of El Monte as they look to allocate limited funds in an effective manner.

This research finds that where people walking are hit by people driving motor vehicles is far from random. These tragic incidents are, largely, predictable, and preventable. The roads that are deadly for people walking (and, usually, also for bicycling and driving) are, for the most part, very wide and fast, carrying a lot of car traffic, and flanked by businesses that draw visitors. The research confirmed that generally it's intuitive which roadways need proactive attention to reach Vision Zero. Both the experience from the City of Fremont and the results from the large pedestrian fatality research set the stage for objectives and strategies to be used in El Monte, as explained in Chapter 6.

06

Implementation

6.1 Recommendations and Implementation Overview

This chapter focuses on the key outcomes of the report: the recommendations and initial project implementation to support Vision Zero in El Monte. Section 6.2 of this chapter delves into the systemic recommendations that are network-wide across El Monte. A key concept of Vision Zero is that countermeasures shouldn't just be implemented at key locations where crashes have already occurred. Rather, they should be proactively implemented at locations where crashes are likely going to occur, especially high-severity crashes. Section 6.3 includes the specific corridor designs and corresponding cut sheets that show initial project recommendations and what measures should be implemented at each location. The callouts on aerial photos are intended to be used to pursue grant funding for implementation. Section 6.4 delves further into funding opportunities for Vision Zero, giving information on what funding is available and what the details of that funding are. Since the City of El Monte, like many cities throughout California, have limited capital improvement funds, the funding section includes resources to seek grant funds to facilitate the construction of these projects. Finally, section 6.5 includes metrics to be used to measure progress of implementation of Vision Zero in El Monte.

6.2 Prioritized Infrastructure Recommendations (Systemic Recommendations)

Treatments and recommendations to implement Vision Zero in El Monte involves a joint effort of Engineering, Education, Evaluation, Enforcement, Equity, and Evaluation countermeasures. The implementation of proven safety countermeasures is strongly encouraged to accelerate the achievement of local, state, and national safety goals. These countermeasures may also benefit the City as some may be considered innovative for the region and garner additional points for grant applications.

The implementation plan in this section represents the recommended focus to reduce serious and fatal crashes in the near term and work toward a goal of zero fatalities and serious injuries by 2027. One precept in implementing Vision Zero is to apply measures across the network, in a systemic fashion. A systemic approach to traffic safety involves widely implemented improvements based on high-risk roadway features and characteristics correlated with specific severe crash types. The approach helps cities and agencies broaden their traffic safety efforts at little extra cost. This section describes the systemic engineering recommendations for this Vision Zero plan.

Engineering improvements such as marked crosswalks, separated bicycle lanes, or innovative signalization practices will improve safety for all road users. Data-driven, evidence-based engineering projects will improve the safety of the built environment to create livable streets for all road users, especially the City's most vulnerable. Data-driven pedestrian safety enhancements may include leading pedestrian intervals, protected turn phases, elimination of dual turn lanes, signal improvements, and no right turns on red, as shown in the cut-sheets for the High-Injury Corridors in El Monte.

The systemic engineering recommendations for this Vision Zero plan is shown in Table 6-1.

TABLE 6-1: Potential Countermeasures to Improve Safety and Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	INTERSECTION	MID-BLOCK OR INFLUENCE
Concrete or Pavement Construction (low cost options use pavement markings)					
Gateway Treatments	Street Spanning Structure	$115,000	EA	X	X
Gateway Treatments	Large Sign	$35,000	EA	X	X
Modern Roundabout	Concrete curbs, truck aprons, landscape	$500,000	EA	X	
Traffic Calming Circle	Pavement markings and 'buttons'	$33,000	EA	X	
Hardened Centerlines	Raised rubber centerline	$2,500	EA	X	
Curb Ramp	Concrete curbs, sidewalk, yellow ramp	$7,000	EA		
Corner Radius Reduction or Truck Apron	Concrete curbs and sidewalk	$15,000	EA	X	
Concrete Sidewalk	Concrete curb and sidewalk	$410	LF		X
Raised Crosswalk or Speed Table	Speed table	$30,000	EA	X	X
Pedestrian Refuge Island (FHWA or Portland style)	Concrete curbs and landscaping	$37,000	EA		X
Crossing Island	Concrete curbs and sign(s)	$20,000	EA	X	X
Bulb Out / Curb Extensions	Concrete curbs and landscaping	$37,000	EA	X	X
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	X	
Chicanes / Roadway Curvature	Concrete curbs and landscaping	$22,000	EA		X
Chicanes / Roadway Curvature	Pavement markings and 'buttons'	$2,500	EA		X
Pavement Markings					
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	X	X
Bicycle lanes	One stripe both sides of road	$10	LF		X
Bicycle vs Vehicle Conflict Markings	Green w/ white edges, 50 FT length	$6,000	EA		X
Buffered Bicycle lanes (cycle tracks)	2 FT buffer, crosshatch (both side of road)	$25	LF		X
Road Diets and Lane Width Reductions	6 lane stripes for 5 lanes	$30	LF		X
Advisory Bicycle Lanes	Bicycle lane stripes both sides of road	$10	LF		X
Bicycle Priority Lanes	Bicycle lane stripes both sides of road	$20	LF		X
Left Turn Lane	Pavement marking for added vehicle lane	$2,500	EA	X	
Parking Restricted at Crossings / Daylighting	Pavement marking and 'buttons'	$2,500	EA		X
Signs or Signal Infrastructure					
Pedestrian Countdown Signal Heads	Added to existing signal structure	$2,000	EA	X	
Pedestrian Detector (w/ regular maintenance)	Added to existing signal structure	$1,500	INT	X	
Pedestrian Signal - Upgrades	Added to existing signal structure	$1,200	EA		X
Pedestrian Signal - New	Mast, power, concrete median, crosswalk	$198,000	EA		X
Flashing Yellow Arrows, if signal timing not changed	Signal head replacement, signal timing mods.	$7,900	INT	X	
Add NoRTOR sign / display	Sign attached to existing signal structure	$500	EA	X	
Electronic Feedback Signs	Speed reader board on trailer	$16,000	EA		X
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA		X
Rectangular Rapid Flashing Beacons (RRFB)	Single post with signs and lights (solar)	$25,000	EA		X
Pedestrian Hybrid Beacons (PHB)	Mast, power, concrete median, crosswalk	$198,000	EA		X
Reflective border on signal heads	8 signal heads	$2,400	INT	X	
Street Lighting	Fixture and power lines as needed	$8,000	EA	X	X
Target Speeds and School Speed Zones	Speed limit signs.	$800	EA		X
Signal Timing Adjustments					
Left Turn Lane, Protected Left Turn Phase mods.	Signal timing modification	$1,500	INT	X	
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	X	
Leading Pedestrian Intervals	Adjust signal timing in Traffic Control Cabinet	$1,000	INT	X	
Change Signal Timing to Protected Phases	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	X	
Coordinate signals to manage speeds, calm traffic	Adjust signal timing in Traffic Control Cabinet	$10,000	INT	X	
Reduce cycle, queue, and pedestrian delay	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	X	

Notes: Unit Costs are escalated from original cost year to potential construction year of 2022, INT=Intersection, LF=Linear Feet, EA=Each, FT=Feet

The table on the previous page is a summary of countermeasures that are proven in reducing roadway fatalities and serious injuries. El Monte is an excellent candidate for grants, both due to its demographics and its geographic layout.

El Monte's geographic layout has shown it to have an excellent transportation grid network. It is a good city that could be a great city with a few improvements. One of the most important improvements to make in the City of El Monte is two-way stop-controlled intersections on major roadways, which are nearly ubiquitous on multi-lane roadways through El Monte. There are relatively few signalized crossings between major intersections in the City. That is, there are relatively few pedestrian-specific beacons and signals such as the Rectangular Rapid Flashing Beacon, the Pedestrian Hybrid Beacons, and traditional pedestrian signals. Moreover, two-way stop-controlled intersections on major roadways pose a special challenge for motorists trying to navigate 32 conflict points and judge gaps with high-speed on-coming traffic from multiple directions. One solution is to implement what is known as a Restricted Crossing Intersection (RCI).

A Restricted Crossing Intersection (RCI) is a non-traditional intersection that can reduce the number of points of conflicts, ease traffic movements, and enhance traffic safety. In an RCI, side-street (minor cross street) traffic is prohibited from turning left or traveling straight through the mainline intersection. Instead, motorists on the minor street are only allowed to turn right.

There is a nuanced difference between the RCI and the Restricted Crossing U-Turn (RCUT.) The RCI is more common in urban areas, such as El Monte, and U-Turns are not required for the subsequent intersection, given that often U-turns can be made at the first signalized intersection and triple right turns can be made with the effect. There are various options to keep connectivity and accessibility to all destinations. The RCUT, by contrast, tend to be in rural areas. To navigate the RCUT, motorists will turn right onto the main road from the minor road and do a legal U-turn at a nearby crossover.

RCIs have many benefits. In addition to allowing for a more efficient movement of traffic, RCIs reduce the total number of conflict points, thereby limiting crash opportunities and, typically, the severity of such collisions. The safety benefit of the RCI is that the number of conflict points at the intersection is reduced from 32 to 16. RCIs are cost-effective measures that reduce the number of turning and angle crashes, simplify driver decisions, and reduce the number of vehicle-vehicle conflict points, plus reduce the vehicle-vulnerable road user conflict points.

RCIs have significant safety benefits for people walking and bicycling. One of the most dangerous conflicts for people walking and bicycling is when motorists have to turn left and be vigilant about other motorists from both the left and the right, as opposed to just one side. A common crash that occurs is the motorist's attention is in the opposite direction of the person walking or bicycling and a crash occurs as the motorist travels left or through. The RCI eliminates left movements and through movements for motorists on the minor road, thereby dramatically increasing safety for non-motorized road users.

There are many places in El Monte where implementing an RCI is appropriate, but the first place this plan recommends is to place one at the intersection of Lower Azusa Road at La Madera Avenue, as shown in Figure 6-1.

FIGURE 6-1: Sample Modification to La Madera and Lower Azusa Intersection

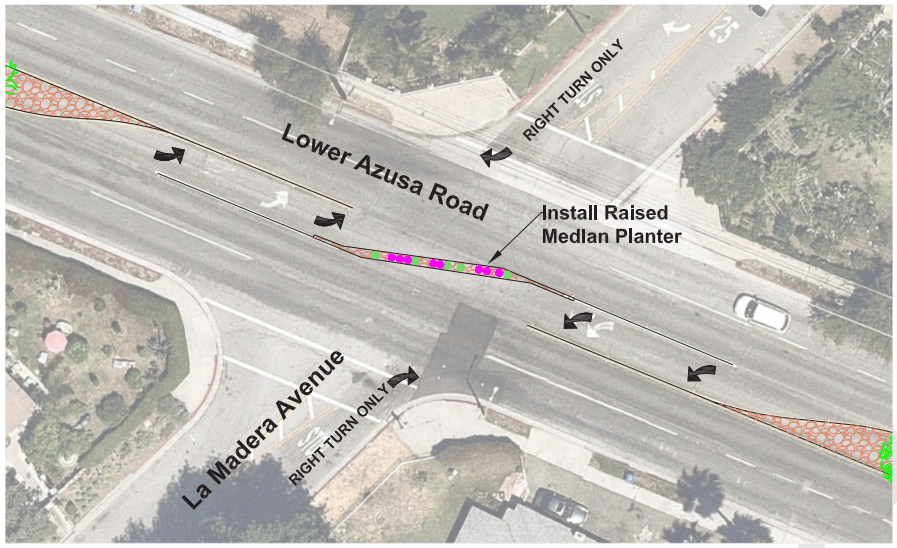


FIGURE 6-2: Superstreet example in San Diego at El Cajon Blvd/ Idaho St

Pedestrian Friendly Signal Timing Options

1. Coordinate signals to manage speeds and calm traffic.
2. Add 5-7 second Leading Pedestrian Interval (LPI).
3. Add countdown signals to all traffic signals, starting with high priority walking locations.
4. Consider Right-Turn-On-Red (ROTR) restrictions at signalized intersections when warranted by pedestrian volumes.
5. Consider shorter cycle lengths to reduce pedestrian delay and shorten queue lengths.
6. Consider implementing pedestrian recall at high pedestrian volume crossings.
7. Any left turn phasing should be protected phasing.
8. Consider Flashing Yellow Arrow (FYA) if the street has only one lane in each direction.
9. Add yellow backplates to traffic signal head.

6.2.1 Signalization Principles

Traffic signalization encompasses two concepts: timing and phasing. Timing is the amount of time spent on a given traffic movement, and the "speed" at which subsequent signals along a corridor allow through movements (i.e turn green). For instance, 30 seconds can be given for through-traffic and 15 seconds can be given for a left-turn movement, with each timed to be encountered by a vehicle traveling 30 miles per hour from the previous intersection. Signal timing is based primarily on the observed volumes of queued traffic, and in a vehicle-only transportation environment, efficient signal timing aims to clear the queue for all movements per phase. Signal phasing refers to the pairing of turning movements, such as through-movements and protected left-turns being paired. A "cycle" of phasing is completed when all turning movements have been completed.

Together, signal timing and phasing reflect the priorities of a transportation network. In a multimodal transportation environment, signals for vehicles at intersections need to be balanced with pedestrians, bicyclists, and transit vehicles. Here are ways to balance the needs of multiple modes at intersections through signal timing and phasing.

Shorten Signal Cycles

Signal cycles of 60 to 90 seconds are ideal for urban areas with frequent intersections and multimodal traffic and. Short signal cycles reduce overall pedestrian wait times and side street delay. Cycle lengths control the speed of traffic along a corridor, and can reduce speeds as part of a coordinated signal timing plan.

Minimize Number of Signal Phases

While increasing the number signal phases can increase safety, such as in the case of protected left turns, independent signal phases also lengthen the signal cycle. The number of signal phases should be appropriate to the volume of turning movements while addressing dangerous road or driving conditions with protected left turns or no right turns on red lights.

Time Signals at the Speed Intended for Traffic

Synchronize green lights along a corridor at or below the target speed to maintain safe travel speeds and discourage speeding.

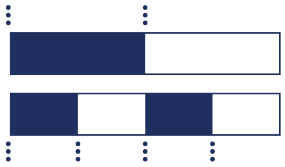
Prioritize Pedestrians, Bicyclists, and Transit

Leading pedestrian intervals increase pedestrian safety by making pedestrians more visible to vehicles. Pedestrians are given several seconds head-start to cross, putting them further into the line-of-sight for vehicles turning left onto the pedestrian's cross street. Pedestrians can also be given a "pedestrian scramble" if the signals hold vehicle traffic in all directions and pedestrians are given crosswalks perpendicular and diagonal across the intersection. Synchronizing signals for bicycles combines timing and phasing along a corridor so that bicyclists traveling at a certain speed will experience green lights. Transit signal priority can operate in the same way, and can also include wireless communications from transit vehicles to signals for instances where vehicles are not on schedule.

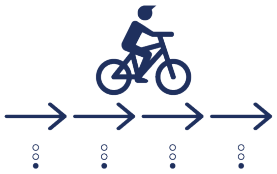
Use Fixed Signal Timing Rather than Actuated Signals

Actuated signals detect vehicles and prioritize turning movements for vehicles. This can decrease opportunities for pedestrians. Fixed signal timing is preferred in urban areas to ensure consistent opportunities for pedestrians to cross, decreasing walking times. Pedestrian signal activation also can be used in conjunction with actuated signals to ensure some consistency in crossing opportunities, though fixed timing is preferred.

Signalization Principles



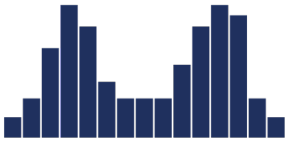
Shorten Signal Cycles to Increase Turnover



Prioritize Walking, Bicycling, and Transit

Keep the Number of Signal Phases to a Minimum

Time Signals to the Speed you Intend Traffic to Go



Adjust Timing for Peak and Off-Peak Volumes

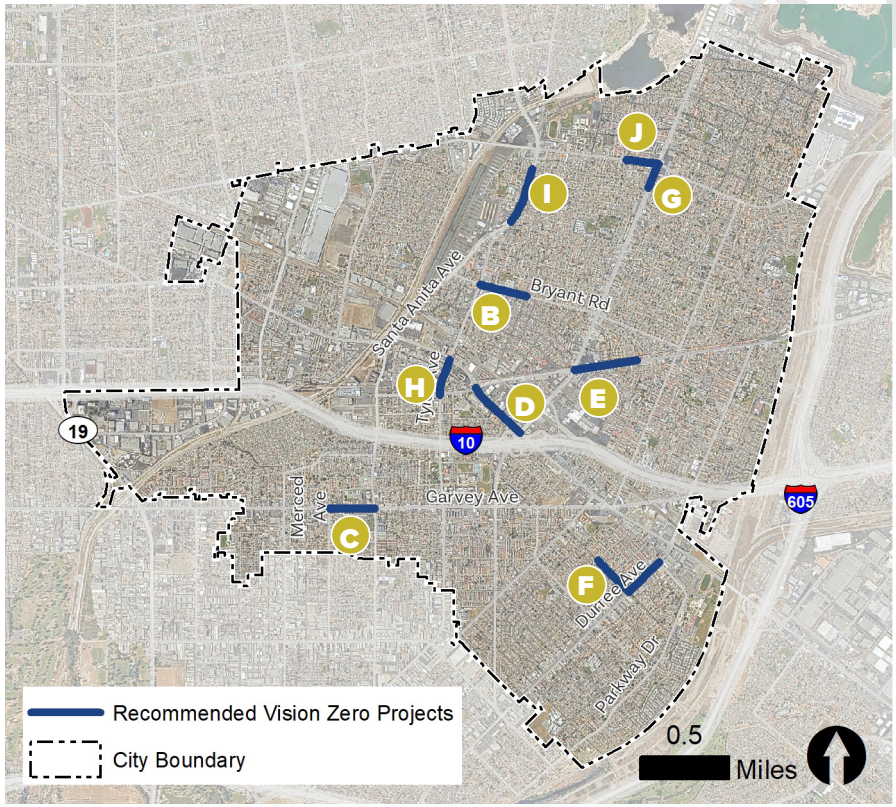
Use FixedTime Signals as Opposed to Actuated Signals

6.3 Concept Designs (Cutsheets)

Ten conceptual designs were developed for the highest-ranking segments of corridors identified by the high-injury network and the Technical Advisory Committee. The cutsheets for these ten locations are key to the implementation of safety improvements; they identify low-cost "tactical urbanism" improvements that can be implemented citywide, as well as more permanent and higher-cost solutions. Construction of some of these improvements, like bicycle facilities, can be integrated into planned construction such as resurfacing or utility work. Higher-cost projects could be required to be part of the capital improvement process to identify funding, undergo public and environmental review, and plan preparation. Planning-level cost estimates are provided for low-cost projects and permanent installations.

The recommendations were developed based on field observations and refined with input from City staff and El Monte residents. Though these recommendations are conceptual in nature - identifying "what" goes "where" - final design of these projects should still achieve the same goals of the original recommendations.

FIGURE 6-3: Recommended Vision Zero Project Locations



The Top 10 Recommended Projects include:

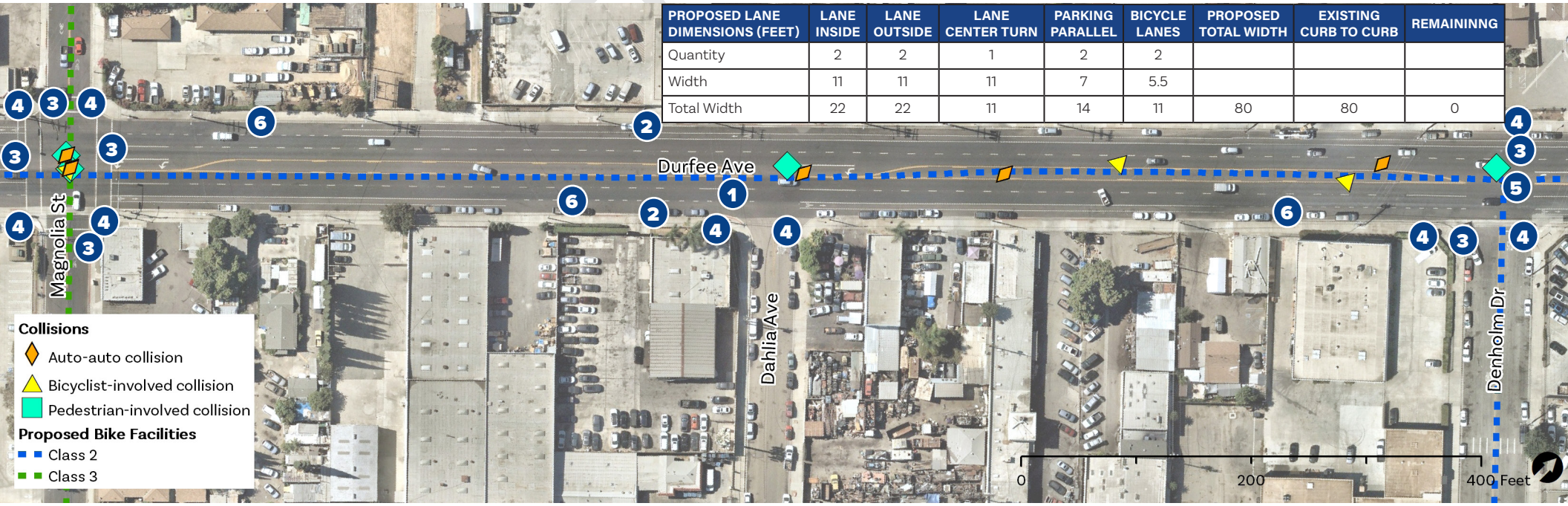
- **A** Durfee Avenue between Magnolia Street and Denholm Drive
- **B** Bryant Road between Tyler Avenue and Cypress Avenue
- **C** Garvey Avenue between Central Avenue and Santa Anita Avenue
- **D** Valley Boulevard between Ramona Boulevard and North Peck Road
- **E** Ramona Boulevard between Ferris Road and La Madera Avenue
- **F** Magnolia Street between Allgeyer Avenue and Durfee Avenue
- **G** Peck Road between Ranchito Street and Lower Azusa Road
- **H** Tyler Avenue between Ramona Boulevard and Valley Boulevard
- **I** Santa Anita Avenue between Ranchito Street and McGirk Avenue
- **J** Lower Azusa Road between Elrovia Avenue and Peck Road

6.3.1 Durfee Avenue

Durfee Avenue between Magnolia Street and Denholm Drive is located in the southeast part of the City of El Monte. The primary land use is commercial, the high speeds and lack of signalized crossing make for an unfriendly environment for people walking and bicycling, as well a,s for people driving. Demand for students to cross the street to access Mountain View High School is needed, making the roadway the ideal candidate for Vision Zero improvements. Figure 6-4 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-3.

FIGURE 6-4: Durfee Avenue Project Sheet: Between Magnolia Street and Denholm Drive

PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BICYCLE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAININNG
Quantity	2	2	1	2	2			
Width	11	11	11	7	5.5			
Total Width	22	22	11	14	11	80	80	0



Pedestrian Signal

Bicycle Lane

High Visibility Crosswalks

Low Cost Bulb Outs

Crossing Island

Conflict Striping

TABLE 6-3: Durfee Avenue Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Crossing Island	Concrete curbs and sign(s)	$20,000	EA	1			$20,000
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	9			$22,500
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	6			$33,000
Bicycle vs Vehicle Conflict Markings	Green w/ white edges, 50 ft length	$6,000	EA	3			$18,000
Buffered Bicycle lanes	2 ft buffer, crosshatch (both side of road)	$25	LF		1,200		$30,000
Road Diets and Lane Width Reductions	6 lane stripes for 5 lanes	$30	LF		1,200		$36,000
Signs or Signal Infrastructure							
Pedestrian Signal - Upgrades	Added to existing signal structure	$1,200	EA	1			$1,200
Pedestrian Signal - New	Mast, power, concrete median, crosswalk	$198,000	EA	2			$396,000
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$556,700

Pedestrian crossing mid-block on Durfee Avenue at Legore Elementary School

Existing bicycle lane on Durfee Avenue

6.3.2 Bryant Road

Bryant Road between Tyler Avenue and Cypress Avenue is located in the central part of the City of El Monte. Legore Elementary School is on the north side and a residential area on the south side. Although it is a relatively small street, it could use more traffic calming to increase connectivity and safety for all modes of transportation that travel along and across this roadway. Figure 6-5 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-4.

FIGURE 6-5: Bryant Road Project Sheet: Between Tyler Avenue and Cypress Avenue

Low Cost-Bulb-Out

Advisory Bicycle Lane

Curb Extensions

Speed Feedback Signs

Speed Cushions

TABLE 6-4: Bryant Road Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Speed Cushions	Asphalt paving	$7,000	EA	4			$28,000
Bulb Out / Curb Extensions	Concrete curbs and landscaping	$37,000	EA	6			$222,000
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	8			$20,000
Pavement Markings							
Advisory Bicycle Lanes	Bicycle lane stripes both sides of road	$10	LF		1,500		$15,000
Signs or Signal Infrastructure							
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA	2			$16,000
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$301,000

Existing roadway conditions on Bryant Road

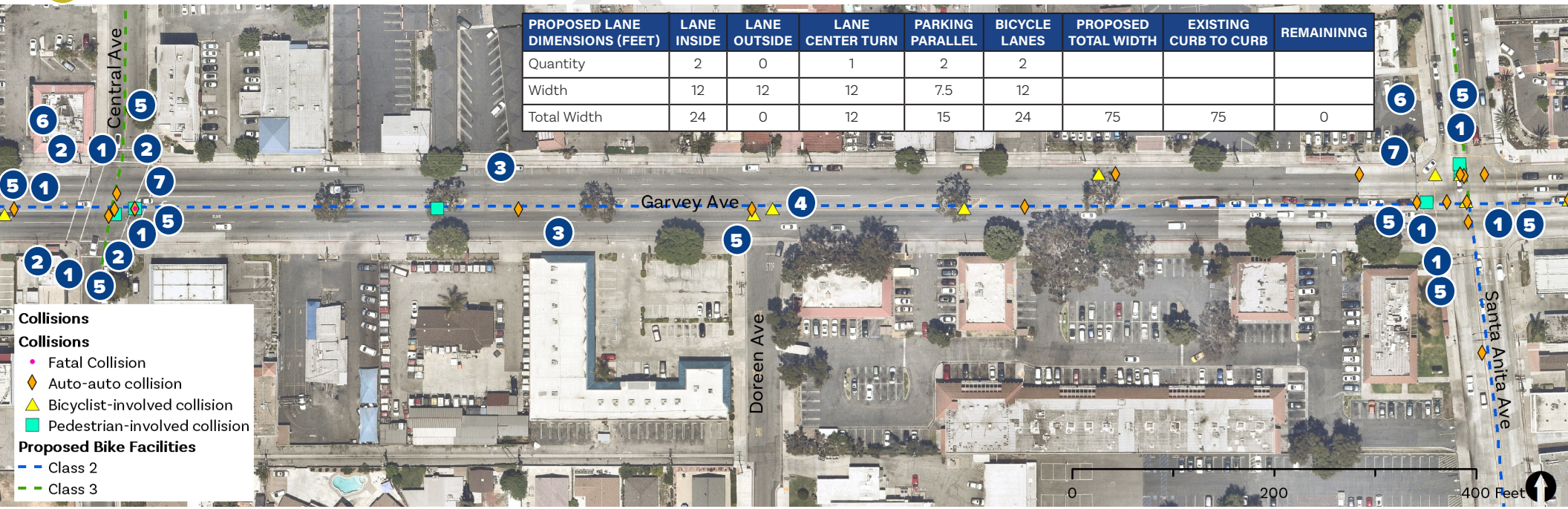
Existing high-visibility crosswalks near Legore Elementary School

6.3.3 Garvey Boulevard

Garvey Avenue between Central Avenue and Santa Anita Avenue is located in the southern part of the City of El Monte. It is a mix of commercial and residential, with several restaurants and other commercial establishments on the street. The high motor vehicle speeds and lack of bicycle facilities create obstacles for people walking and bicycling, challenges for people driving, and opportunities for Vision Zero treatments. Figure 6-6 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-5.

FIGURE 6-6: Garvey Boulevard Project Sheet: Between Central Avenue and Santa Anita Avenue

PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BICYCLE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAININNG
Quantity	2	0	1	2	2			
Width	12	12	12	7.5	12			
Total Width	24	0	12	15	24	75	75	0



Hardened Centerlines

Conflict Striping

Bicycle Priority Lane

Pedestrian Signal

Low-Cost Bulb-Outs

Hardened Centerline Speed Bumps

Leading Pedestrian Interval

TABLE 6-5: Garvey Boulevard Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Hardened Centerlines	Raised rubber centerline	$2,500	EA	8			$20,000
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	4			$10,000
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	8			$44,000
Bicycle vs Vehicle Conflict Markings	Green w/ white edges, 50 ft length	$6,000	EA	9			$54,000
Buffered bicycle lanes	2 ft buffer, crosshatch (both side of road)	$25	LF		1,200		$30,000
Signs or Signal Infrastructure							
Reflective border on signal heads	8 signal heads	$2,400	INT	2			$4,800
Signal Timing Adjustments							
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	2			$3,000
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$165,800

Existing roadway conditions along Garvey Boulevard

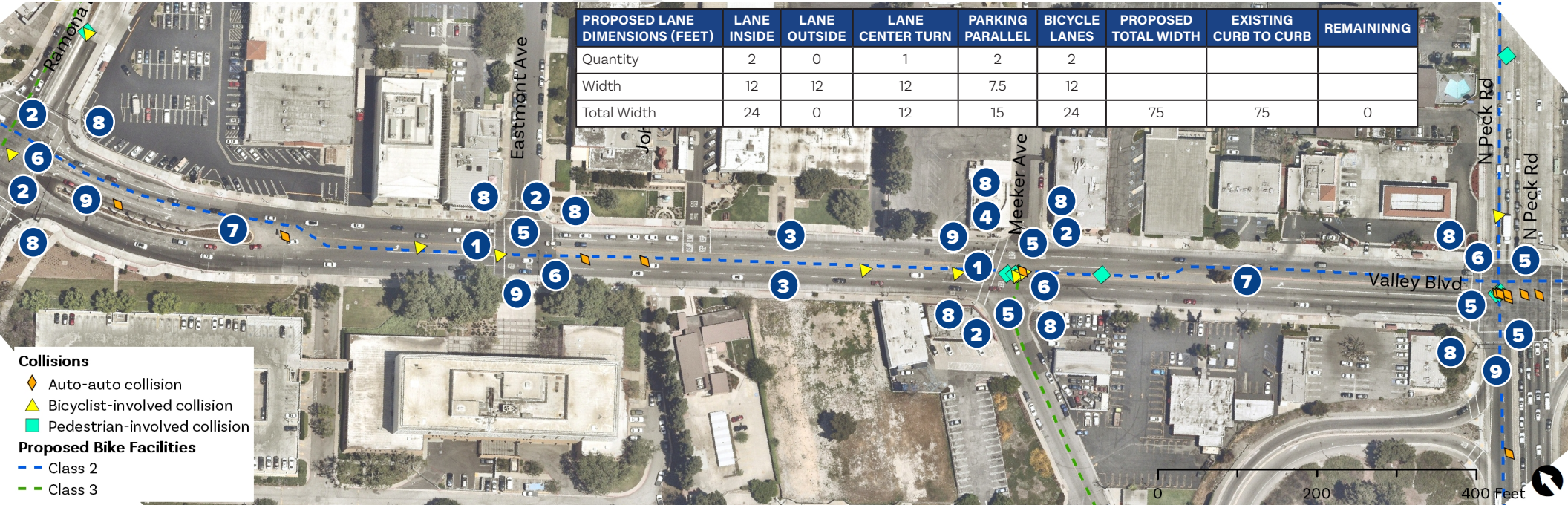
Current traffic volumes along Garvey Boulevard

6.3.4 Valley Boulevard

Valley Boulevard between Ramona Boulevard and North Peck Road is nestled between two cloverleaf intersections and is located in the central part of the City of El Monte. It is highly commercial and the El Monte Civic Center is located here. The proximity to I-10 leads to ease of access for motorists but to challenges to other roadway users and opportunities implementing Vision Zero measures. Figure 6-7 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-6.

FIGURE 6-7: Valley Boulevard Project Sheet: Between Ramona Boulevard and North Peck Road

PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BICYCLE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAININNG
Quantity	2	0	1	2	2			
Width	12	12	12	7.5	12			
Total Width	24	0	12	15	24	75	75	0




Hardened Centerlines


High Visibility Crosswalk


Bicycle Priority Lane


Pedestrian Signal


Conflict Striping


Yellow Backed Signal Heads

Speed Feedback


Low-Cost Bulb-Outs


Leading Pedestrian Interval

TABLE 6-6: Valley Boulevard Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Hardened Centerlines	Raised rubber centerline	$2,500	EA	2			$5,000
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	5			$27,500
Bicycle vs Vehicle Conflict Markings	Green w/ white edges, 50 ft length	$6,000	EA	4			$24,000
Buffered bicycle lanes	2 ft buffer, crosshatch (both side of road)	$25	LF		1,600		$40,000
Signs or Signal Infrastructure							
Pedestrian Signal - New	Mast, power, concrete median, crosswalk	$198,000	EA	1			$198,000
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA	2			$16,000
Signal Timing Adjustments							
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	4			$6,000
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$316,500

Mid-block crossing at Meeker Avenue

Crosswalks at Valley Boulevard and Ramona Boulevard

6.3.5 Ramona Boulevard

Ramona Boulevard between Ferris Road and La Madera Avenue is located in the eastern part of the City of El Monte. It has a mix of residential and commercial uses, and connects with the busy urban center of El Monte. Lack of sidewalks on the north side and lack of bicycle facilities leads to an inhospitable environment for people walking and bicycling, as well as challenges for people driving. It is a perfect location to implement Vision Zero measures. Figure 6-8 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-7.

FIGURE 6-8: Ramona Boulevard Project Sheet: Between Ferris Road and La Madera Avenue

Bicycle Priority Lanes

High Visibility Crosswalks

Curb Ramp

Yellow Backed Signal Heads

Speed Feedback Signs

Corner Radius Reduction with Truck Apron

TABLE 6-7: Ramona Boulevard Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Curb Ramp	Concrete curbs, sidewalk, yellow ramp	$7,000	EA	5			$35,000
Corner Radius Reduction or Truck Apron	Concrete curbs and sidewalk	$15,000	EA	1			$15,000
Concrete Sidewalk	Concrete curb and sidewalk	$410	LF		800		$328,000
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	3			$16,500
Bicycle Priority Lanes	Bicycle lane stripes both sides of road	$20	LF		800		$16,000
Signs or Signal Infrastructure							
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA	2			$16,000
Signal Timing Adjustments							
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	1			$1,500
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$428,000

Existing roadway conditions along Ramona Boulevard

Bicyclists riding on sidewalk

6.3.6 Magnolia Street

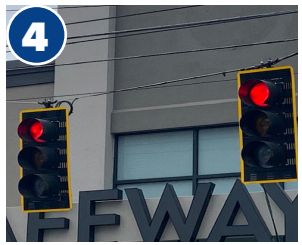
Magnolia Street between Allgeyer Avenue and Durfee Avenue is located in the southeastern part of the City of El Monte. It is mostly residential to the west, although it has commercial at the intersection with Durfee. It is located close to Payne School, leading to a desire line for students to move safely along and across Magnolia Street, making it an excellent candidate for Vision Zero improvements. Figure 6-9 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-8.

FIGURE 6-9: Magnolia Street Project Sheet: Between Allgeyer Avenue and Durfee Avenue

Low Cost-Bulb-Out

Advisory Bicycle Lane

High Visibility Crosswalks



Yellow Backed Signal Heads

Low Cost Traffic Calming Circle

TABLE 6-8: Magnolia Street Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Traffic Calming Circle	Pavement markings and 'buttons'	$33,000	EA	1			$33,000
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	10			$25,000
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	10			$55,000
Road Diets and Lane Width Reductions	6 lane stripes for 5 lanes	$30	LF		1,000		$30,000
Advisory Bicycle Lanes	Bicycle lane stripes both sides of road	$10	LF		1,000		$10,000
Signal Timing Adjustments							
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	1			$1,500
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$154,500

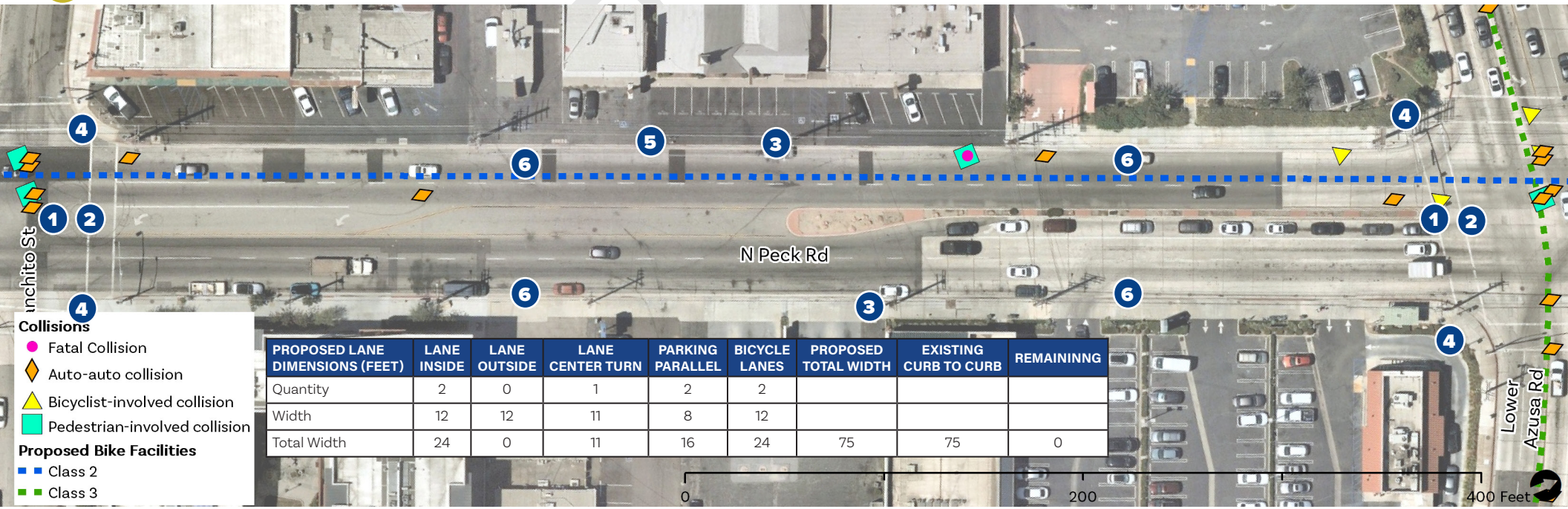
Existing roadway conditions along Magnolia Street

Crosswalks at Magnolia Street and Durfee Avenue

6.3.7 Peck Road

Peck Road between Ranchito Street and Lower Azusa Road is located in the northern part of the City of El Monte. It is mostly commercial and located near a large signalized intersection. With numerous curb cuts leading to plenty of conflict points, this corridor is a good candidate for Vision Zero improvements. Figure 6-10 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-9.

FIGURE 6-10: Peck Road Project Sheet: Between Ranchito Street and Lower Azusa Road



PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BICYCLE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAININNG
Quantity	2	0	1	2	2			
Width	12	12	11	8	12			
Total Width	24	0	11	16	24	75	75	0

Corner Radius Reduction with Truck Apron

Yellow Backed Signal Heads

Pedestrian Scale Lighting

NoRTOR Sign

Speed Feedback Signs

Advisory Bicycle Lane

TABLE 6-9: Peck Road Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Corner Radius Reduction or Truck Apron	Concrete curbs and sidewalk	$15,000	EA	2			$30,000
Pavement Markings							
Buffered bicycle lanes	2 ft buffer, crosshatch (both side of road)	$25	LF		800		$20,000
Road Diets and Lane Width Reductions	6 lane stripes for 5 lanes	$30	LF		800		$24,000
Signs or Signal Infrastructure							
Add NoRTOR sign / display	Sign attached to existing signal structure	$500	EA	4			$2,000
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA	1			$8,000
Reflective border on signal heads	8 signal heads	$2,400	INT	2			$4,800
Street Lighting	Fixture and power lines as needed	$8,000	EA	2			$16,000
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$104,800

Existing roadway conditions along Peck Road and Lower Azusa Road

Crosswalks at Peck Road and Ranchito Street

6.3.8 Tyler Avenue

Tyler Avenue is nestled between two large roadways: Ramona Boulevard and Valley Boulevard. The land use is commercial with big box stores on both sides of the street. With no center median and plenty of conflict points due to numerous curb cuts this is a great candidate for Vision Zero improvements. Figure 6-11 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-10.

FIGURE 6-11: Tyler Avenue Project Sheet: Between Ramona Boulevard and Valley Boulevard

Corner Radius Reduction with Truck Apron

Yellow Backed Signal Heads

Pedestrian Scale Lighting

Speed Feedback Signs

NoRTOR Sign

High Visability Crosswalk

TABLE 6-10: Tyler Avenue Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Corner Radius Reduction or Truck Apron	Concrete curbs and sidewalk	$15,000	EA	8			$120,000
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	7			$17,500
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	6			$33,000
Signs or Signal Infrastructure							
Add NoRTOR sign / display	Sign attached to existing signal structure	$500	EA	4			$2,000
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA	2			$16,000
Street Lighting	Fixture and power lines as needed	$8,000	EA	10			$80,000
Signal Timing Adjustments							
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	3			$4,500
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$273,000

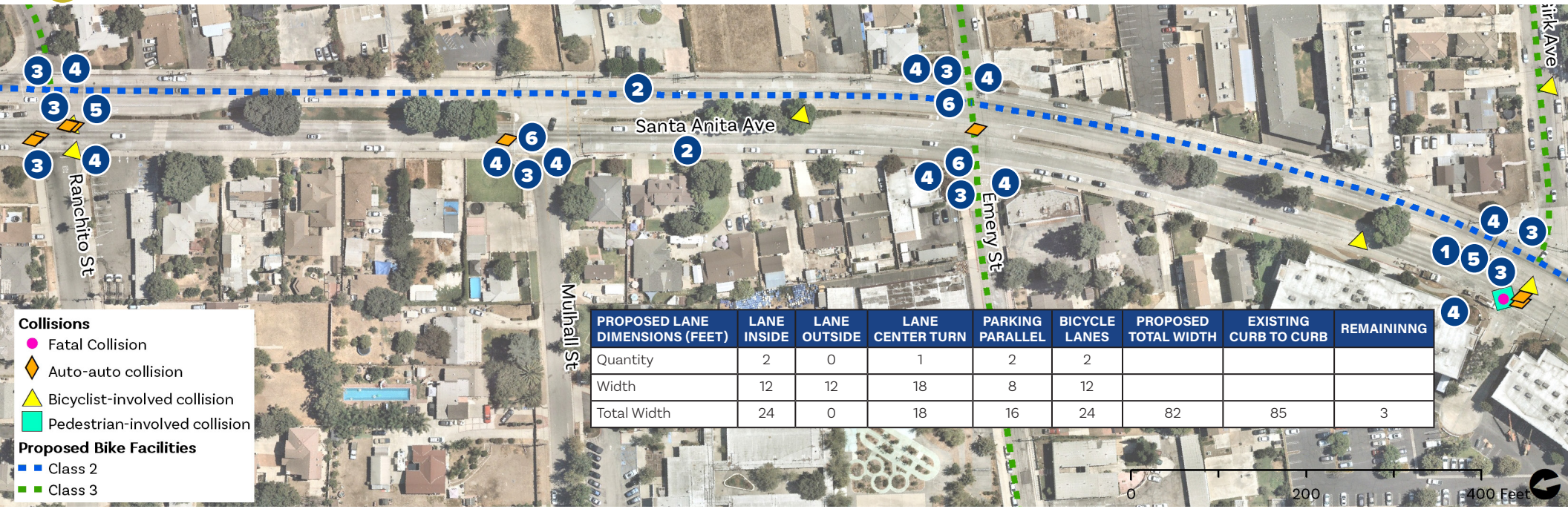
Existing roadway conditions along Tyler Avenue

Intersection of Tyler Avenue and Ramona Boulevard

6.3.9 Santa Anita Avenue

Santa Anita Avenue is a large corridor that is nestled between small streets, Ranchito Street and McGirk Avenue, which is located in the western part of the City of El Monte. It borders a mixed-use, mostly residential, partially commercial area that borders the San Gabriel Valley Airport. Given the high speeds, the lack of bicycle facilities, and the numerous conflict points, it is the ideal candidate for Vision Zero projects. Figure 6-12 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-11.

FIGURE 6-12: Santa Anita Avenue Project Sheet: Between Ranchito Street and McGirk Avenue



PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BICYCLE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAININNG
Quantity	2	0	1	2	2			
Width	12	12	18	8	12			
Total Width	24	0	18	16	24	82	85	3

Pedestrian Signal

Advisory Bicycle Lane

High Visability Crosswalk

Low-Cost Bulb-Outs

Crossing Island

Conflict Striping

TABLE 6-11: Santa Anita Avenue Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Pedestrian Refuge Island (FHWA or Portland style)	Concrete curbs and landscaping	$37,000	EA	2			$74,000
Bulb Out / Turn Wedge	Pavement markings with 'buttons'	$2,500	EA	14			$35,000
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	10			$55,000
Bicycle vs Vehicle Conflict Markings	Green w/ white edges, 50 ft length	$6,000	EA	7			$42,000
Buffered Bicycle lanes	2 ft buffer, crosshatch (both side of road)	$25	LF		1,600		$40,000
Signs or Signal Infrastructure							
Pedestrian Signal - New	Mast, power, concrete median, crosswalk	$198,000	EA	1			$198,000
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$444,000

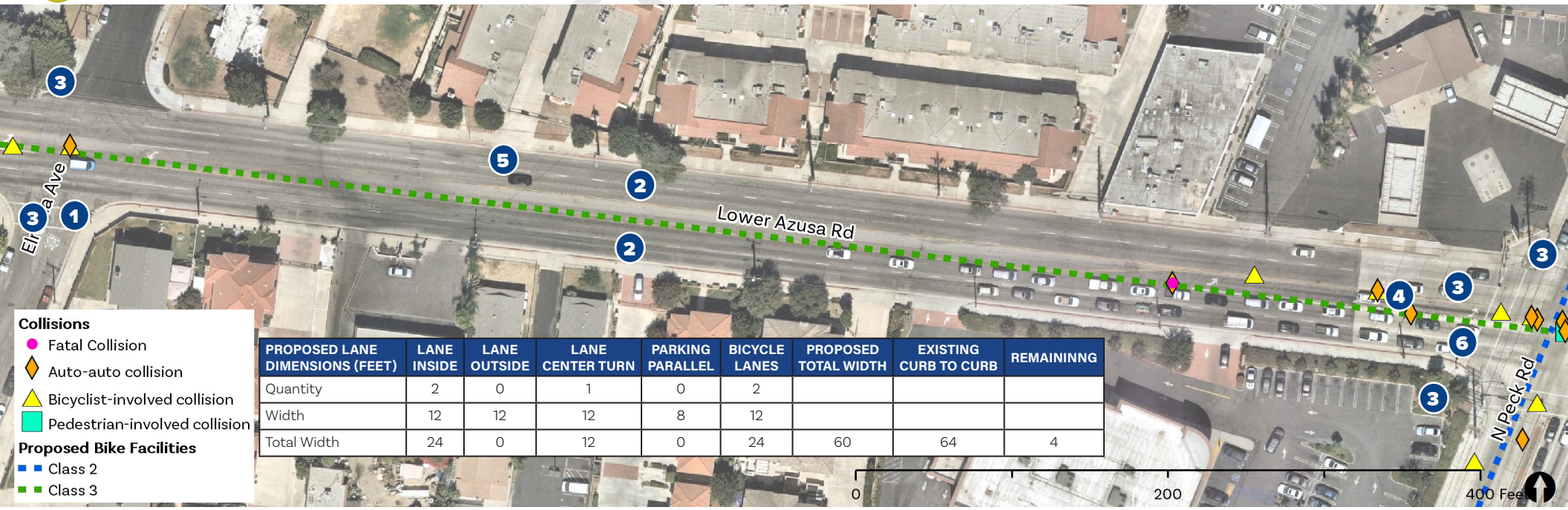
Santa Anita Avenue at Emery Street

Installation of new traffic signal at McGirk Avenue

6.3.10 Lower Azusa Road

Lower Azusa Road between Elrovia Avenue and Peck Road is located in the northern part of the City of El Monte. It is mostly residential to the west and mostly commercial to the east. It is a large, imposing roadway with no bicycle facilities and high speeds, giving it both challenges and opportunities to add Vision Zero improvements to improve the corridor for all modes of transportation. Figure 6-13 provides concept level improvements with numbered callouts and corresponding sample pictures below the map. A concept level cost estimate is shown in Table 6-12.

FIGURE 6-13: Lower Azusa Road Project Sheet: Between Elrovia Avenue and Peck Road



PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BICYCLE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAININNG
Quantity	2	0	1	0	2			
Width	12	12	12	8	12			
Total Width	24	0	12	0	24	60	64	4

Pedestrian Signal

Bicycle Priority Lanes

High Visability Crosswalk

Hardened Centerlines

Speed Feedback Sign

Yellow Backed Signal Heads

TABLE 6-12: Lower Azusa Road Countermeasure Concept Costs

COUNTERMEASURE	DESCRIPTION	UNIT COST	UM	QUANTITY	LENGTH	WIDTH	COST
Concrete or Pavement Construction (low cost options use pavement markings)							
Hardened Centerlines	Raised rubber centerline	$2,500	EA	1			$2,500
Pavement Markings							
High Visibility Crosswalks	Continental spaced to avoid vehicle wheels	$5,500	EA	6			$33,000
Buffered bicycle lanes	2 ft buffer, crosshatch (both side of road)	$25	LF		800		$20,000
Signs or Signal Infrastructure							
Pedestrian Signal - Upgrades	Added to existing signal structure	$1,200	EA	1			$1,200
Pedestrian Signal - New	Mast, power, concrete median, crosswalk	$198,000	EA	1			$198,000
Electronic Feedback Signs	Speed reader board on post (solar)	$8,000	EA	1			$8,000
Signal Timing Adjustments							
Signal Changes at Intersections	Adjust signal timing in Traffic Control Cabinet	$1,500	INT	1			$1,500
INT = Intersection, Qty = Quantity, L = Length, W = Width, EA = Each, SF = Square Feet, LF = Linear Feet						Total	$264,200

Bicyclist riding on the sidewalk

Intersection of Lower Azusa Road and Peck Road

6.4 Funding Sources

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans, and projects to improve conditions for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of the existence of a funding source or may apply for the wrong type of grant. In addition, there is increasing competition between municipalities for the limited available funds.

Whenever federal funds are used for bicycle, pedestrian, traffic calming, and Vision Zero projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street project in the United States has had more than one funding source and it often takes a good deal of coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA) , an Analysis of Current Funding Mechanisms for Vision Zero Programs at the Federal, State and Local Levels, "where successful local Vision Zero programs exist, there is usually an active transportation coordinator with an extensive understanding of funding sources," such as Caltrans. City staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and pedestrians within their jurisdictions. Some of the following information on federal and state funding sources were derived from the previously mentioned FHWA publication.

The City of El Monte should continue to pursue state level grants through programs such as Caltrans' Active Transportation Planning (ATP) and Sustainable Transportation Planning grants, the Strategic Growth Council's Sustainable Community Planning Grants, Urban Greening Grants and through the Highway Safety Improvement Program (HSIP). Projects that are not awarded funding through the Caltrans ATP cycles are sent to SCAG, the local MPO, for consideration for funding through their programs. It will be important to coordinate future planning efforts with adjacent jurisdictions on any projects that affect and benefit both cities. Coordination and joint efforts also strengthen an application due to combined benefits for multiple jurisdictions.

The following section identifies potential federal, state, and local funding opportunities that may be used from design to maintenance phases of projects. Due to trends in Low Impact Development (LID) and stormwater retention street designs, funding sources for these improvements not only increase the chances for multi-modal improvements but can also be incorporated into streetscape and development projects.

TABLE 6-13: Federal Funding Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Unavailable	X	X		• Mobility management programs • Building an accessible path to a bus stop • Improving signage, or way-finding technology	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Both
Safe Routes to Parks, Activating Communities Program	National Center for Safe Routes to School and Caltrans	The program framework provides a structured process to increase safe and equitable access to parks and green spaces. The framework includes four main areas of activity: 1) Assessment, 2) Planning, 3) Implementation, and 4) Sustainability, with each area heavily infused with proactive community engagement.	Unavailable	X		X	• Safe Routes to Parks action plans • Implementation activities such as acquiring rights-of-way, maintenance, and street design	https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks/2019	Competitive
Pilot Program for Transit-Oriented Development Planning - Section 20005(b)	FTA	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Annual	X			• TOD projects and plans	https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2021-notice-funding	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Safety Research and Demonstration Program	FTA	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Annual			X	• Operational safety programs	https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program	Competitive
Access and Mobility Partnership Grants	FTA	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Unavailable			X	• Coordination of non-emergency medical transportation services program	https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	FTA	US DOT's BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Annual	X			• Construction projects	https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program	Competitive
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310		Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Annual			X	• Planning program to meet the special transportation needs of seniors and individuals with disabilities	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Formula
Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149		CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Annual		X	X	• Transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard	https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119	Formula

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Flexible Funding Programs - Surface Trans-portation Block Grant Program - 23 USC 133	FTA	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Annual					https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm	Formula
Areas of Persistant Poverty Program		In keeping with the U.S. Department of Transporta-tion's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transporta-tion infrastructure, FTA's Areas of Persistant Poverty Program supports projects that will address the transportation challenges faced by areas of persistent poverty.	June			X	• Improve transit service and facilities in areas of persistent poverty	https://www.transit.dot.gov/HOPE	
Mobility for All Pilot Program Grants		This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.	January			X	• Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	FTA	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	Annual			X	• Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers • Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants	Competitive
Our Town	National Endowment for the Arts	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Aug-21		X		• Arts Engagement (Artist residency, art festivals, community co-creation of art, performances, public art) • Cultural planning (district, asset, and art)	https://www.arts.gov/grants/our-town	Competitive

TABLE 6-14: State Funding Sources:

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Clean Mobility Options	Air Resources Board	The Program makes $20 million available for zero-emissions shared mobility projects (such as car sharing, Bicycle sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	July	X			• Bicycleshare programs • "Quick build" right-of-way safety improvements for bicycles and scooters	https://www.cleanmobilityoptions.org/	Formula
Sustainable Transportation Equity Project (STEP)	Air Resources Board	The Program makes $2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. The Program makes $20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use	August	X	X	X	• New Bicycle routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible Bicycle parking, storage, and repair infrastructure (e.g., Bicycle racks, Bicycle lockers, Bicycle repair kiosks) • New walkways that improve mobility/ access/safety of pedestrians (nonmotorized users) • Street crossing enhancements, including accessible pedestrian signals	https://ww3.arb.ca.gov/msprog/ct/opportunitiesgov/step.htm	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Unavailable	X			• Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools (SRTS)	https://catc.ca.gov/programs/sb1/local-streets-roads-program	Formula
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Every Two Years	X			• Construct Class I and Class II Bicycleways • Pedestrian improvements and plaza at a transit station • Intersection improvements	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
State Transportation Improvement Program (STIP)	California Transportation Commission/ California Department of Transportation (Caltrans)	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Every Two Years	X			• Bicycle/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV Bicycle lanes • Multi-Use paths • Complete Streets improvements	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program	Competitive
Urban Forestry Program	California Department of Forestry and Fire Protection (CAL FIRE)	This program funds Urban Greening projects that result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.	Unavailable	X		X	Urban Forest Expansion and Improvement • Urban Forest Management Activities • Urban Wood and Biomass Utilization	https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/	Competitive
Infill Infrastructure Grant Program for Small Jurisdictions	California Department of Housing and Community Development	The purpose of the program is to provide grants for Capital Improvement Projects in support of Qualifying Infill Projects or Qualifying Infill Areas. Funding for this NOFA and program requirements are provided under Assembly Bill 101 (Stats. 2019, ch. 159, 20) and Part 12.5 (commencing with section 53559) of Division 31 of the Health and Safety Code.	Varies	X				https://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Active Transportation Planning Grants (ATP)	California Department of Transportation (Caltrans)	Funding for Sidewalks, Bicycle lanes, trails, Safe Routes to School programs, and pedestrian and bicycle plans. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.	July-September	X	X	X	• Capital Improvements • Bicycle, pedestrian Plan • Safe Routes to School Plan • Active Transportation Plan • Education, Encouragement, and Enforcement Activities • Quick-Build Project	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program	Competitive
Transportation Development Act (TDA) Article 3 (SB 821)	California Department of Transportation (Caltrans)	The goal of this act is to improve existing public transportation services and encourage regional transportation coordination. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.	Annually • Article 3 Bicycle and Pedestrian projects and Article 3 Transit Stop Access Improvement Program.	X		X	• Partners with member jurisdictions to apply for the Transit Stop Access Improvement Program for ADA bus stop improvements and amenities	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act	Formula

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans)	The program includes $29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Annually			X	• Safe Routes to School Plan • Active Transportation Plan • Bicycle/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Unavailable	X			• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets	https://resources.ca.gov/grants/urban-greening	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Partnership Program - Competitive and Formulaic	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits	March - June	X	X	X	• Close sidewalk gap, install class II Bicycle lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing	https://catc.ca.gov/programs/sb1 /local-partnership-program	Both
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Unavailable	X			• Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add Bicycle lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access	https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Due in January		X		• Safety education and encourage • Campaigns to promote safety • SRTS safety programs	https://www.ots.ca.gov/Grants/	Competitive
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included $550M in its latest round. (California Climate Investments)	February	X	X		• Class I, II, III, & IV Bicycle facilities • Active transportation projects to encourage connectivity to transit networks • Bicycleways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Partnership Grant Program	California Transportation Commission	Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.	Summer		X		• Alternative fuel buses acquisition • Charging infrastructure to fuel/power alternative fuel buses • Maintenance facility upgrades or construction of new O&M facilities • Innovative fare payment systems • New operational model • Bus shelter improvements • Fare collection upgrades	https://catc.ca.gov/programs/sb1/local-partnership-program	Both
Placemaking Grants	National Association of Realtors (NAR)	Placemaking means many things to different people, but NAR looks as placemaking as a way to make communities better places to live by transforming unused and underused sites and “eyesores” into welcoming destinations accessible to everyone in a community.	October		X		• Amenities (street furniture, paint, signage, materials, landscaping, murals, etc.) • Site preparation • Artist fees	https://realtorparty.realtor/community-outreach/placemaking/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Online Fundrasing Platform	IOBY	ioby stands for "in our backyards," but it also stands for taking care of each other, for civic participation, and for trusting neighbors to know what's best for the neighborhood. ioby gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up. Our crowdfunding platform helps connect local leaders with support and funding from their communities to make our neighborhoods more sustainable, healthier, greener, more livable, and more fun.	Ongoing		X		• Clear air programs • Clean water programs • Climate change programs • Compost programs • Education programs • Mutual Aid programs • Open Space & Greening programs • Public Health & Nutrition programs • Recycling programs	https://ioby.org/	
Transformative Climate Communities (TCC)	Strategic Growth Council/ Department of Conservation		February	X				http://www.sgc.ca.gov/programs/tcc/	

TABLE 6-15: Federal Funding Sources:

REGIONAL SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	WEBSITE
Measure A	Los Angeles County	Drafted to meet current and future park access and needs address inequities. An initiative to replace much-needed funding to build, maintain, and improve our local parks, access to parks, beaches, and open spaces	Annually	https://rposd.lacounty.gov/measure-a-grants-administration-manual/
Measure M	Los Angeles County	Authorizes a new one-half cent sales tax starting in 2017 that will help fund major highway and transit projects and bicycle and pedestrian connections, Bicycle share and greenways.	Annually	https://theplan.metro.net/#measurem
Measure M Subregional Program (MSP)	Los Angeles County	Measure M subregional funds are programmed by the subregions' respective governing/ planning entities. San Gabriel Valley COG administers MSP funds through the development of five-year subregional fund programming plans in the San Gabriel Valley.	Annually	https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_SGV.pdf
Fastrak Re-investment Program	LA Metro	Corridor reinvestment plan must provide a direct benefit to reducing congestion on the I-110 or I-10 such as transit and active transportation projects.	Annual grants	https://www.itscalifornia.org/Content/AnnualMeetings/2015/Presentations/TS11-4-MTA-NetTollRevenueReinvestment.pdf
Measure W	Los Angeles County	A parcel tax that would increase L.A. County's local water supply, improve water quality, and invest in making communities greener and more livable. Focus on communities that are the most vulnerable to create green streets and complete streets.	Annually	https://safecleanwaterla.org/central-la-county/

6.5 Measuring Implementation Progress with Performance Measures

The following are best practice performance measures, each of which are meant to quantify the impact and effectiveness of Vision Zero projects and programs. Identifying and employing several strategies will help the City update the public on progress and advance efforts for the upcoming year. Ultimately, the City must decide on the metrics that it deems the most important to allocate limited resources towards. These metrics are simply suggestions.

Ultimately, success will be reaching zero fatalities and serious injuries by 2027. Each year, the overarching goal is for collision trends to decrease, while increasing the mode split for walking and bicycling, which increases safety due to the "Safety in Numbers" phenomenon. Annually, tracking the following data points are key:

- Total number of motorist collisions, fatalities, and serious injuries by travel mode, age, sex, and race/ethnicity.
- Total number of pedestrian collisions, fatalities, and serious injuries by travel mode, age, sex, and race/ethnicity.
- Total number of Bicycle collisions, fatalities, and serious injuries by travel mode, age, sex, and race/ethnicity.
- Reduction or elimination of fatalities or serious injuries caused by collisions involving people walking and bicycling
- Percent of total citywide street mileage dedicated to active transportation facilities (such as bicycle parking, street closures, Class I, II, & IV bicycle facilities, and complete sidewalk networks)
- Percent of sidewalk and bicycle network gaps closed
- Number of CIP projects funded per year that address safety issues
- Number of grants funded per year that address safety issues
- Percent of bicycle network in the most disadvantaged neighborhoods
- Number of improved pedestrian infrastructure projects installed
- Percent of bicycle and sidewalk repairs completed, focusing on areas within 1/2 mile of a school or transit stop
- Percent of city streets and intersections with traffic calming measures installed
- Percent of streets where speed surveys have been conducted
- Percent of streets where posted speed limits have been reduced, focusing around schools and parks
- Number of intersections where signals have been optimized for people with disabilities and active transportation
- Number of Association of Bicycle Pedestrian Professionals (APBP) approved bicycle racks installed
- Number of quick-build installations at intersections or roadway segments
- Number of events to promote quick-build installations
- Annual number of complete Safe Routes to School events or activities
- Percentage of students or staff who arrive to and from school without using a car, citywide

PAGE INTENTIONALLY LEFT BLANK

A

Appendix

A.1 High-Injury Network Overview

The following collision trees and hot spot maps show the less common collision types than shown in Chapter 2.

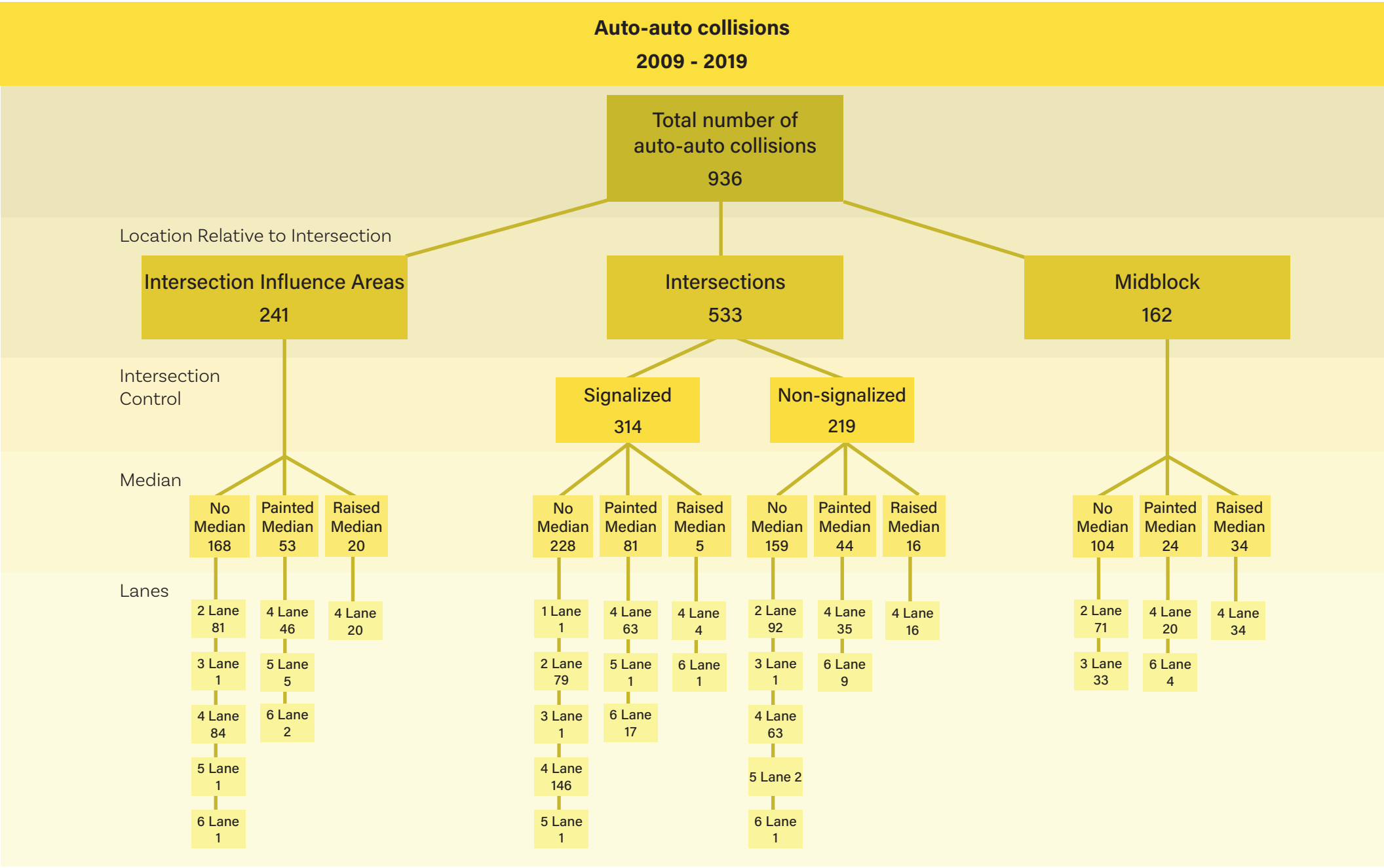


FIGURE A-1: Auto Intersection Influence Area Collisions

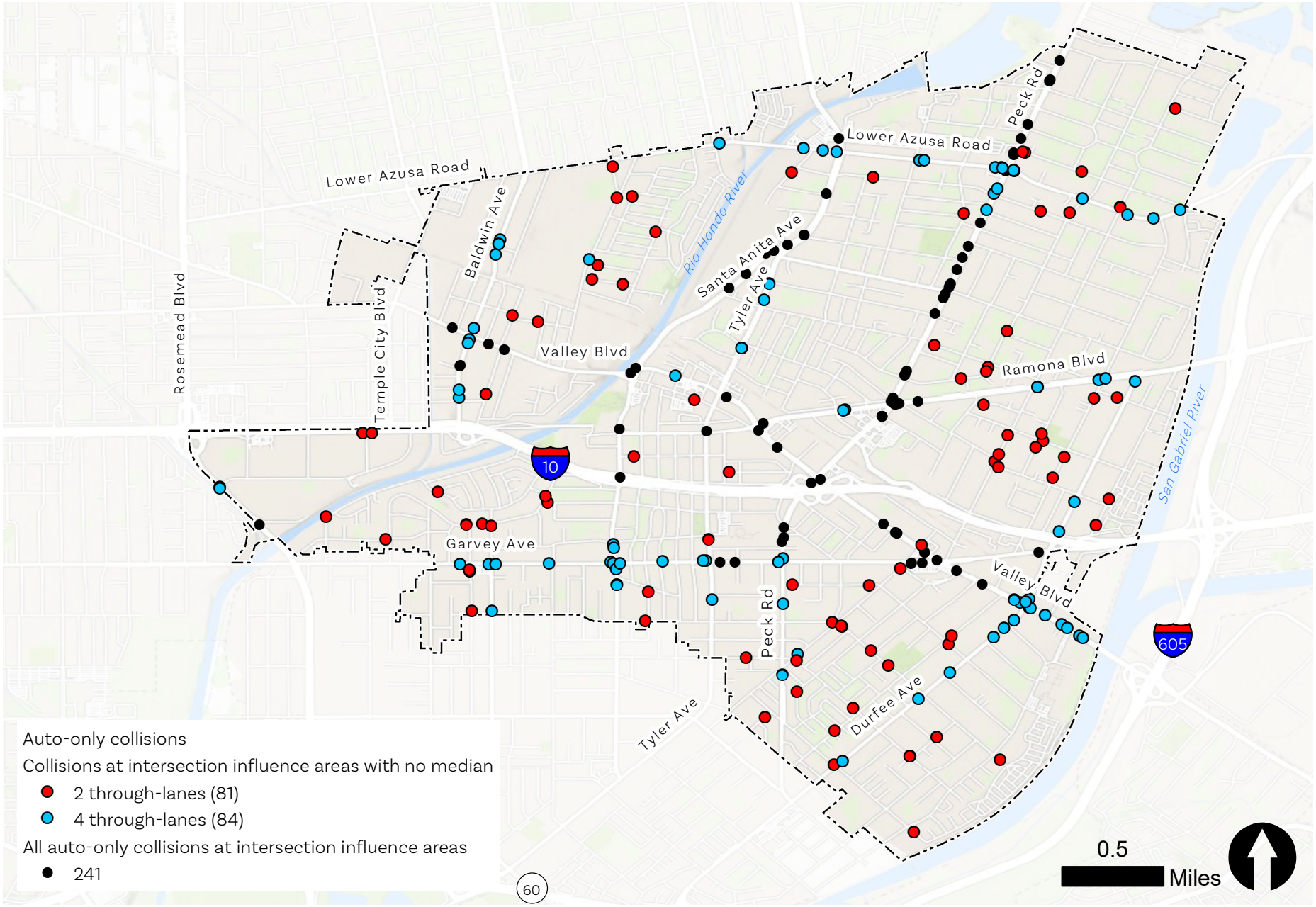


FIGURE A-2: Auto-Auto Signalized Intersection Collisions

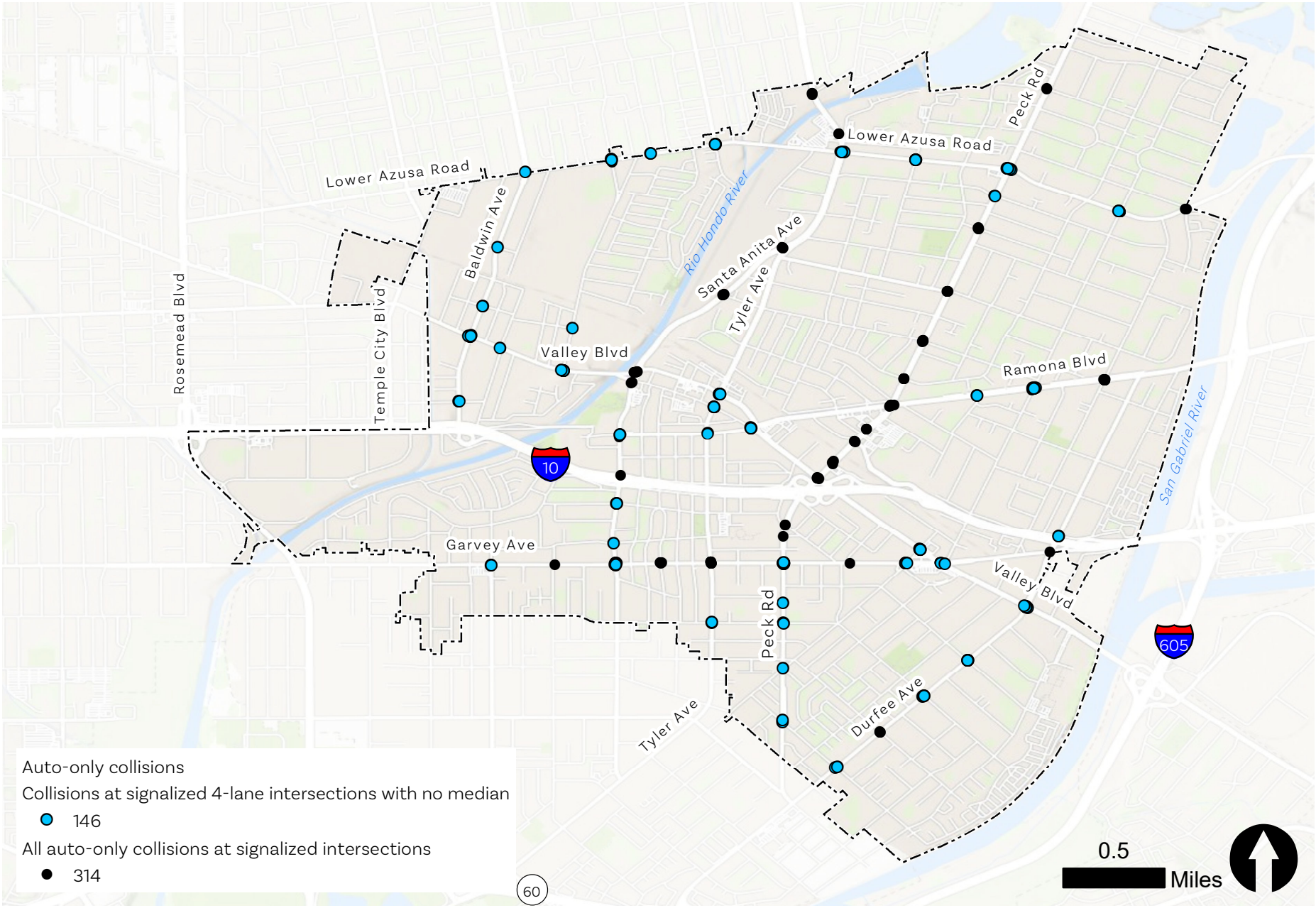


FIGURE A-3: Auto-Auto Non-Signalized Intersection Collisions

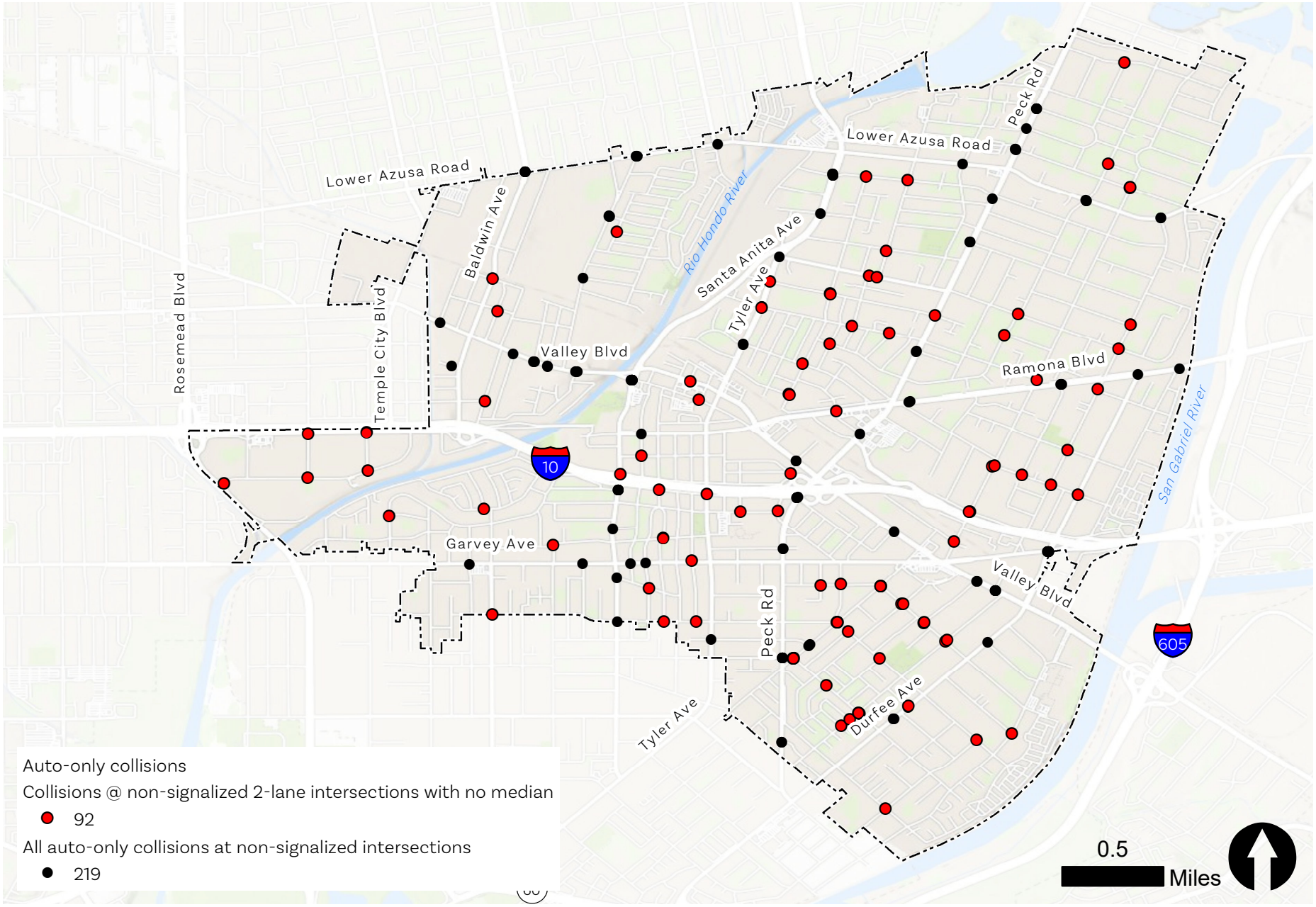
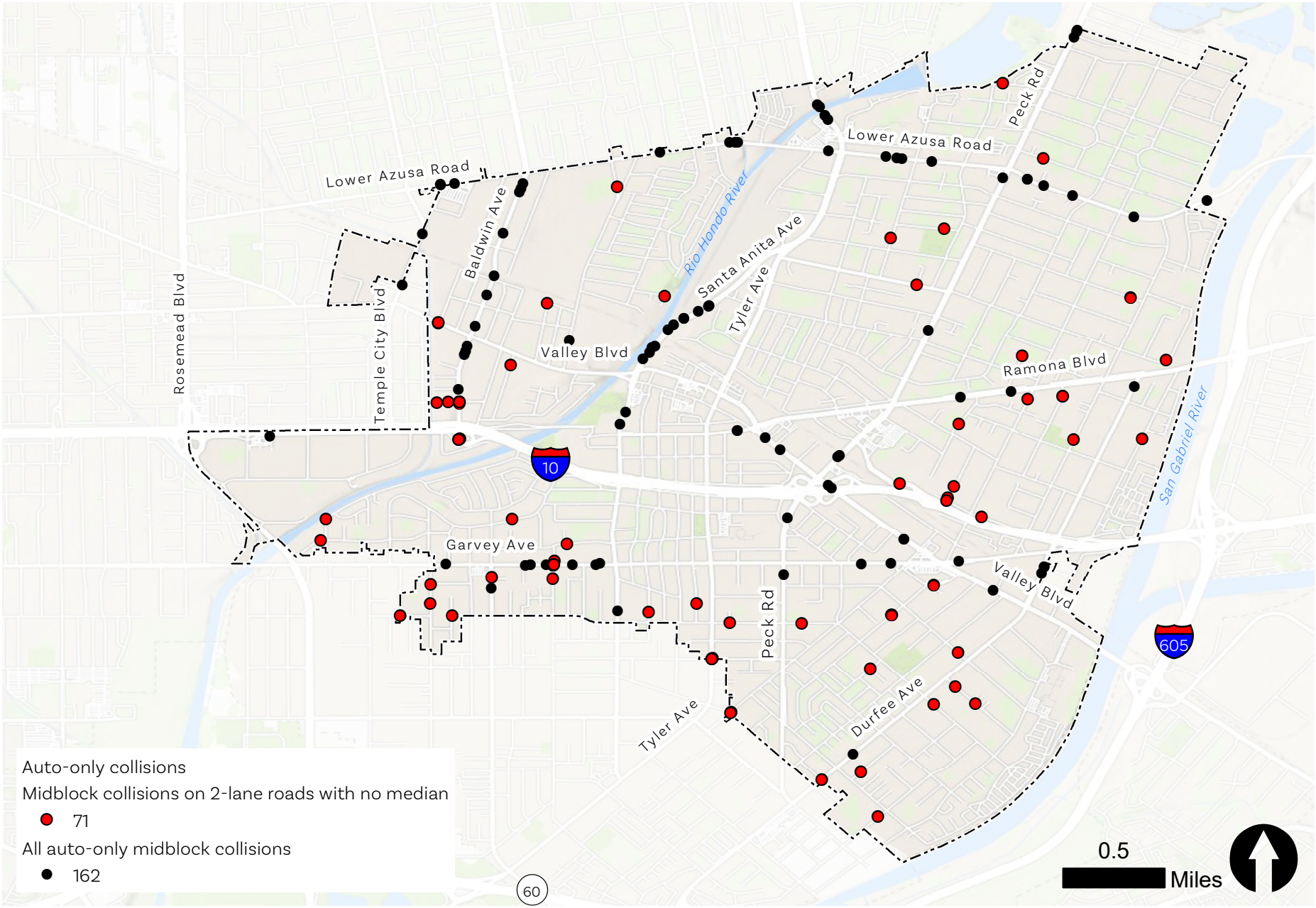


FIGURE A-4: Auto-Auto Midblock Collisions



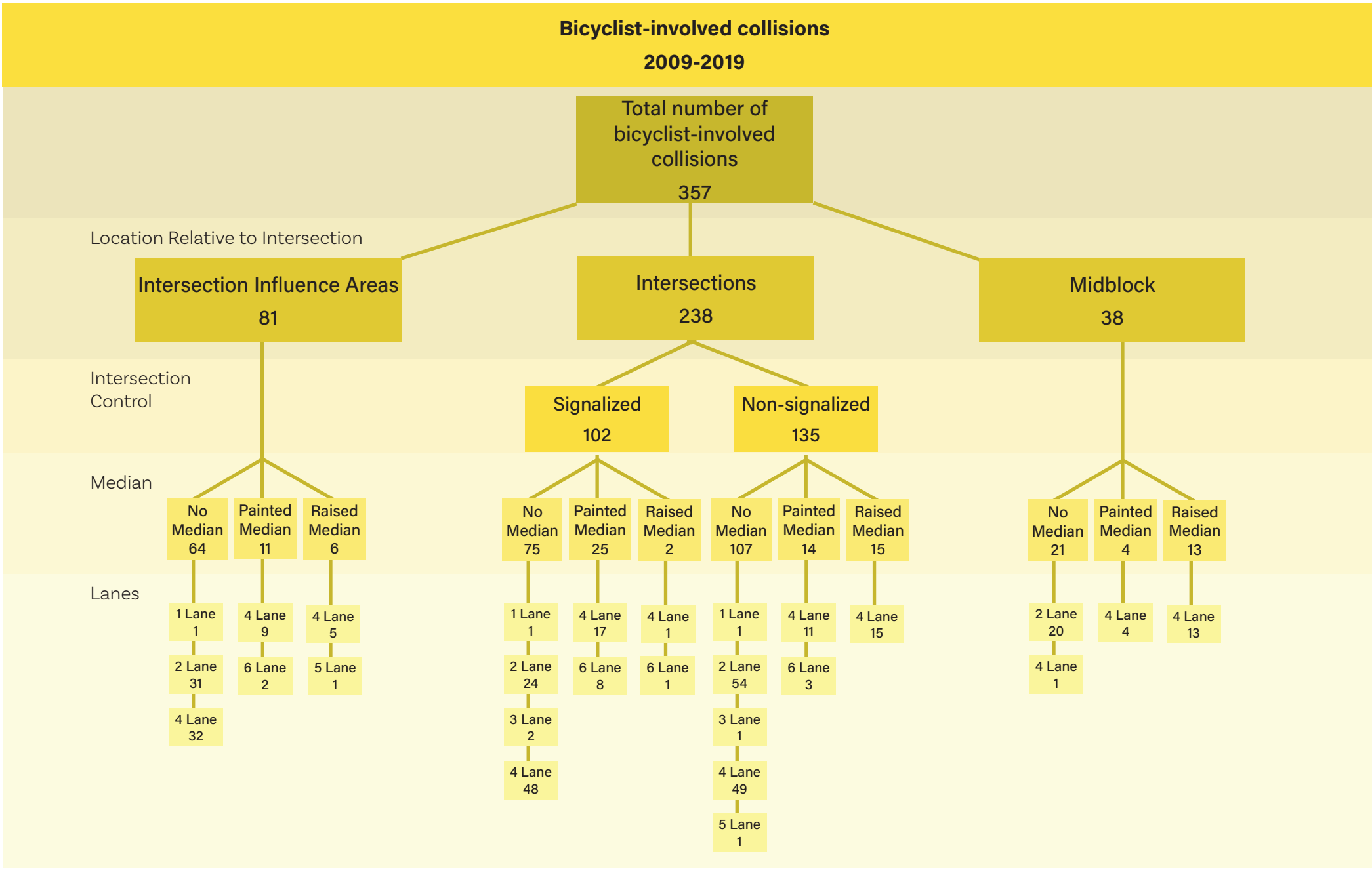

Bicyclist-involved collisions
2009-2019
Total number of bicyclist-involved collisions
357
Location Relative to Intersection
Intersection Influence Areas
81
Intersections
238
Midblock
38
Intersection Control
Signalized
102
Non-signalized
135
Median
No Median
64
Painted Median
11
Raised Median
6
No Median
75
Painted Median
25
Raised Median
2
No Median
107
Painted Median
14
Raised Median
15
No Median
21
Painted Median
4
Raised Median
13
Lanes
1 Lane
1
2 Lane
31
4 Lane
32
4 Lane
9
6 Lane
2
4 Lane
5
5 Lane
1
1 Lane
1
2 Lane
24
3 Lane
2
4 Lane
48
4 Lane
17
6 Lane
8
4 Lane
1
6 Lane
1
1 Lane
1
2 Lane
54
3 Lane
1
4 Lane
49
5 Lane
1
4 Lane
11
6 Lane
3
4 Lane
15
2 Lane
20
4 Lane
1
4 Lane
4
4 Lane
13

FIGURE A-5: Bicycle Involved Intersection Influence Area Collisions

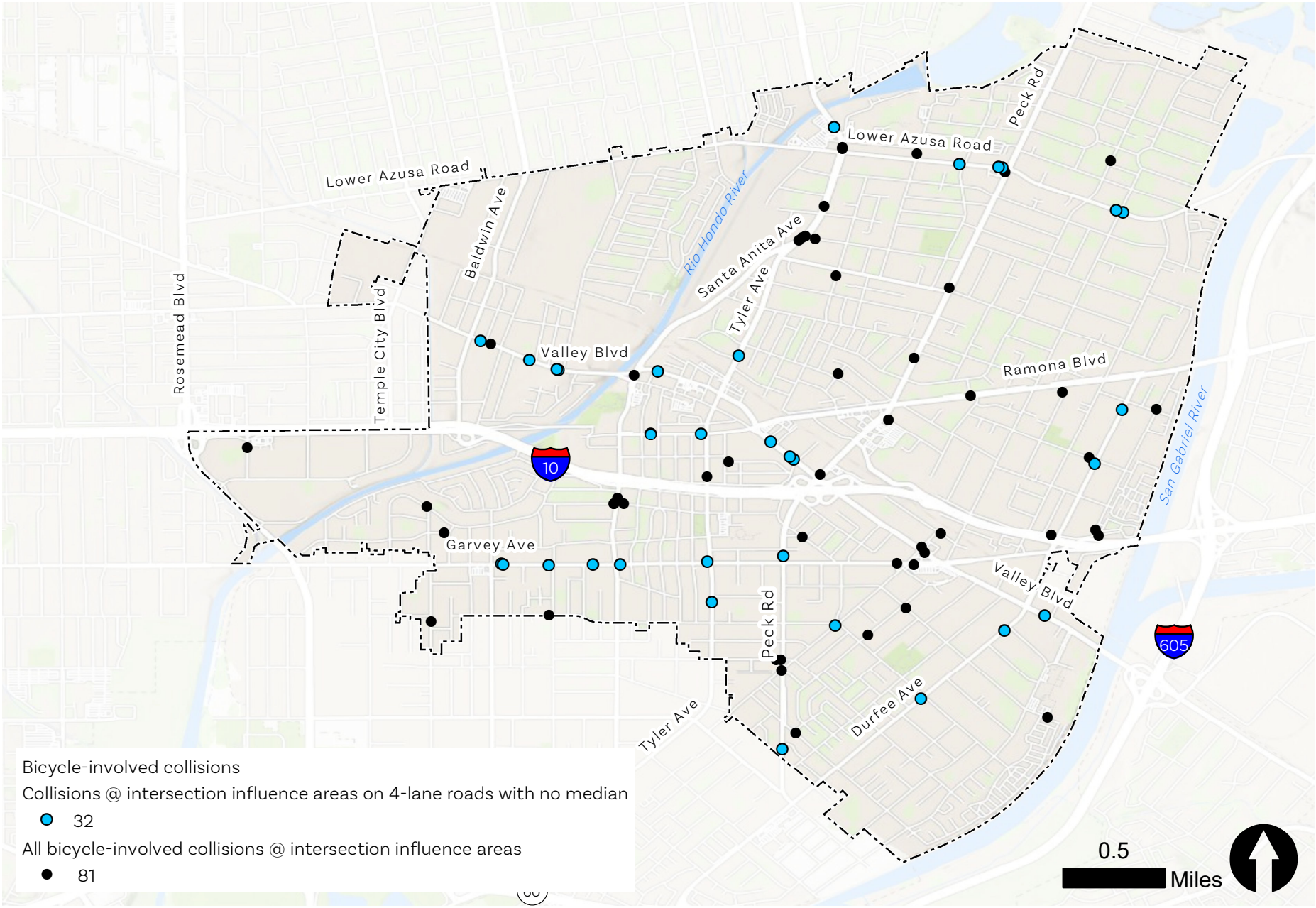


FIGURE A-6: Bicycle Involved Signalized Intersection Collisions

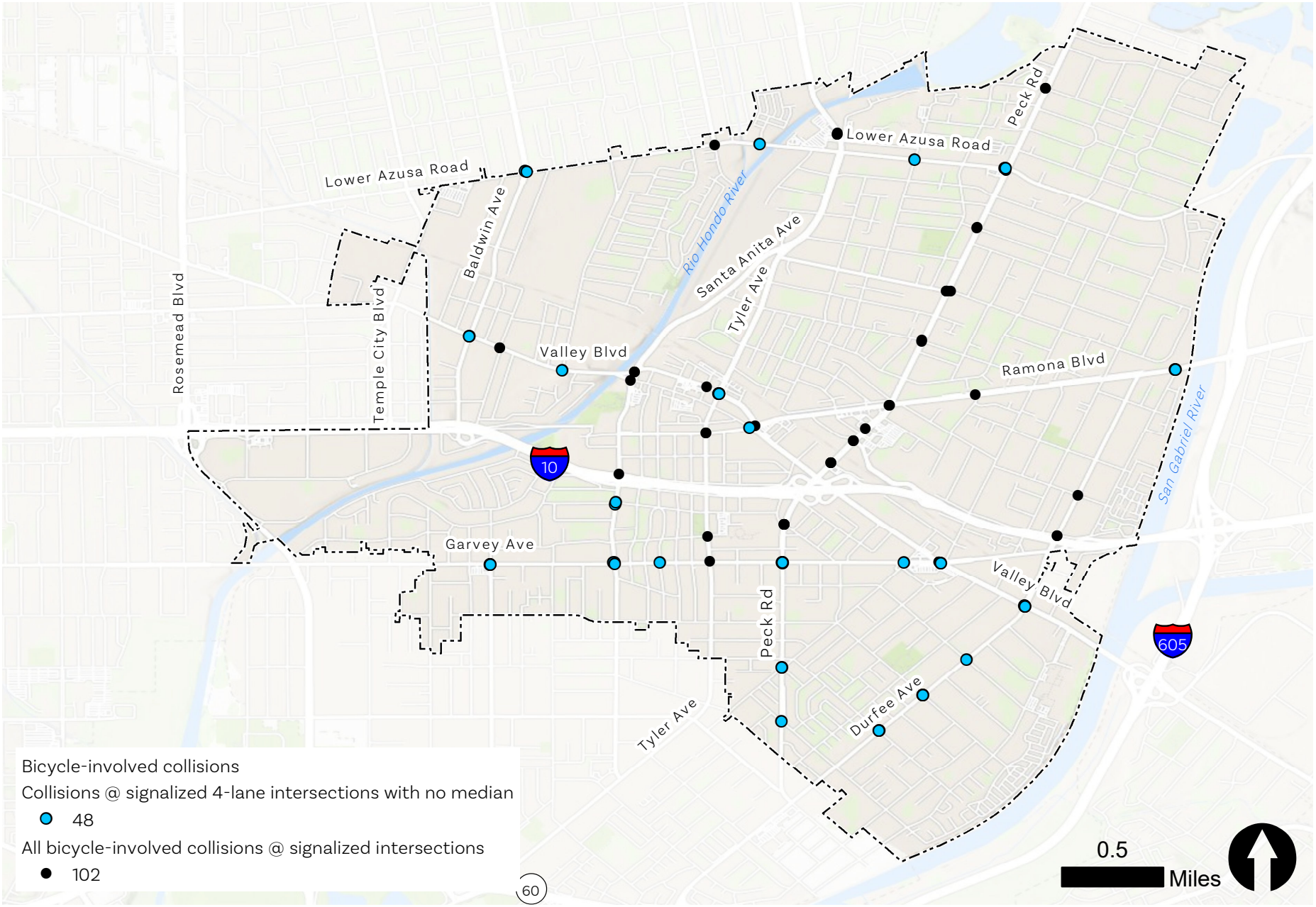


FIGURE A-7: Bicycle Involved Non-Signalized Intersection Collisions

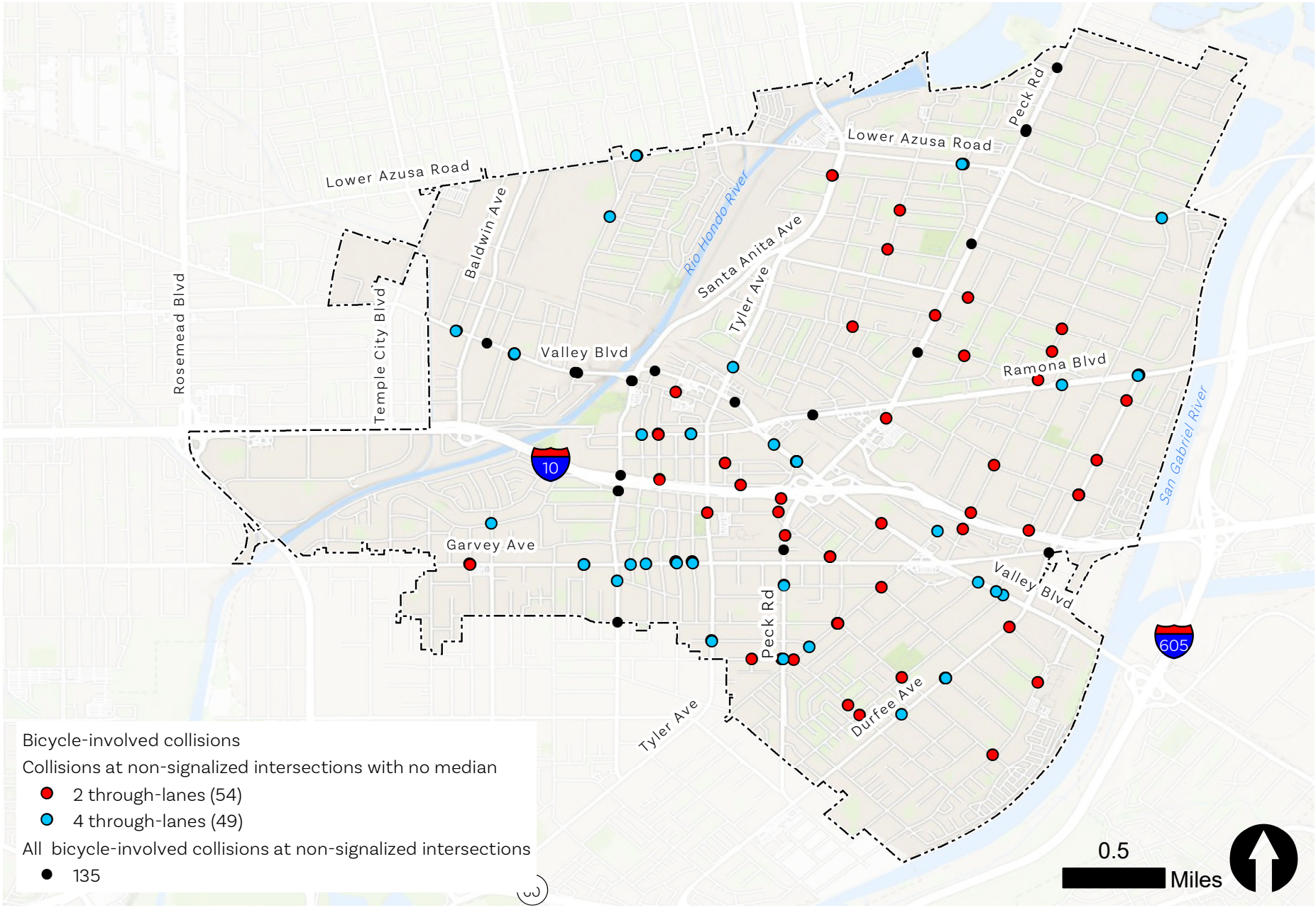
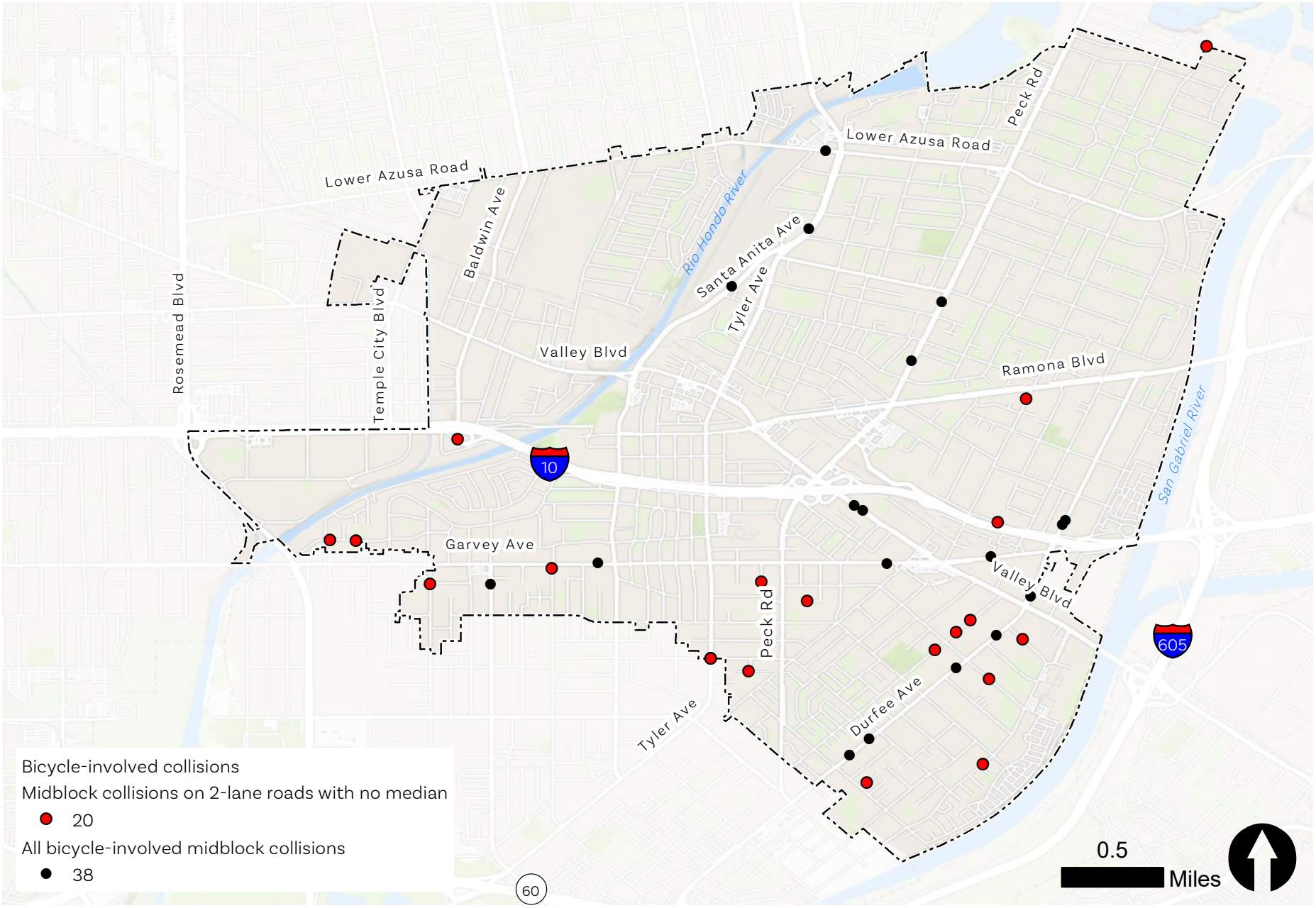


FIGURE A-8: Bicycle Involved Midblock Collisions



Pedestrian-involved Collisions
2009 - 2019

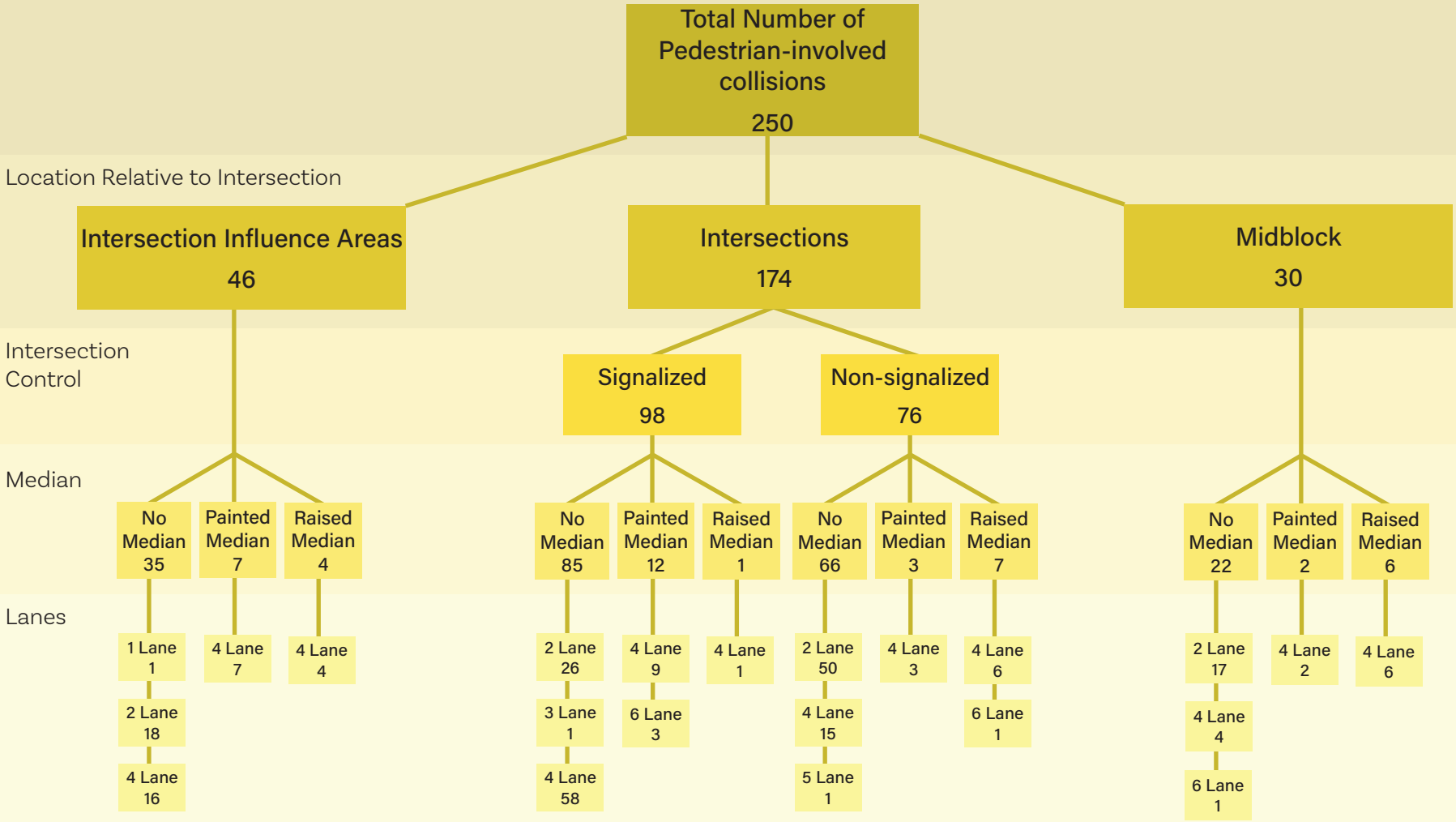


FIGURE A-9: Pedestrian Involved Intersection Influence Area Collisions

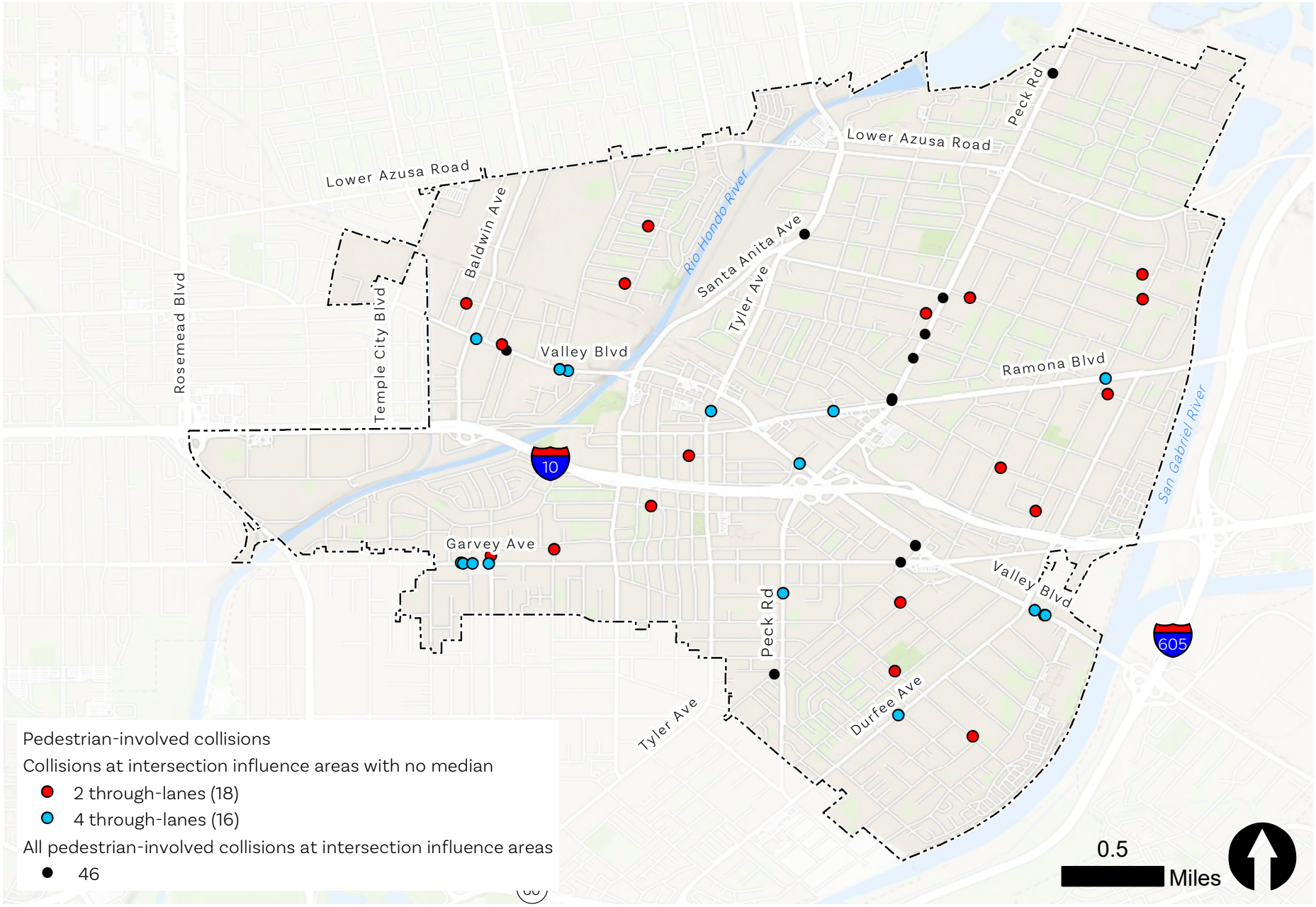


FIGURE A-10: Pedestrian Involved Signalized Intersection Collisions

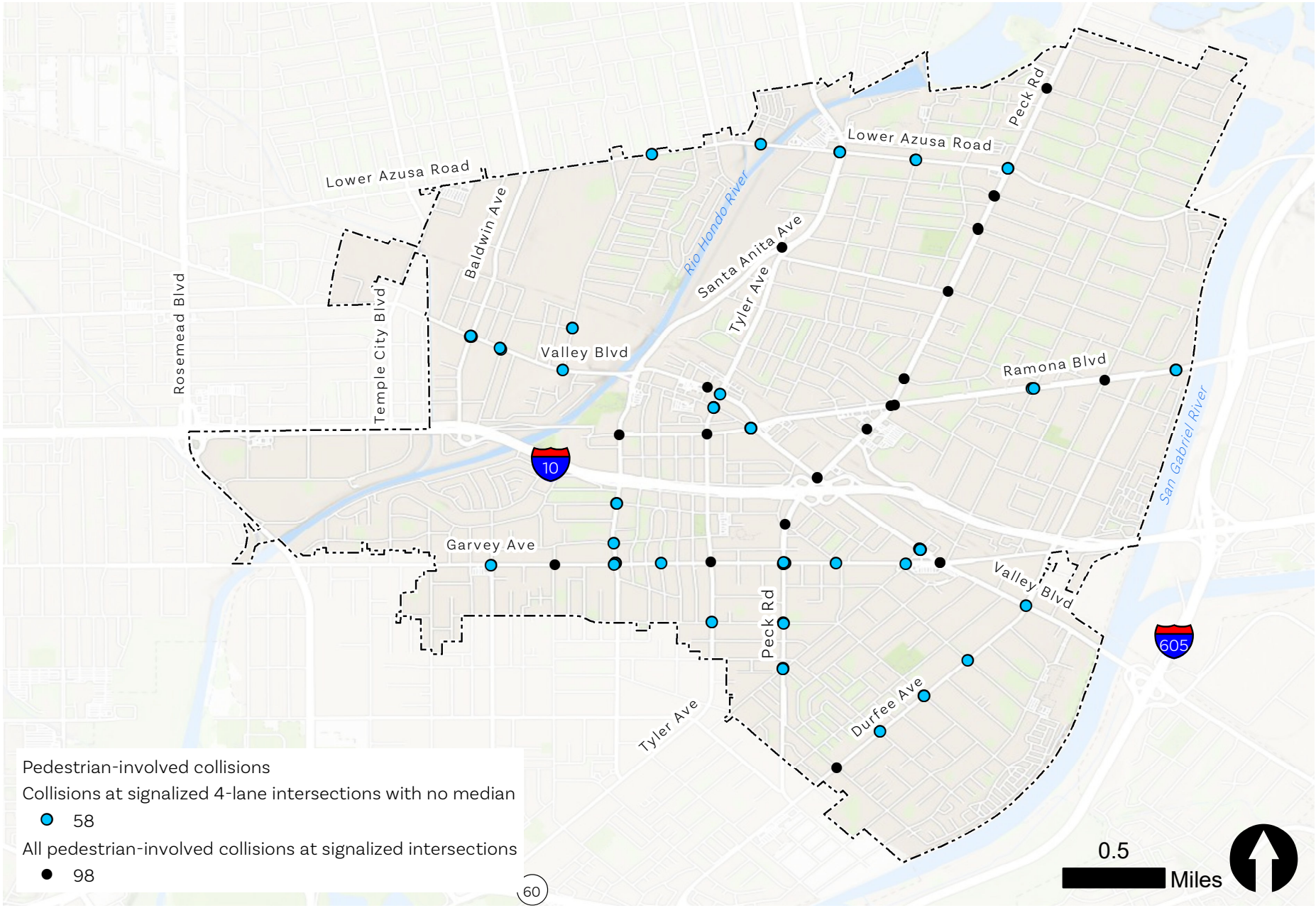


FIGURE A-11: Pedestrian Involved Non-Signalized Intersection Collisions

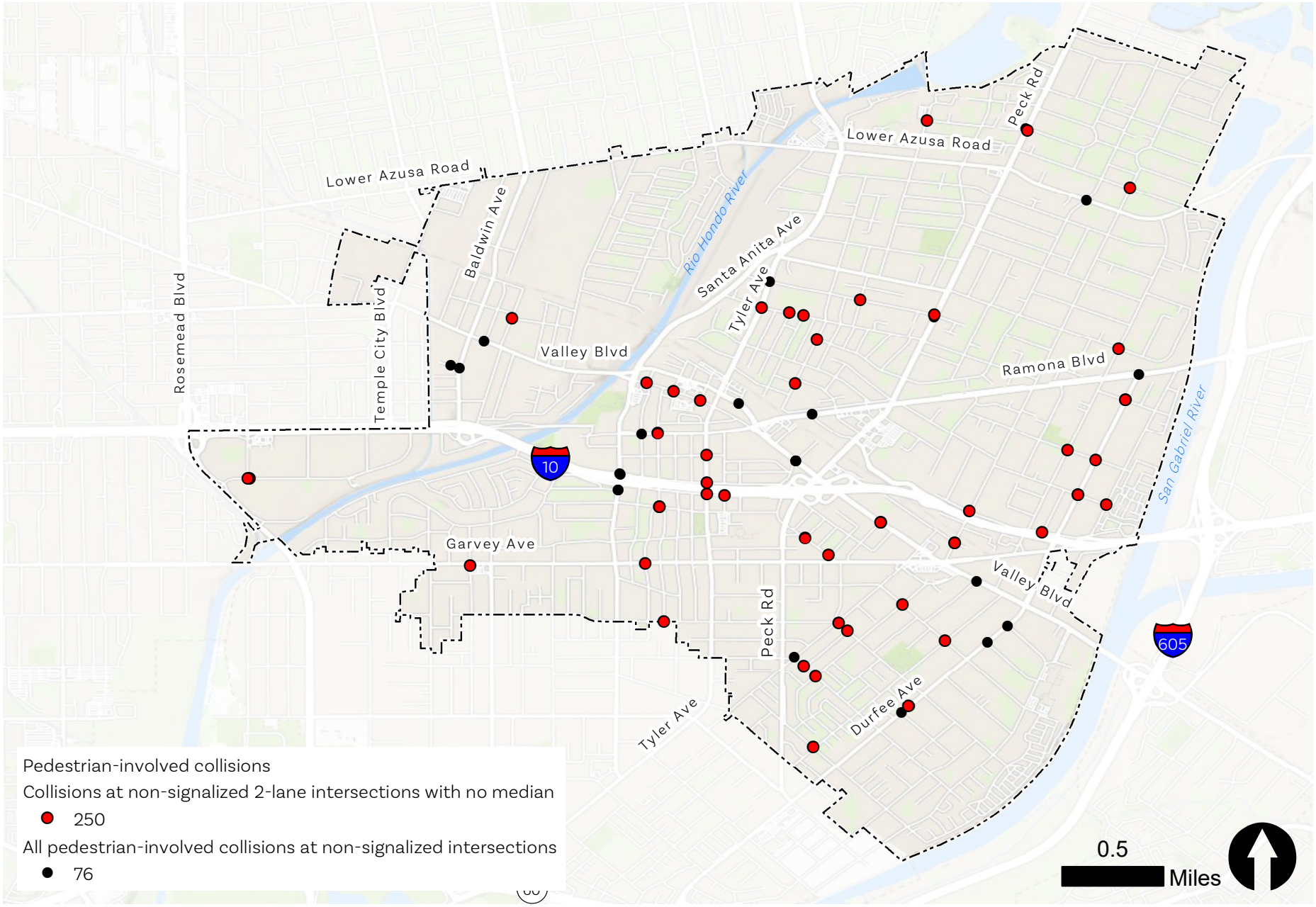
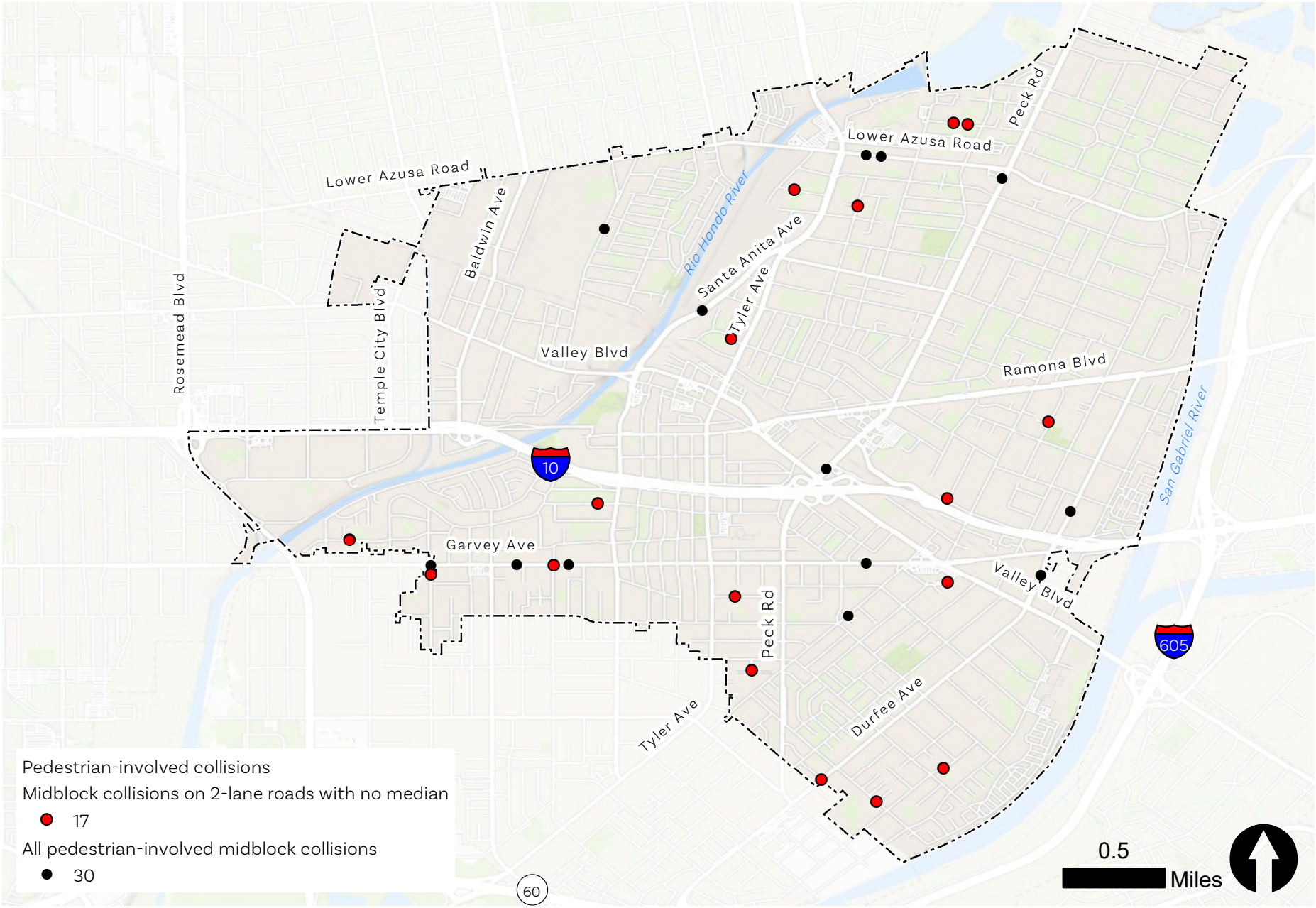


FIGURE A-12: Pedestrian Involved Midblock Collisions



A.2 Outreach Materials

FIGURE A-13: Project Factsheet

VISIONZERO
Safer Streets for El Monte

For more information, please visit:
https://arcg.is/n9TqG

FACT SHEET

The El Monte Vision Zero Action Plan (EMVZAP) will provide the necessary tools and guidance to make bicycle and pedestrian environment safer for residents. Vision Zero is a fundamental shift in philosophy and approach to traffic safety that acknowledges systemic changes are needed in our traffic safety work to make meaningful progress.

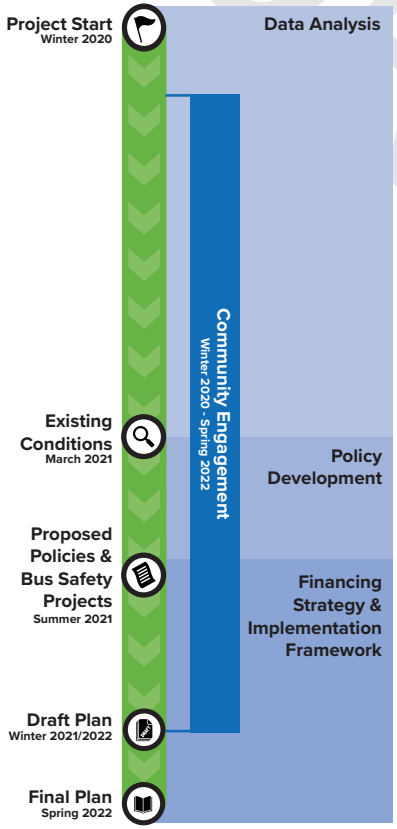
PROJECT GOALS

The goals of the Vision Zero program are to:

- Develop and apply policies for increasing safety for all modes.
- Develop projects for implementation.
- Analyze the data and tell the story of how collision analysis and proven countermeasures can meet these goals.

By collecting, analyzing, and developing projects, this plan will provide the City of El Monte a roadmap for future safety planning and project development and more importantly, funding for implementation!

PROJECT TIMELINE



Safety is our priority. We want to hear from you!

FIGURE A-14: Project Factsheet for Farmers Market

VISIONZERO
Safer Streets for El Monte

go human
GoHumanSoCal.org

As part of the El Monte Vision Zero Plan, the City of El Monte and *Go Human* invite you to experience and share your feedback on proposed street safety improvements that make it safer and more enjoyable to walk, bike, and roll in El Monte. Visit us at the El Monte Farmers Market to provide input on where you would like to see bicycle and pedestrian improvements throughout the City.

Date: September 30, 2021

When: 5:00 p.m. - 9:00 p.m.

Where: El Monte Farmers Market (on Main Street between Santa Anita Ave and Tyler Ave)

The El Monte Vision Zero Action Plan (EMVZAP) will provide the necessary tools and guidance to make bicycle and pedestrian environments safer for residents. Vision Zero seeks to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

PROJECT GOALS

- Analyze where and why crashes are occurring in El Monte
- Identify projects and programs to reduce crashes and eliminate traffic-related fatalities and serious injuries
- Develop and apply policies for increasing safety for all modes of transportation.
- Develop traffic safety projects for implementation.

For more information, please visit:
https://arcg.is/n9TqG

SCAG
INNOVATING FOR A BETTER TOMORROW

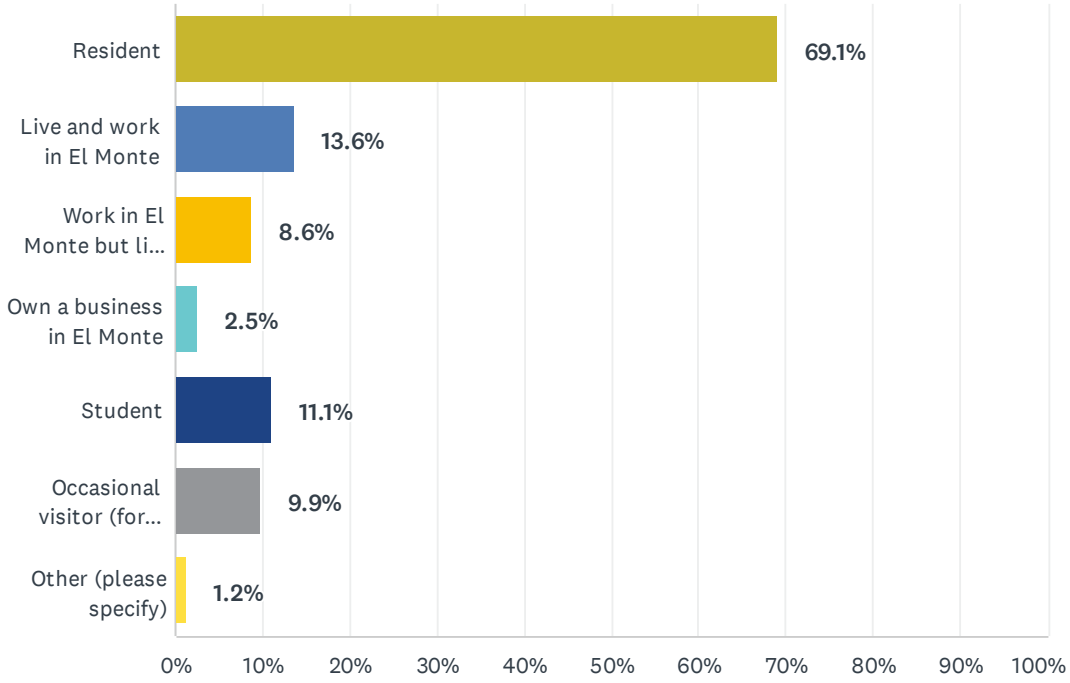
Your safety is our priority. We want to hear from you!

FIGURE A-15: Social Media Posts on El Monte Instagram

A.3 Survey Results

Q1 How would you best describe your relationship with the City of El Monte? Check all that apply.

Answered: 81 Skipped: 0

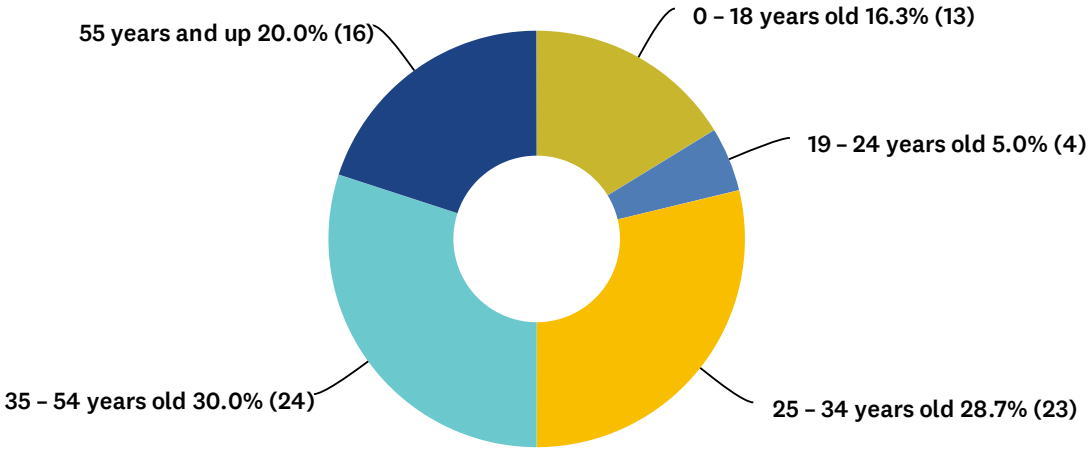


ANSWER CHOICES	RESPONSES	
Resident	69.1%	56
Live and work in El Monte	13.6%	11
Work in El Monte but live outside city limits	8.6%	7
Own a business in El Monte	2.5%	2
Student	11.1%	9
Occasional visitor (for example, family, friends, recreation, special events)	9.9%	8
Other (please specify)	1.2%	1
Total Respondents: 81		

#	OTHER (PLEASE SPECIFY)	DATE
1	Immigrant	5/18/2021 7:29 AM

Q2 What is your age?

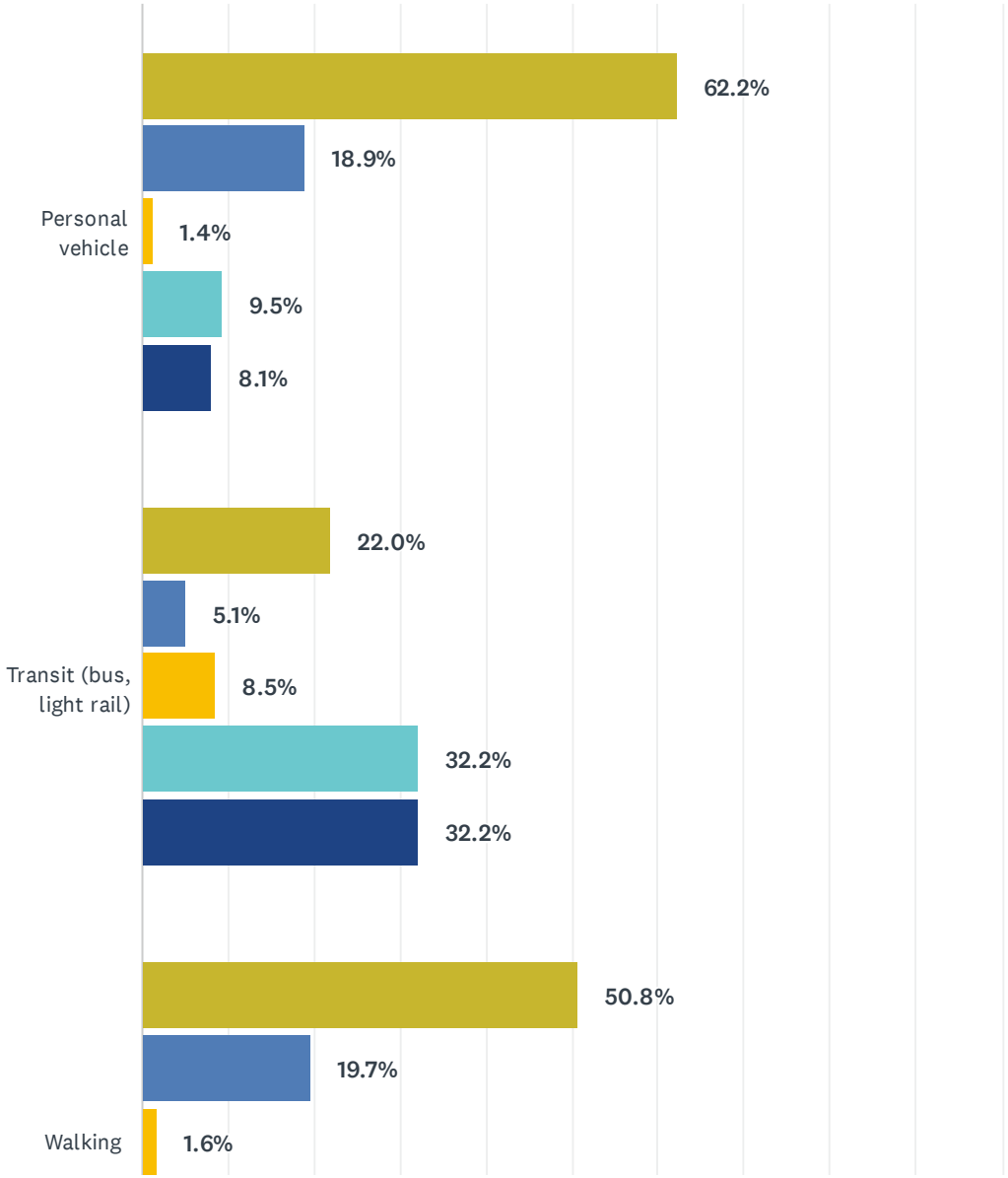
Answered: 80 Skipped: 1

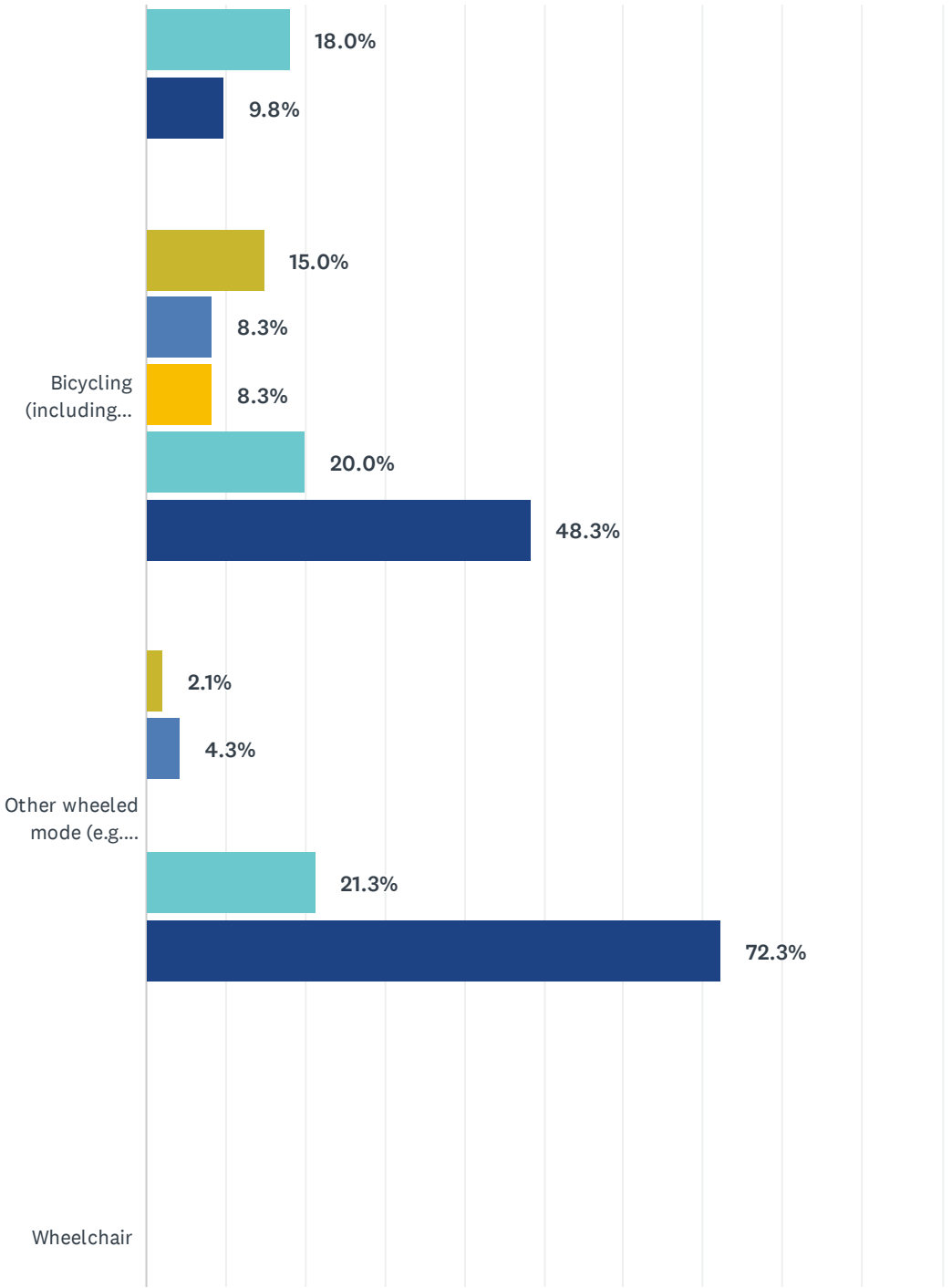


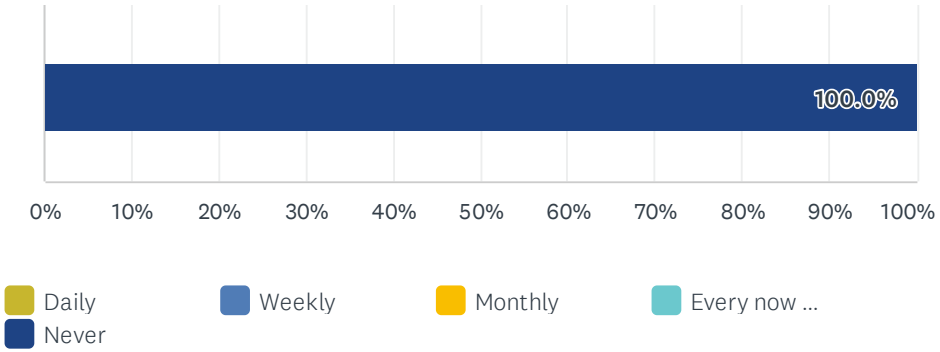
ANSWER CHOICES	RESPONSES	
0 – 18 years old	16.3%	13
19 – 24 years old	5.0%	4
25 – 34 years old	28.7%	23
35 – 54 years old	30.0%	24
55 years and up	20.0%	16
TOTAL		80

Q3 How frequently do you use the following transportation modes?

Answered: 80 Skipped: 1




18.0%
9.8%
15.0%
8.3%
Bicycling (including...
8.3%
20.0%
48.3%
2.1%
4.3%
Other wheeled mode (e.g....
21.3%
72.3%
Wheelchair

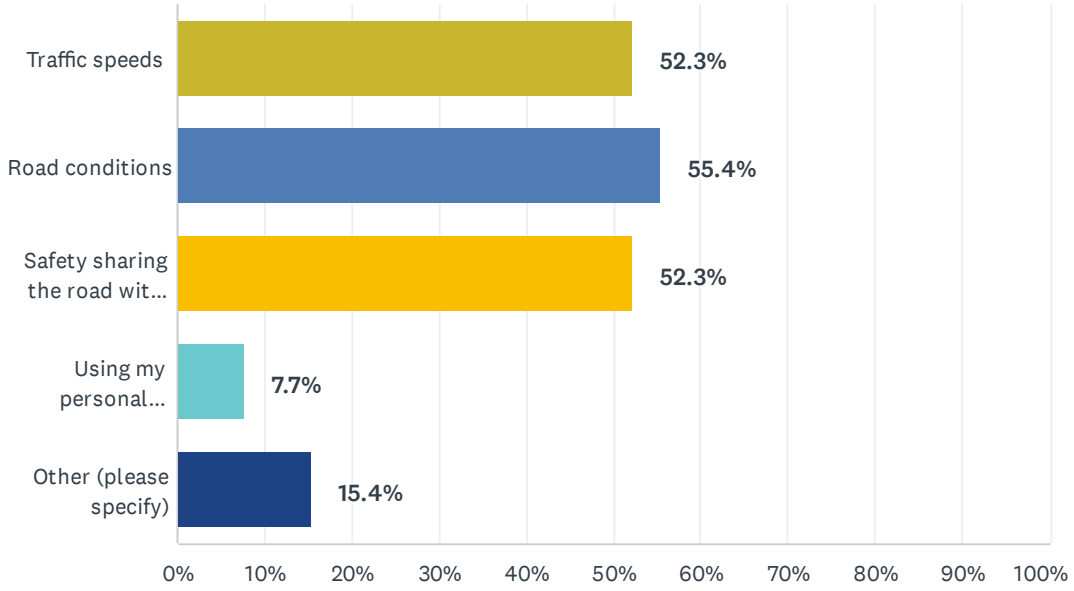


	DAILY	WEEKLY	MONTHLY	EVERY NOW AND THEN	NEVER	TOTAL
Personal vehicle	62.2% 46	18.9% 14	1.4% 1	9.5% 7	8.1% 6	74
Transit (bus, light rail)	22.0% 13	5.1% 3	8.5% 5	32.2% 19	32.2% 19	59
Walking	50.8% 31	19.7% 12	1.6% 1	18.0% 11	9.8% 6	61
Bicycling (including electric)	15.0% 9	8.3% 5	8.3% 5	20.0% 12	48.3% 29	60
Other wheeled mode (e.g. skateboard, scooter, etc.)	2.1% 1	4.3% 2	0.0% 0	21.3% 10	72.3% 34	47
Wheelchair	0.0% 0	0.0% 0	0.0% 0	0.0% 0	100.0% 47	47

#	OTHER (PLEASE SPECIFY)	DATE
1	Getting rides	5/18/2021 7:29 AM

Q4 Your top concerns related to personal motor vehicle are:

Answered: 65 Skipped: 16

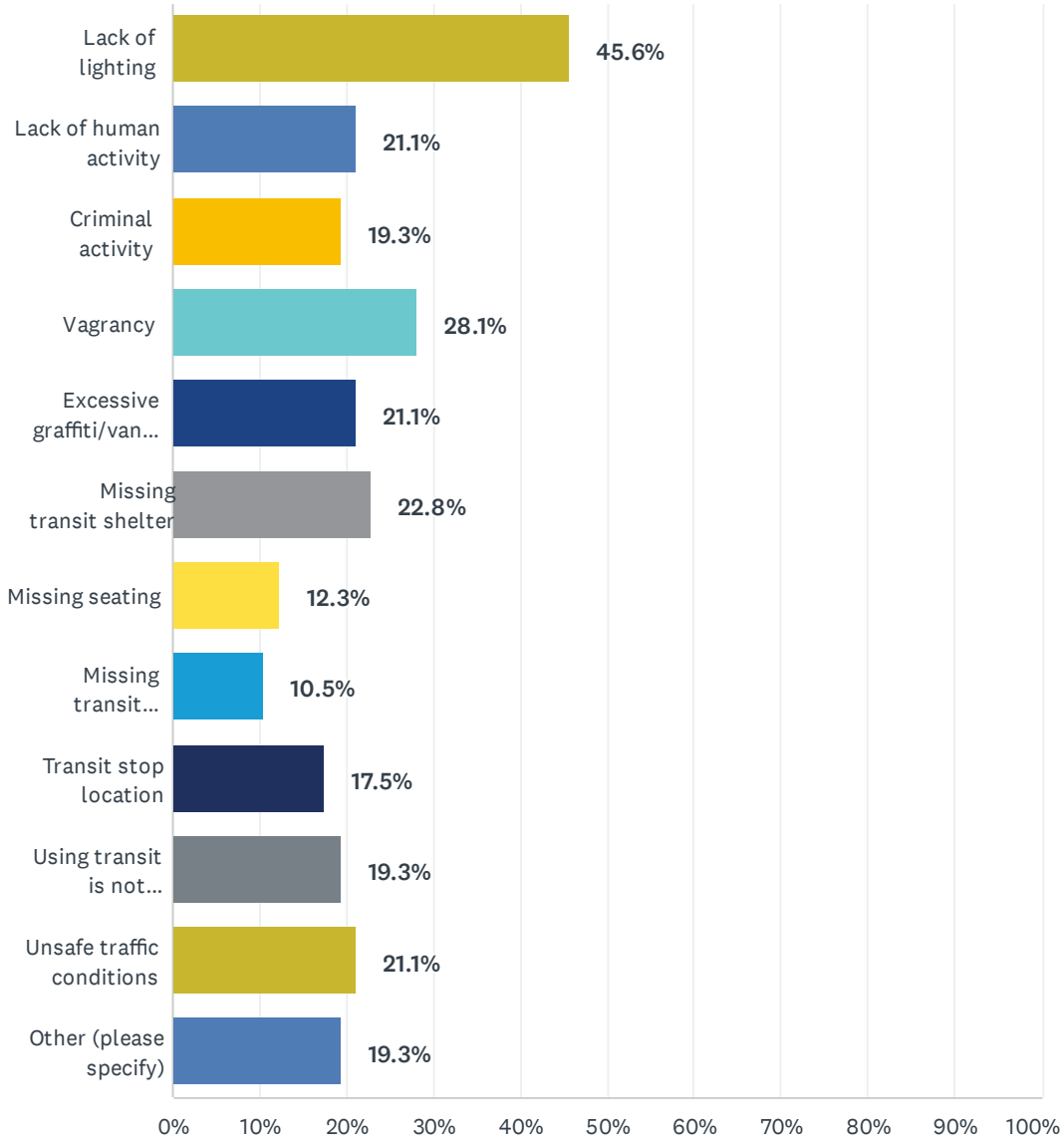


ANSWER CHOICES	RESPONSES	
Traffic speeds	52.3%	34
Road conditions	55.4%	36
Safety sharing the road with bikes and other wheeled vehicles	52.3%	34
Using my personal vehicle is not convenient	7.7%	5
Other (please specify)	15.4%	10
Total Respondents: 65		

#	OTHER (PLEASE SPECIFY)	DATE
1	too easy to drive	10/5/2021 3:14 PM
2	loud cars	10/5/2021 2:59 PM
3	cyclist not visible in early hours	10/5/2021 2:57 PM
4	transients run in front of me	10/5/2021 2:37 PM
5	congestion	10/5/2021 2:03 PM
6	not compliant with stops	10/5/2021 2:01 PM
7	safety of peds noice = speeds	10/5/2021 1:50 PM
8	Dangerous Drivers	6/7/2021 3:52 PM
9	When people purposely throw their vehicles and claim they didn't see you. Makes me real angry.	5/18/2021 7:38 AM
10	Safety of Intersections - particularly uncontrolled turning	5/11/2021 12:40 PM

Q5 Your top concerns related to transit (bus, light rail) are:

Answered: 57 Skipped: 24

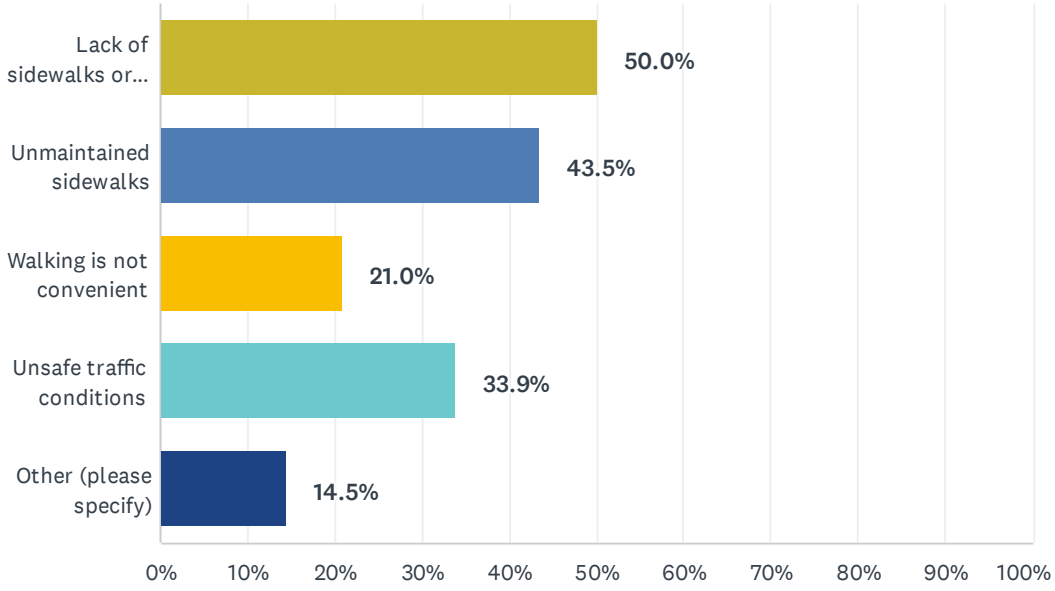


ANSWER CHOICES	RESPONSES	
Lack of lighting	45.6%	26
Lack of human activity	21.1%	12
Criminal activity	19.3%	11
Vagrancy	28.1%	16
Excessive graffiti/vandalism	21.1%	12
Missing transit shelter	22.8%	13
Missing seating	12.3%	7
Missing transit wayfinding or scheduling information	10.5%	6
Transit stop location	17.5%	10
Using transit is not convenient	19.3%	11
Unsafe traffic conditions	21.1%	12
Other (please specify)	19.3%	11
Total Respondents: 57		

#	OTHER (PLEASE SPECIFY)	DATE
1	Ramona/ people zoom through	10/5/2021 2:59 PM
2	homeless use our shelters	10/5/2021 2:44 PM
3	trash	10/5/2021 1:50 PM
4	Social distancing	8/30/2021 5:43 PM
5	never used transit	8/21/2021 2:47 PM
6	Unsafe pedestrians in danger walking thru gate that’s busted which crosses bus and sheriff get entrance and exit	7/20/2021 4:41 AM
7	Infrequent service or bus stops running too early	6/7/2021 3:52 PM
8	Many El Monte trolley stops do not have signs, hard to find.	6/2/2021 11:22 PM
9	Trolley services sometimes I believe they are properly owned. It's difficult to make it to Telstar Ave. or Division 9 gateway. From the Metrolink station, simply by asking questions. Some bus drivers don't even speak ESL. Can I repeat the same question three times? and receive an Haaa! For an answer	5/18/2021 7:38 AM
10	Better safety and public signage	5/11/2021 2:06 PM
11	Infrequent service	5/6/2021 4:42 PM

Q6 Your top concerns related to walking are:

Answered: 62 Skipped: 19

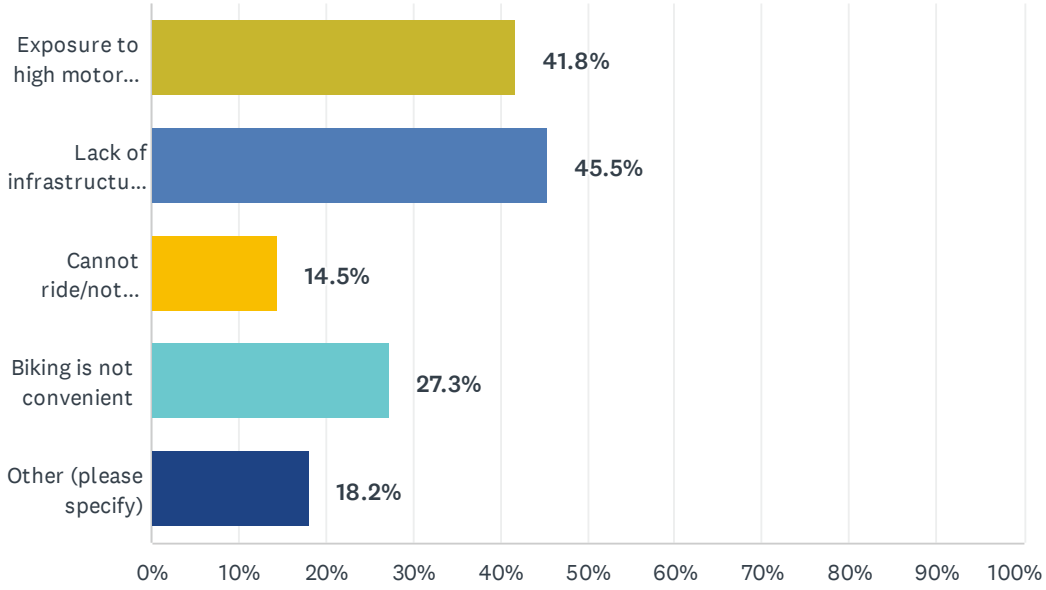


ANSWER CHOICES	RESPONSES	
Lack of sidewalks or disconnected sidewalks	50.0%	31
Unmaintained sidewalks	43.5%	27
Walking is not convenient	21.0%	13
Unsafe traffic conditions	33.9%	21
Other (please specify)	14.5%	9
Total Respondents: 62		

#	OTHER (PLEASE SPECIFY)	DATE
1	lack of lighting	10/6/2021 9:10 AM
2	transients	10/5/2021 3:04 PM
3	homelessness	10/5/2021 2:59 PM
4	lots of transients	10/5/2021 2:57 PM
5	alot of areas do not have the flashing light for crossing, esp. North	10/5/2021 1:58 PM
6	crossings cleanliness	10/5/2021 1:50 PM
7	laziness	8/30/2021 5:46 PM
8	Exposure of pedestrians using bike trail gate passing thru private property onto tod development next door Calle the gateway yo the exchange	7/20/2021 4:41 AM
9	I follow the rules and watch where I am going no issues walking.	6/15/2021 1:43 AM

Q7 Your top concerns related to biking are:

Answered: 55 Skipped: 26

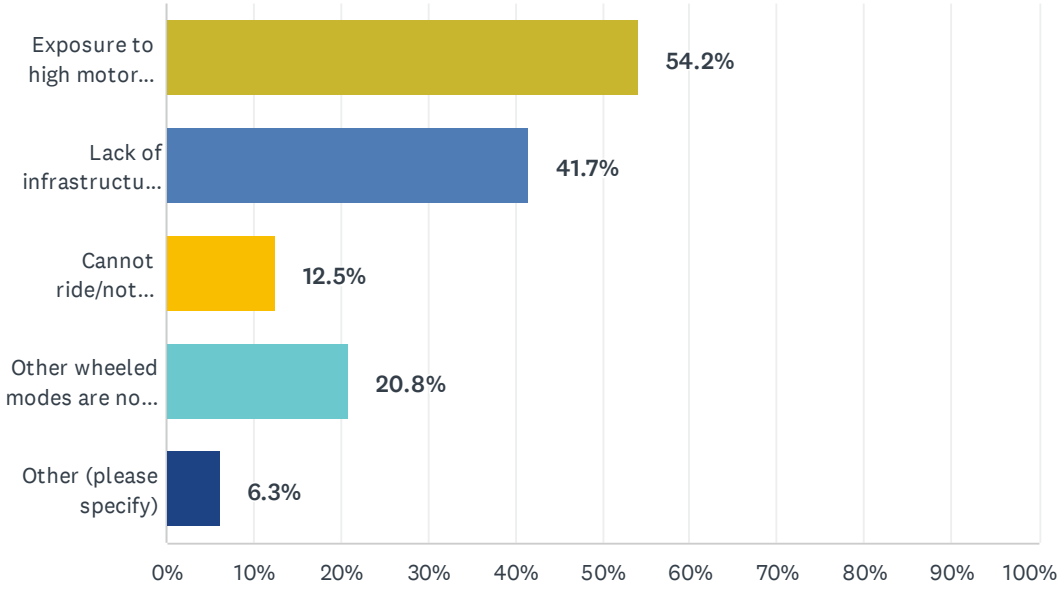


ANSWER CHOICES	RESPONSES	
Exposure to high motor vehicle speeds	41.8%	23
Lack of infrastructure for bikes (i.e. bike lanes/shared use paths)	45.5%	25
Cannot ride/not comfortable riding a bike	14.5%	8
Biking is not convenient	27.3%	15
Other (please specify)	18.2%	10
Total Respondents: 55		

#	OTHER (PLEASE SPECIFY)	DATE
1	speeding cars	10/5/2021 2:59 PM
2	no infrastructure low visability	10/5/2021 2:57 PM
3	not a lot of infrastructure	10/5/2021 2:44 PM
4	biking on sidewalks	10/5/2021 2:01 PM
5	lazy	8/30/2021 5:46 PM
6	Dangerous allowing public to access private property being a multifamily development	7/20/2021 4:41 AM
7	Cyclists when they follow the rules and obey the traffic laws have no issues. Maybe they should stay to the right and walk their bikes across busy intersections rather than mix with cars and run stops	6/15/2021 1:43 AM
8	Reckless drivers	6/7/2021 3:52 PM
9	Citations with a good lawsuit will solve the problem.	5/18/2021 7:38 AM
10	Adults riding bikes on sidewalks.	5/17/2021 8:14 PM

Q8 Your top concerns related to other wheeled modes, such as e-scooters and skateboards (not including wheelchair) are:

Answered: 48 Skipped: 33

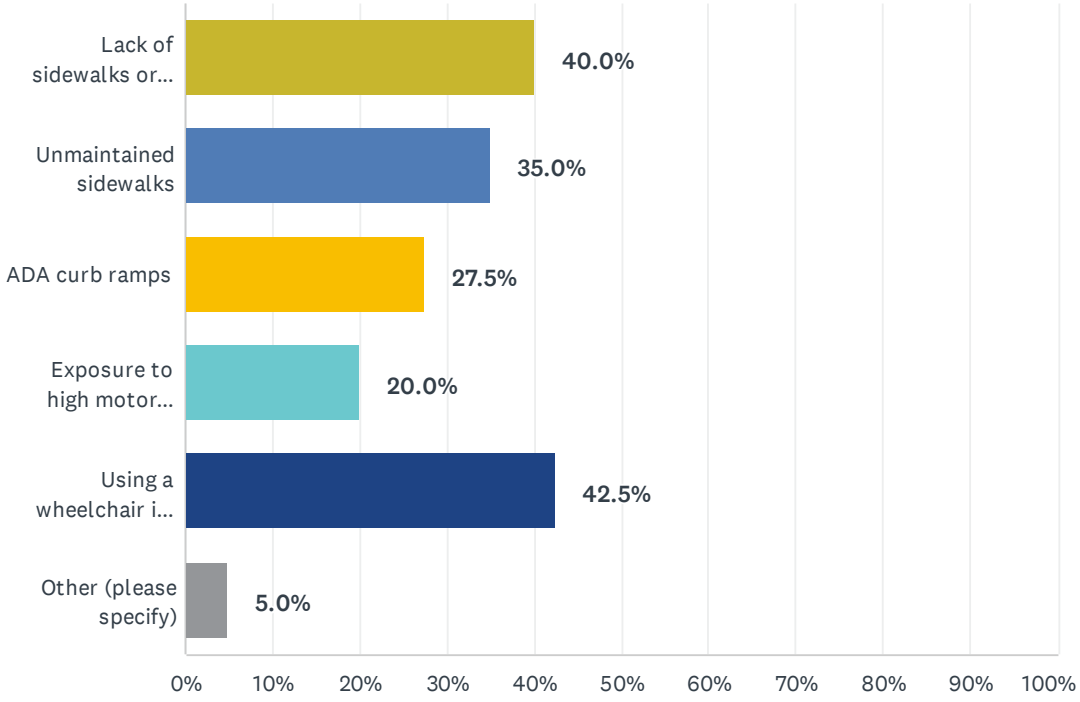


ANSWER CHOICES	RESPONSES	
Exposure to high motor vehicle speeds	54.2%	26
Lack of infrastructure (i.e. bike lanes/shared use paths)	41.7%	20
Cannot ride/not comfortable	12.5%	6
Other wheeled modes are not convenient	20.8%	10
Other (please specify)	6.3%	3
Total Respondents: 48		

#	OTHER (PLEASE SPECIFY)	DATE
1	When they follow the laws and are giving the right away to regular traffic I see no issues. But they also run lights and switch between sidewalks and streets to avoid stopping for lights and signs. Failure to yield to traffic is their biggest problem.	6/15/2021 1:43 AM
2	Another lawsuit, to pay medical bills. Tony Hawks it's a hero!	5/18/2021 7:38 AM
3	Needs more even sidewalks and/or bike lanes	5/11/2021 2:06 PM

Q9 Your top concerns related to using a wheelchair are:

Answered: 40 Skipped: 41

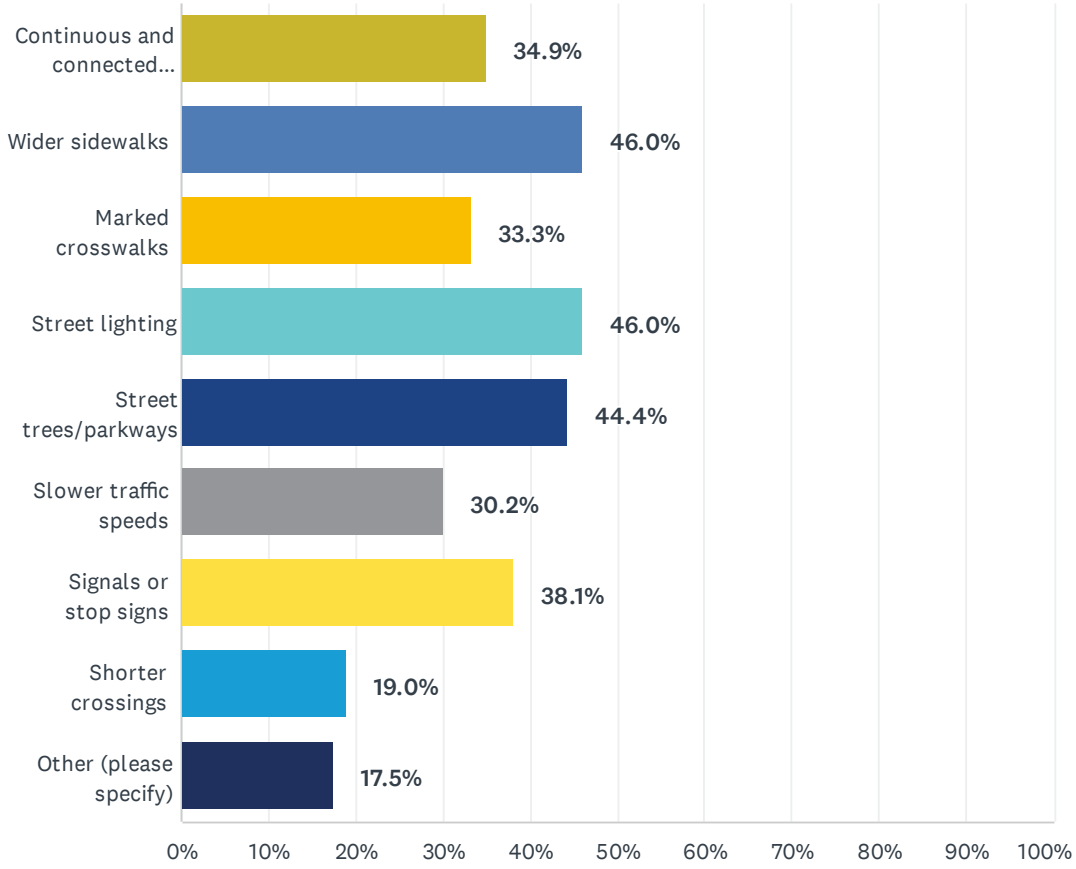


ANSWER CHOICES	RESPONSES	
Lack of sidewalks or disconnected sidewalks	40.0%	16
Unmaintained sidewalks	35.0%	14
ADA curb ramps	27.5%	11
Exposure to high motor vehicle speeds	20.0%	8
Using a wheelchair is not necessary for me to travel to my destinations	42.5%	17
Other (please specify)	5.0%	2
Total Respondents: 40		

#	OTHER (PLEASE SPECIFY)	DATE
1	Don't use	10/6/2021 9:10 AM
2	I work with students with disabilities and sometimes the light poles and signage takes up too much space on the sidewalk to be able to go around (i.e. Santa Anita and Ramona)	5/6/2021 2:56 PM

Q10 What would encourage you to walk more in El Monte?

Answered: 63 Skipped: 18

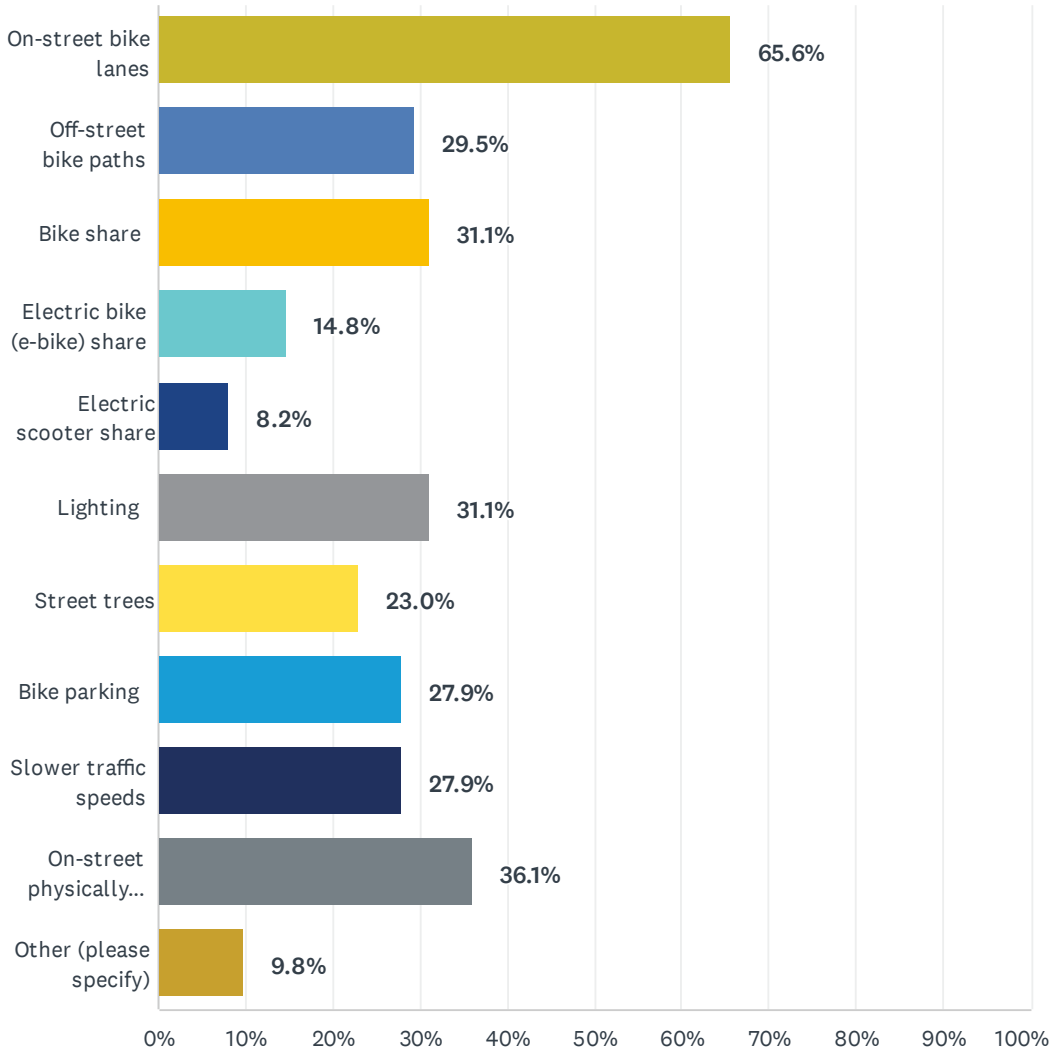


ANSWER CHOICES	RESPONSES	
Continuous and connected sidewalks	34.9%	22
Wider sidewalks	46.0%	29
Marked crosswalks	33.3%	21
Street lighting	46.0%	29
Street trees/parkways	44.4%	28
Slower traffic speeds	30.2%	19
Signals or stop signs	38.1%	24
Shorter crossings	19.0%	12
Other (please specify)	17.5%	11
Total Respondents: 63		

#	OTHER (PLEASE SPECIFY)	DATE
1	destinations	10/5/2021 3:16 PM
2	police enforcement	10/5/2021 2:40 PM
3	more destinations	10/5/2021 2:15 PM
4	policing	10/5/2021 2:03 PM
5	its too hot	10/5/2021 2:01 PM
6	Safety measures	10/5/2021 1:53 PM
7	Trash	10/5/2021 1:49 PM
8	I don't live in El Monte, jut work in the city	8/21/2021 2:49 PM
9	No public access	7/20/2021 4:45 AM
10	Police on paths and clean trails	6/15/2021 1:52 AM
11	A Liquor store in every apple!	5/18/2021 7:42 AM

Q11 What would make it easier for you to bike more or use other non-motorized wheeled transportation in El Monte?

Answered: 61 Skipped: 20

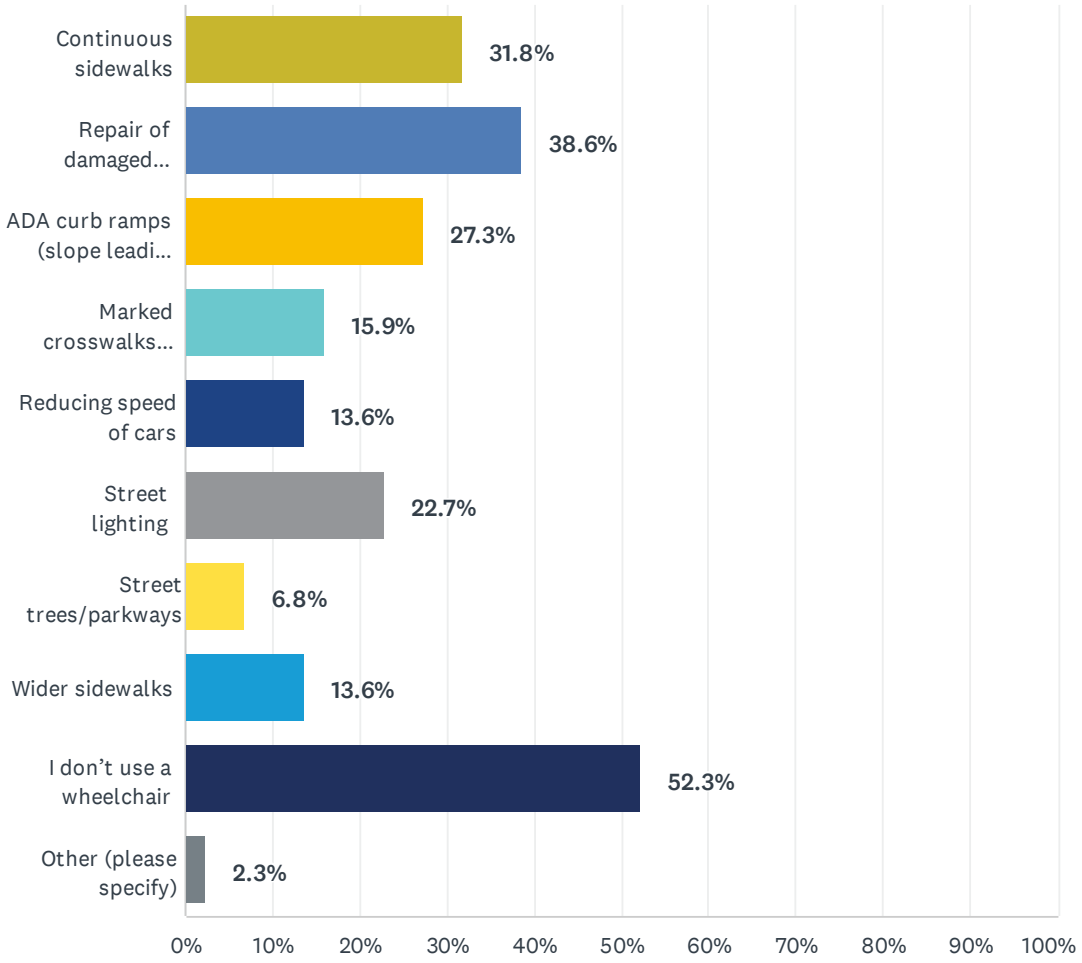


ANSWER CHOICES	RESPONSES	
On-street bike lanes	65.6%	40
Off-street bike paths	29.5%	18
Bike share	31.1%	19
Electric bike (e-bike) share	14.8%	9
Electric scooter share	8.2%	5
Lighting	31.1%	19
Street trees	23.0%	14
Bike parking	27.9%	17
Slower traffic speeds	27.9%	17
On-street physically separated bike lanes	36.1%	22
Other (please specify)	9.8%	6
Total Respondents: 61		

#	OTHER (PLEASE SPECIFY)	DATE
1	a skate park cuz I like skating	10/5/2021 1:56 PM
2	no uselessness	10/5/2021 1:52 PM
3	Trash	10/5/2021 1:49 PM
4	I don't live in El Monte	8/21/2021 2:49 PM
5	Not they private property	7/20/2021 4:45 AM
6	enforced Bike traffic laws. Keep people from causing traffic problems because bikes seem to believe the world should stop for them when they dont obey laws	6/15/2021 1:52 AM

Q12 What would make it easier for you to use a wheelchair or to get to and around El Monte?

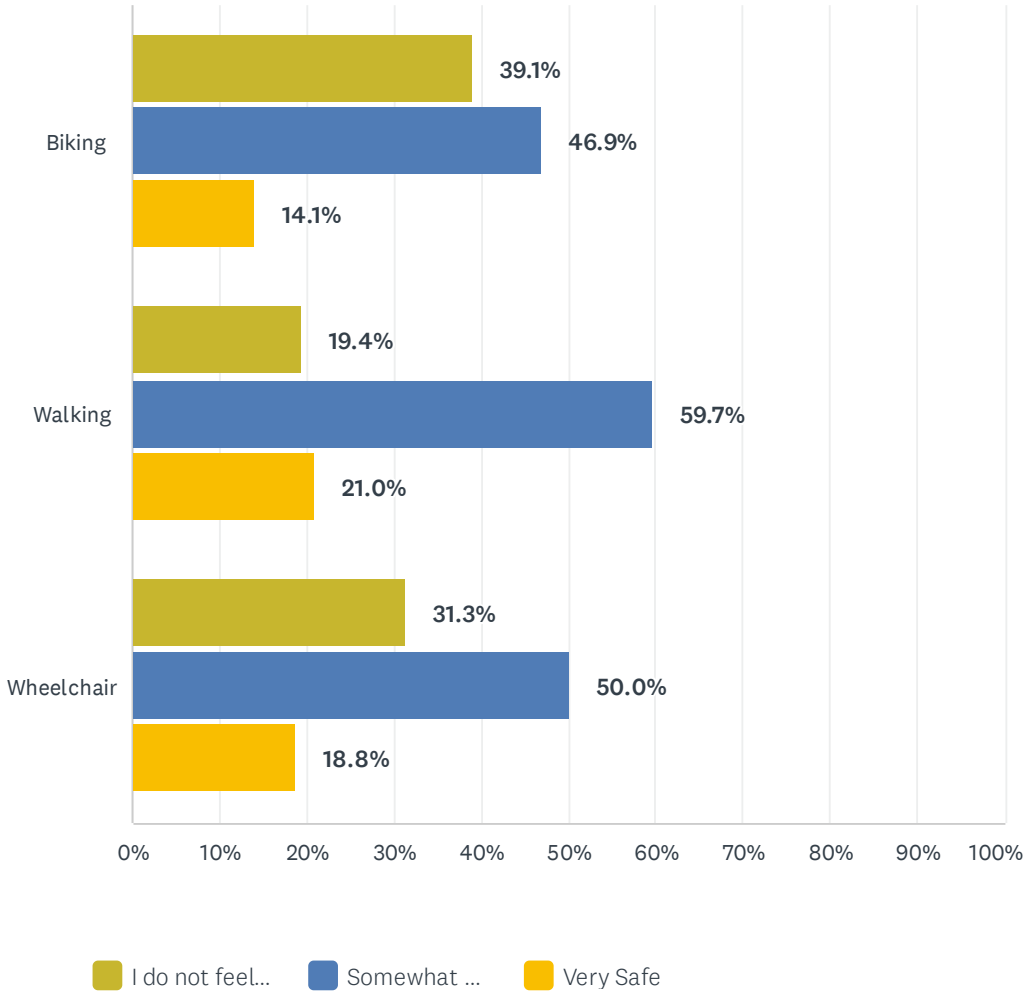
Answered: 44 Skipped: 37



ANSWER CHOICES	RESPONSES	
Continuous sidewalks	31.8%	14
Repair of damaged sidewalks	38.6%	17
ADA curb ramps (slope leading to street from sidewalk)	27.3%	12
Marked crosswalks (clearly painted lines on pavement)	15.9%	7
Reducing speed of cars	13.6%	6
Street lighting	22.7%	10
Street trees/parkways	6.8%	3
Wider sidewalks	13.6%	6
I don’t use a wheelchair	52.3%	23
Other (please specify)	2.3%	1
Total Respondents: 44		

Q13 How safe do you feel when using these modes?

Answered: 68 Skipped: 13



	I DO NOT FEEL SAFE AT ALL	SOMEWHAT SAFE	VERY SAFE	TOTAL	WEIGHTED AVERAGE
Biking	39.1% 25	46.9% 30	14.1% 9	64	2.50
Walking	19.4% 12	59.7% 37	21.0% 13	62	3.03
Wheelchair	31.3% 10	50.0% 16	18.8% 6	32	2.75

Q14 Do you have any additional comments?

Answered: 18 Skipped: 63

#	RESPONSES	DATE
1	need more lighting and wider to feel safer	10/6/2021 9:35 AM
2	homelessness; lack of lighting, no tree shades; no safe crossing and car speed is too fast	10/5/2021 3:13 PM
3	more security to be able to walk	10/5/2021 3:05 PM
4	I like to thank the City for resurfacing the intersection of Ramona/Valley	10/5/2021 2:57 PM
5	lots of transients scaring away clients, pedestrians. Transients jump in front of me while driving in the street.	10/5/2021 2:40 PM
6	more police patrols	10/5/2021 2:27 PM
7	clean up the sidewalk more	10/5/2021 2:13 PM
8	There needs to be bike lane on Santa Anita between Garvey Ave and Fern Ave. It's dangerous for pedestrians walking, vehicles pulling in and out of driveways, people on bicycles or scooter, and not ADA safe or friendly for wheelchair users.	10/3/2021 8:33 PM
9	Are children out in danger with these transients running the streets using easement abatement access that should be for residents or fire accrues only they the exchange at gateway	7/20/2021 4:45 AM
10	We shouldnt spend millions to make special accommodations for Bikes when they wont follow rules anyways. They ride outside the lanes already made for them, they also impede traffic by not staying right when they are to share the road with cars. They also cause more of their own accidents by not stopping at light or failure to yield to traffic.. Ticket riders who dont obey traffic stops and dont wait for the car in front of them to make their turns.	6/15/2021 1:52 AM
11	The city should install protected bike lanes to El Monte Station, not sharrows. I still get honked at riding on Ramona with Sharrows (shared lane markings)	6/7/2021 3:54 PM
12	Trash pick up on sidewalks, mattresses, couches& tires etc.	5/18/2021 9:16 AM
13	Filthy Town! They only broom and Cady Main street. Was true 30 yrs. Ago, and some how they're doing it again.	5/18/2021 7:42 AM
14	There are several streets that don't have sidewalks, and many residential streets need repaving	5/17/2021 8:19 PM
15	I walk everyday (2-4 miles) and at least once I week cars run through stop signs without slowing down.	5/11/2021 8:40 PM
16	Looking at the incident map, the data seems misleading for the Arden Dr./Lower Azusa intersection. In 2018 alone there were multiple injury accidents. However, that intersection is a shared jurisdiction zone meaning some reports likely live with LASD and may not be in the map. The uncontrolled left turns there result in multiple incidents annually.	5/11/2021 12:43 PM
17	I would like to see protected bike lanes and more trees in El Monte	5/6/2021 4:44 PM
18	Please take into consideration wider sidewalks so that wide wheelchairs can maneuver around signs/lights/poles. There also needs to be more trolley signs for the El Monte Trolley Routes. A lot of the stops or pick up sites don't have signage.	5/6/2021 2:59 PM