

El Monte High School Mobility & Active Transportation Plan

Prepared for:
El Monte High School

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FEHR  PEERS

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School Mobility & Active Transportation Plan

Introduction

This School Mobility & Active Transportation Plan was developed for El Monte High School with the goal of identifying school-related mobility needs and solutions that will encourage active transportation. The Plan is part of larger clean transportation efforts that are underway to electrify El Monte Union High School District's school bus fleet, funded by a Clean Mobility in Schools grant from the California Air Resources Board (CARB).

Project Goals

The goal of the School Mobility & Active Transportation Plan (Plan) is to identify project ideas that will make it more safe, comfortable, and fun to walk, bike, or take other types of low-emission transportation to get to campus. The Plan is tailored to the specific conditions and needs of El Monte High School and draws from industry best practices to inform future actions that can be taken in years to come. The Plan is informed by an analysis of existing conditions, an inventory of existing infrastructure, circulation patterns, and a school community survey.

School Overview & Enrollment

El Monte High School is located at 3048 North Tyler Avenue, El Monte, CA 91731. The school is generally bound by Concert Street, Tyler Avenue, Mildred Street, and Peck Road. The project area is divided north and south by the I-10 San Bernardino Freeway. The surrounding area is primarily comprised of commercial and residential areas. A map of the area can be found in Figure 1 below. A brief overview of the school's enrollment data is presented in Table 1. Based on the 2019-2020 student enrollment data, enrollment numbers are lower compared to previous years, possibly due to COVID-19.

Table 1. El Monte High School Enrollment Data

Enrollment Data Type ¹	Total
2019-2020 Cumulative Student Enrollment ²	1,809
2018-2019 Census Day Student Enrollment ³	1,738
2018-2019 Cumulative Student Enrollment	1,838
Free & Reduced-Price Meals	94.7%
English Learners	21.0%
Languages of English Learners	Spanish: 318 Vietnamese: 20 Cantonese: 11
2017-2018 Number of Faculty	102
2017-2018 Number of Staff	12
2017-2018 Number of Classified Staff	53

¹ Source: Education Data Partnership

² According to ED-Data.org, "Cumulative" enrollment counts are collected at the end of the year and consist of the total number of unduplicated primary and short-term enrollments within the academic year.

³ According to ED-Data.org, "Census Day" enrollment is measured by counting the number of students enrolled in school on the first Wednesday in October. Short term enrollments are not accounted for in this number.

School Kick-Off Meeting

On November 10th, 2020, the project team met with Eddie Cuevas, Principal of El Monte High School, and Joe Vu, Assistant Principal of El Monte High School to further understand existing conditions at the school and any opportunities for improvements near the school. The purpose of the meeting was to discuss the goals and expectations for the project, to review the key transportation issues at the school, and finalize data collection efforts.

Principal Cuevas shared that some students take the City Trolley to school. It was also mentioned that the counseling staff monitor traffic during drop-off and pick-up times. Some key issues identified for the school are summarized below:

- Heavy residential area around Tony Arceo Memorial Park – many students coming from this area
- Some students come in from South El Monte; students who live in the area choose to come to El Monte High School because it is closer than South El Monte High School
- Between 2009-2015, there were a few incidents where vehicles collided with students on bikes
- Many students congregate on Tyler Avenue between Sally Tanner Way/Bodger Street and Garvey Avenue on the west side of the school campus
- Students are allowed to park on campus, but few do. Most of the parking is used by faculty and staff (students arrive later than staff so they tend to park farther away)
- Students need parking permits to park at the school
- Tyler Avenue is the primary north and south route under the freeway – shortest path; no ramps
- Mildred Street has been gated and typically remains closed, since the El Monte Aquatic Center was opened
- Concert Street gets congested – primary drop-off/pick-up area with pedestrian access through the gate just east of Consol Avenue
- Driveway on Concert Street is closed most of the time, open only for school events

Existing Conditions

An existing conditions assessment was conducted for El Monte High School. The project team conducted field observations, evaluated circulation patterns, analyzed historical collision data, and reviewed transit options offered by the City of El Monte, Foothill Transit, and Los Angeles County Metropolitan Transportation Authority (Metro).

School Location, Circulation & Access

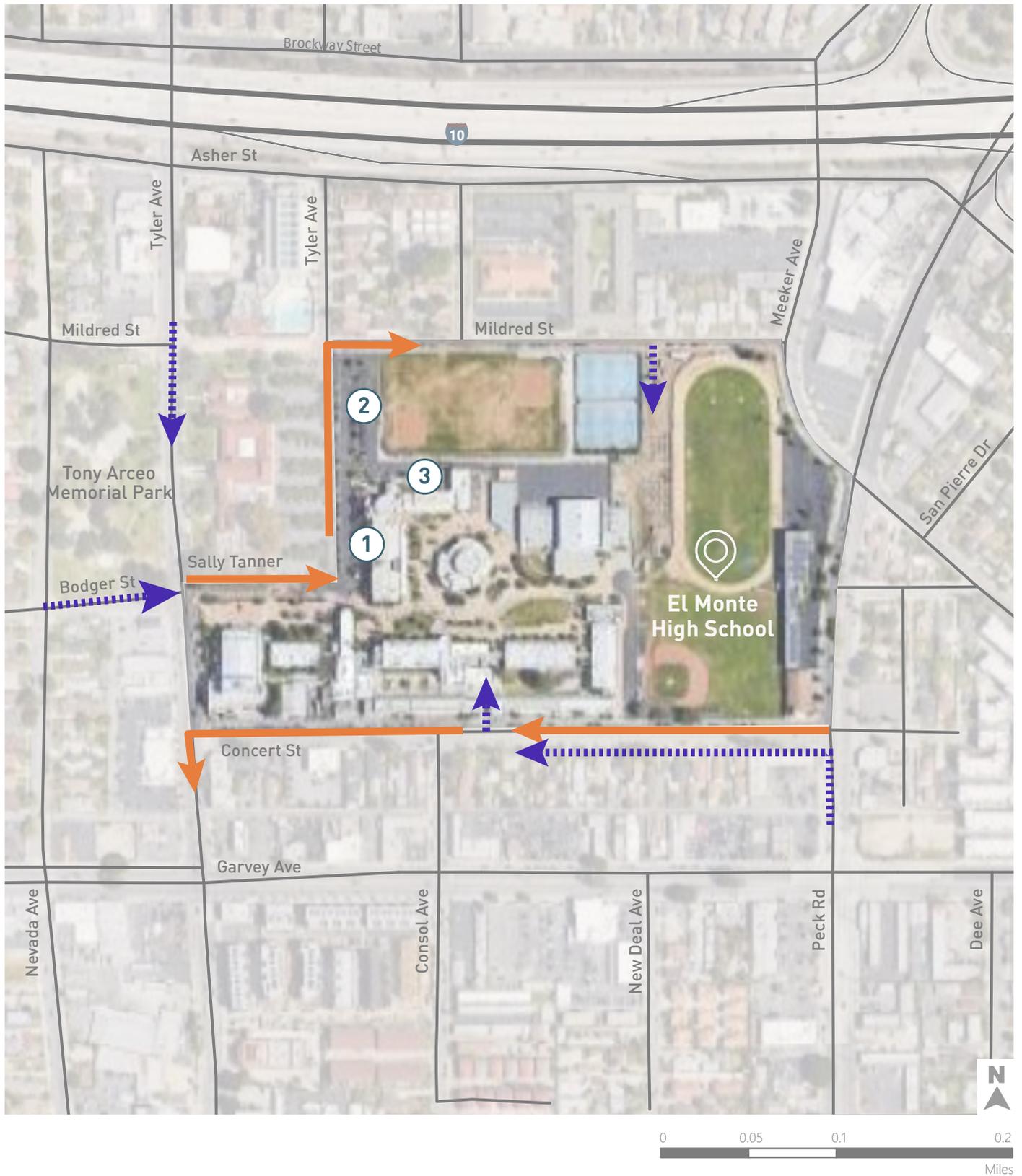
El Monte High School is located along Tyler Avenue with Meeker Avenue and Peck Road to the east, Mildred Street to the north, and Concert Street to the south. The school is in the southern portion of El Monte. Notable regional adjacent infrastructure and community assets include:

- Tony Arceo Memorial Park
- El Monte Historical Museum
- El Monte Community Center
- El Monte Senior Citizen Center
- El Monte Library

- El Monte Aquatic Center
- New Hope Church

Vehicle access to campus is available on Sally Tanner Way/Bodger Street; vehicles can exit either through Sally Tanner Way/Bodger Street or on Mildred Street. Pedestrian entrances include Sally Tanner Way/Bodger Street, Concert Street, and Mildred Street. Concert Street is a quiet, residential street with the school side fully fenced. Much of Concert Street has red curb adjacent to the school, suggesting that parents drop off and pick up on that street. There is no sidewalk on the south side of Concert Street. Concert Street experiences congestion as the primary drop-off and pick-up area for El Monte High School with pedestrian access. The school has three parking lots between Mildred Street and Sally Tanner Way/Bodger Street. Most students park in the lot off of Mildred Street. There is a crosswalk on all four legs of the intersection of Tyler Avenue and Sally Tanner Way/Bodger Street, and speed bumps along Sally Tanner Way/Bodger Street. El Monte High School has a bike lane adjacent to the school, along Tyler Avenue.

Figure 1 provides a diagram of school circulation patterns.



Legend



-  El Monte High School
-  Vehicle Circulation
-  Pedestrian Circulation

 Parking Lot

1,2,3 Open Parking

Figure 1

El Monte High School Circulation

Field Observations

On October 29th, 2020, a site visit was conducted at El Monte High School. During the site visit, the school was assessed for existing primary and secondary access points, usage of various modes, existing circulation patterns, and existing bicycle and pedestrian infrastructure. An audit of the entire school perimeter was conducted. Due to COVID-19 public health guidelines, school was not in session during the site visit, and walk audits did not offer an opportunity to assess drop-off or pick-up conditions or normal school traffic and circulation.

Pedestrian amenities on Tyler Avenue are generally in good condition with shade, adequate sidewalk space, and signalized crossings provided along the corridor. Concert Street is a residential street on the southern end of the school with narrow sidewalks. Mildred Street runs along the northern edge of campus and serves the El Monte Library and El Monte Aquatic Center. The sidewalk on the eastern and western legs of Mildred Street is in good condition. Between Tyler Avenue and California Avenue, the road is blocked off and “pedestrianized,” providing a closed off road for pedestrian access.

There is no curb ramp on the northwest leg of Mildred Street and Utah Avenue. Meeker Avenue and Peck Road are located along an I-10 Freeway exit. Vehicles travel quickly along Peck Road.

Observations made for each corridor and intersection surrounding the school are summarized below, with some additional details added based on the kick-off conversation with the school principal:

➤ **Concert Street**

- Quiet, residential street with school side fully fenced
- Much of Concert Street is red curb suggesting people drop-off/pick-up here
- Concert Street gets congested – primary drop-off/pick-up area with pedestrian access through gate just east of Consol Avenue
- There is a driveway with a turnaround area off Concert Street immediately west of baseball diamond
- No sidewalk exists on the south side of Concert Street
- South side of Concert Street is largely residential
- The school driveway on Concert Street is closed most of the time, open only for school events

➤ **Tyler Avenue**

- Concentration of civic center uses and access frontages along Sally Tanner Way/Bodger Street, in addition to school vehicle entrance; presents access improvement opportunity
- Speed on Tyler Avenue feels comfortable with low traffic volumes
- Mid-block crossing with pedestrian-actuated in-roadway warning lights (IRWL) connecting El Monte Community Center to Tony Arceo Memorial Park
- Tony Arceo Memorial Park is a common hangout place for students
- Lots of seniors observed walking near Tony Arceo Memorial Park
- Class II bike lane on both sides of the street, built in 2015
- Primary north/south route under the freeway – shortest path; no ramps

- Fluorescent yellow green (FYG) and crossing stencils midblock, yellow crosswalks at intersections
- Lack of school zone markings
- **Mildred Street**
 - Runs along northern edge of campus; provides pedestrian access to school
 - Between Tyler Avenue and California Avenue, road is blocked off and “pedestrianized” –different pavers, similar to the cul-de-sac campus entrance along Sally Tanner Way/Bodger Street
 - Has wide comfortable sidewalk, but no shade
 - No sidewalk on the north leg from California Avenue to Utah Avenue
 - No curb cut on the north or south leg on Utah Avenue
 - Crosswalk at Utah Avenue with no curb cuts, faded paint
 - Posted 25 MPH speed limit on Mildred Street
- **Mildred Street & Tyler Avenue**
 - Library and El Monte Aquatic Center on the northeast corner of Mildred Street & Tyler Avenue
- **Mildred Street & Meeker Avenue**
 - Meeker Avenue has only one crosswalk, across Mildred Street
- **Peck Road**
 - Corridor is busy and fast due to cars coming off freeway
 - Peck Road is divided by a median
 - Norwalk Transit Route 7 stops at Meeker Avenue and Garvey Avenue
 - Median divides north/south traffic on Peck Road
 - Students traveling from the southeast cross at Peck Road & Garvey Avenue
- **Peck Road & Meeker Avenue**
 - No curb cut on the northwest leg of Meeker Avenue
 - No crosswalk on west leg of intersection
 - Crosswalk is faded on the northern leg of intersection
 - No tactile warning pads on any of the four corners
- **Garvey Avenue**
 - Fast and wide; median divides east/west traffic
 - Bus route along corridor
- **Garvey Avenue & Peck Road**
 - Potential student destinations on the southwest corner
 - Gas station driveways on northwest corner could be a potential conflict for transit riders
- **Garvey Avenue & Tyler Avenue**
 - Metro 287, Yellow Route, and Foothill 486 serve this intersection
 - Students hang out at this intersection to go to Taco Bell
- **Sally Tanner Way/Bodger Street**
 - School buses come in on Sally Tanner Way/Bodger Street
 - Students enter on Sally Tanner Way/Bodger Street

Figure 2. Existing Conditions on Concert Street

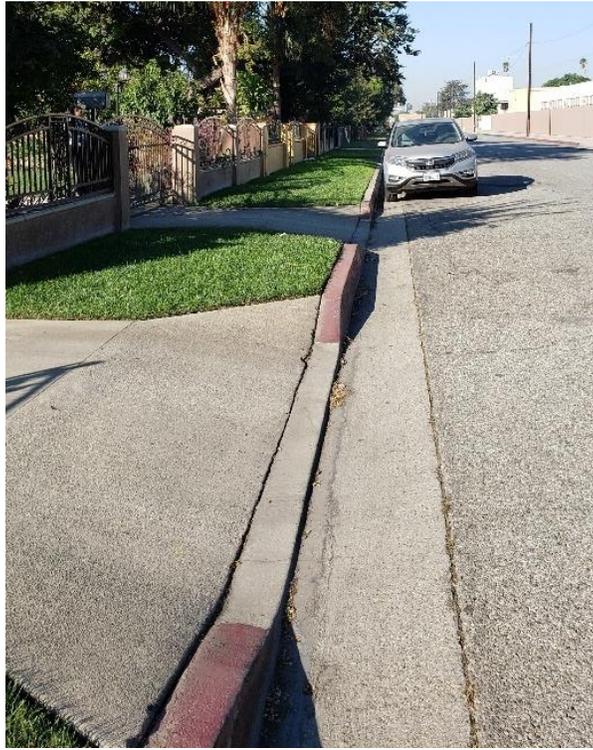


Figure 3. Existing Conditions at Tyler Avenue and Sally Tanner Way/Bodger Street



Figure 4. Sidewalk on Tyler Avenue along El Monte High School's West Frontage



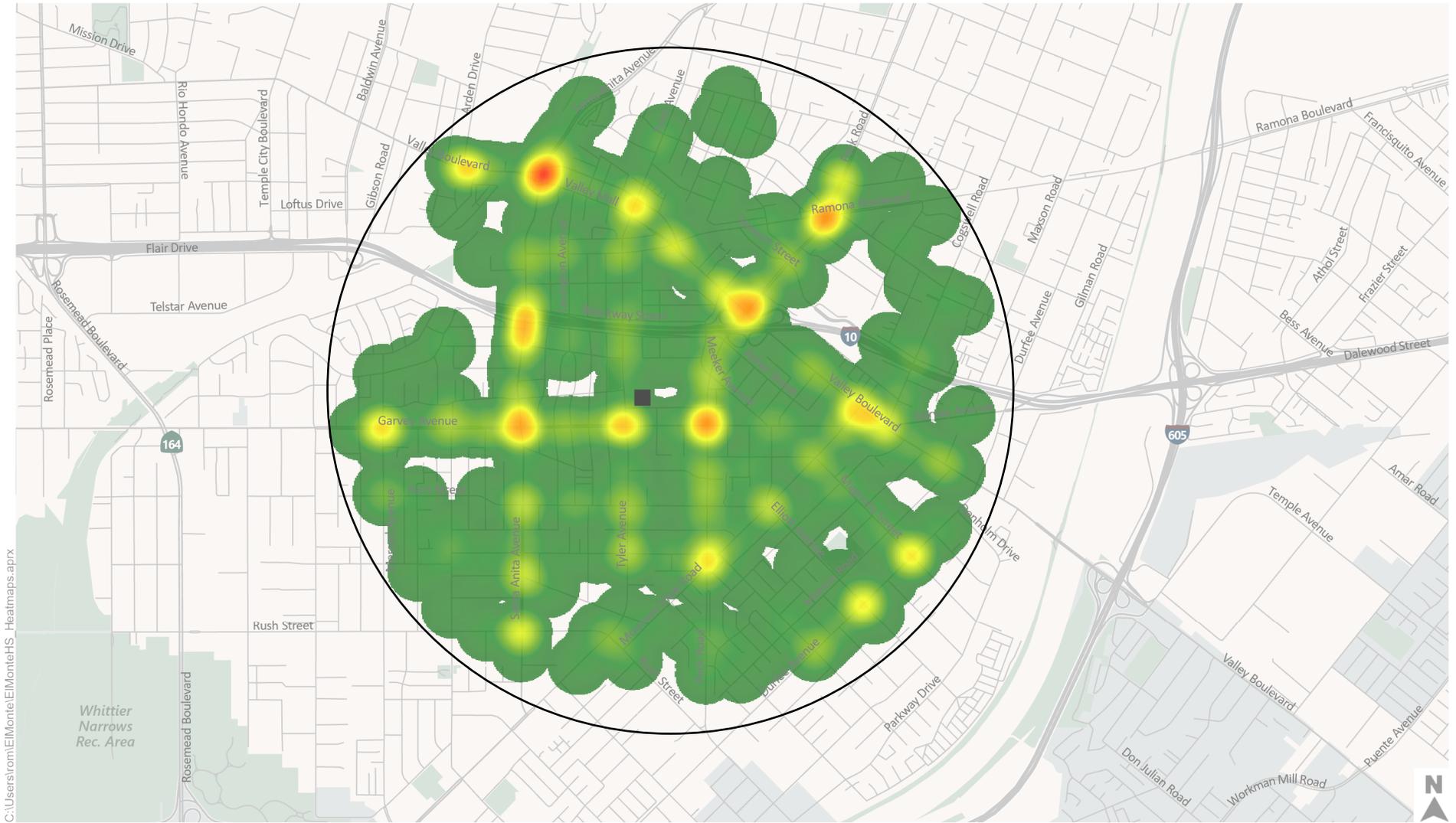
Collision History

Collision data from 2015 through 2019 was analyzed to assess roadway safety conditions near El Monte High School. Collision data from the UC Berkeley Transportation Injury Mapping System (TIMS) database was used to conduct the collision analysis. The collision analysis helps to characterize the roadway safety conditions and identify locations where vehicle-vehicle, pedestrian-vehicle, and bicycle-vehicle collisions are concentrated near the school. Collision data was analyzed by mode, year, collision severity, and school age (14-19) within one mile of El Monte High School. Highway collisions were excluded from the analysis.

Figure 5 visualizes the collision patterns as a heat map over the five-year period. The hotspots represent vehicle, pedestrian, and bicycle collision densities. During the five-year period, collisions occurred primarily along arterials such as Valley Boulevard, Santa Anita Avenue, and Peck Road. Intersections of notable collision hotspots shown in Figure 5 are summarized in Table 2.

Table 2. Collision Hotspot Characteristics

Local Intersections of Major Collision Hotspots	Adjacent Built Environment Characteristics	Signalized/Unsignalized
Ramona Blvd. & Peck Rd.	Residential & Commercial	Signalized
Valley Blvd. & Peck Rd.	Commercial	Signalized
Garvey Ave. & Peck Rd.	Commercial	Signalized
Garvey Ave. & Tyler Ave.	Residential & Commercial	Signalized
Garvey Ave. & Santa Anita Ave.	Commercial	Signalized
Santa Anita Ave. & Brockway St.	Residential & Industrial/Warehousing	Signalized
Valley Blvd. & Santa Anita Ave.	Commercial	Signalized
Valley Blvd. & Mountain View Rd.	Commercial	Signalized



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Density of Collisions

High School
 Approx. 1 mi. radius

Low
 High

Figure 5

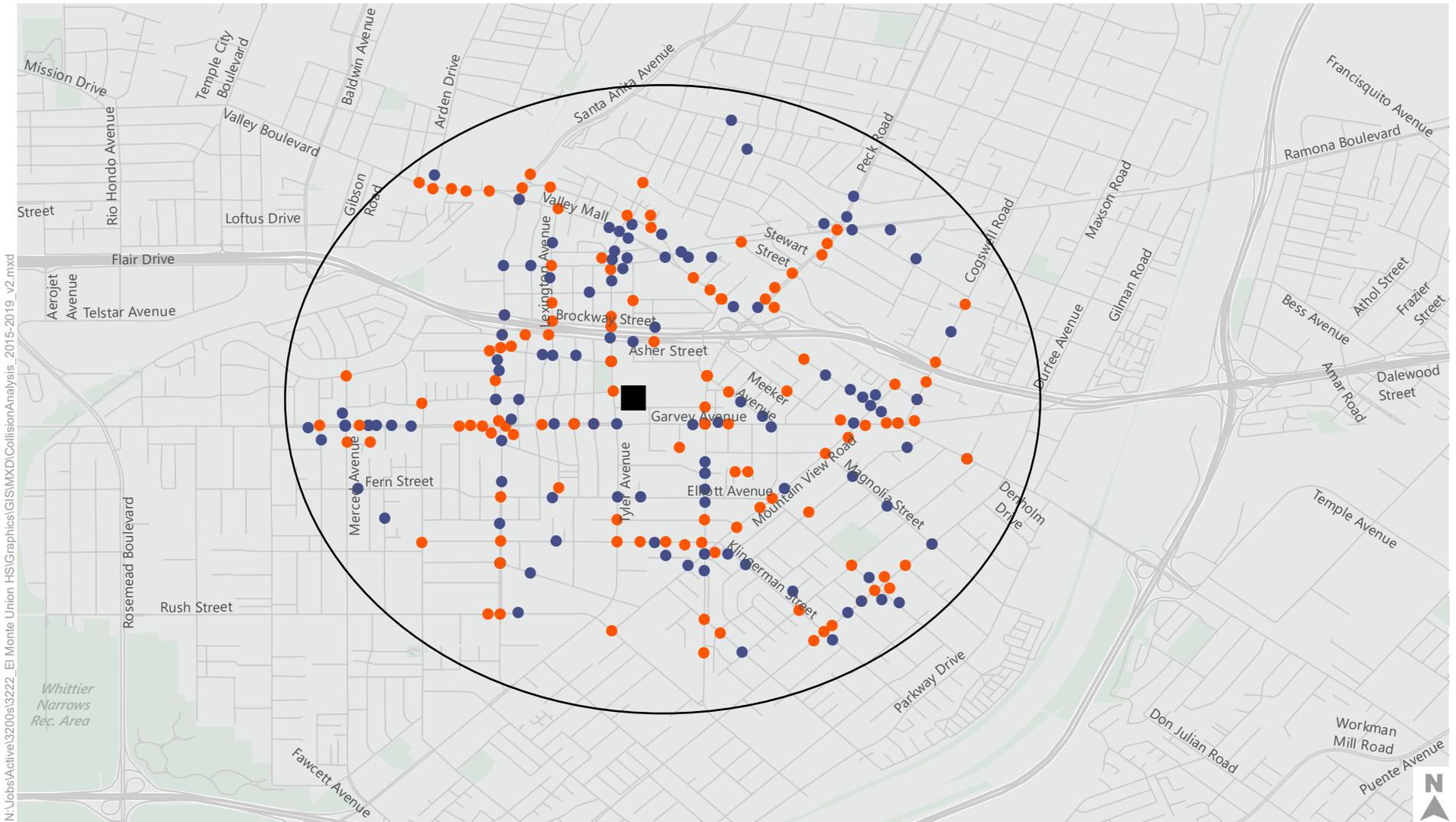
El Monte High School:
Collision Heat Map (2015-2019)



Collisions by Mode

In addition to the summary hotspot map, understanding the location patterns of collisions involving bicyclists and pedestrians can help inform where improvements to bicycle and pedestrian infrastructure are needed. Figure 6 below presents the reported bicycle-vehicle and pedestrian-vehicle collisions from 2015 to 2019 within one mile of El Monte High School.

Bicycle and pedestrian collisions span across major corridors such as Santa Anita Avenue, Garvey Avenue, and Peck Road. The general distribution of collisions is evenly spread throughout the one-mile radius of the school. Most proximate to the school are concentrations of collisions along Garvey Avenue and Tyler Avenue.



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- Pedestrian
- Bicyclist
- El Monte High School
- Approx. 1 mi. radius



Figure 6

Bicycle and Pedestrian Collisions Within One Mile of El Monte High School (2015-2019)

Figure 7 and Figure 8 display the total collisions near El Monte High School by bicycle, pedestrian, and vehicle crashes. Between 2015-2019, there were 1,308 collisions within one mile of the school. Most of the collisions were vehicle collisions, followed by bicycle and pedestrian collisions, respectively. The number of vehicle collisions has been trending upward since 2015, with slight decreases in 2016 and 2019. There were 165 people between the ages of 14 through 19 involved in the collisions in the area, with 123 people reporting injuries. Of the students who were involved, 127 were drivers, 14 were pedestrians, and 24 were bicyclists.

Figure 7. Mode Share of Student-Aged Collisions

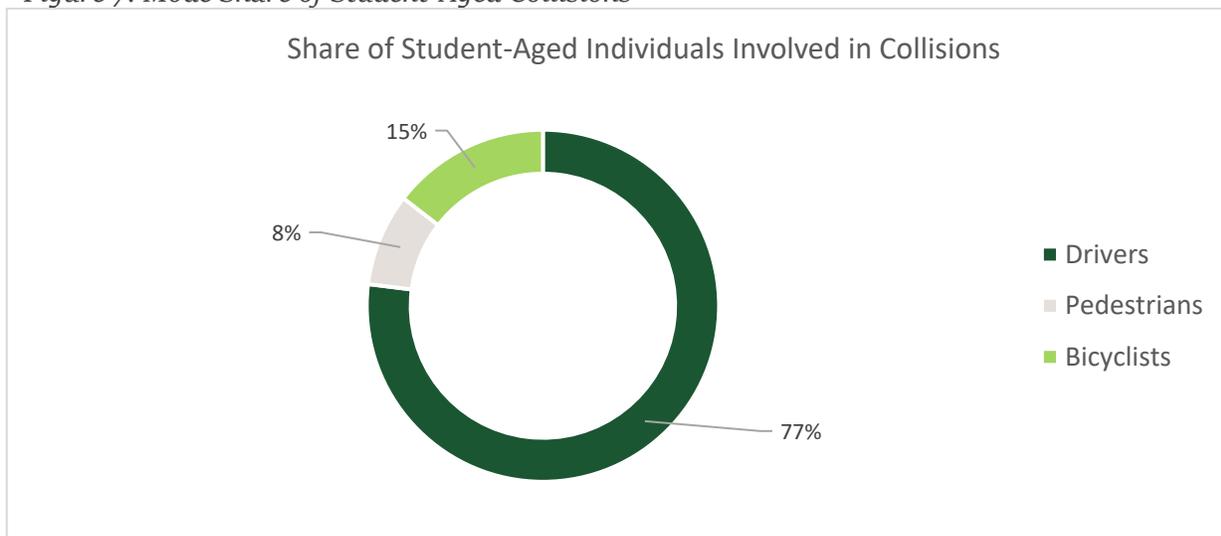
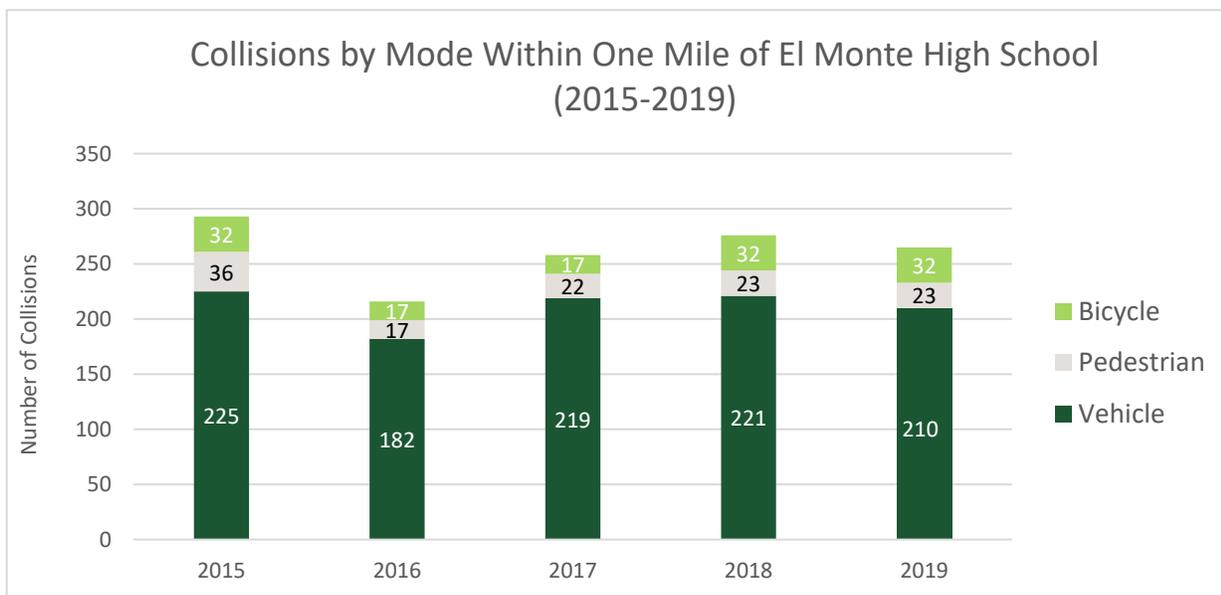


Figure 8. Collisions by Mode Within One Mile of El Monte High School



Collision Severity

Throughout the five-year period, there were eight fatalities, 60 reports of serious injuries, 448 reports of visible injuries, and 944 complaints of pain. No fatalities involved people between the ages of 14 and 19. Reports of serious injuries and other visible injuries have been steadily increasing since 2015, with a slight decrease in 2016. Figure 9 below depicts the levels of severity for all collisions within one mile of El Monte High School.

Figure 9. Collision Severity Year by Year Within One Mile of El Monte High School

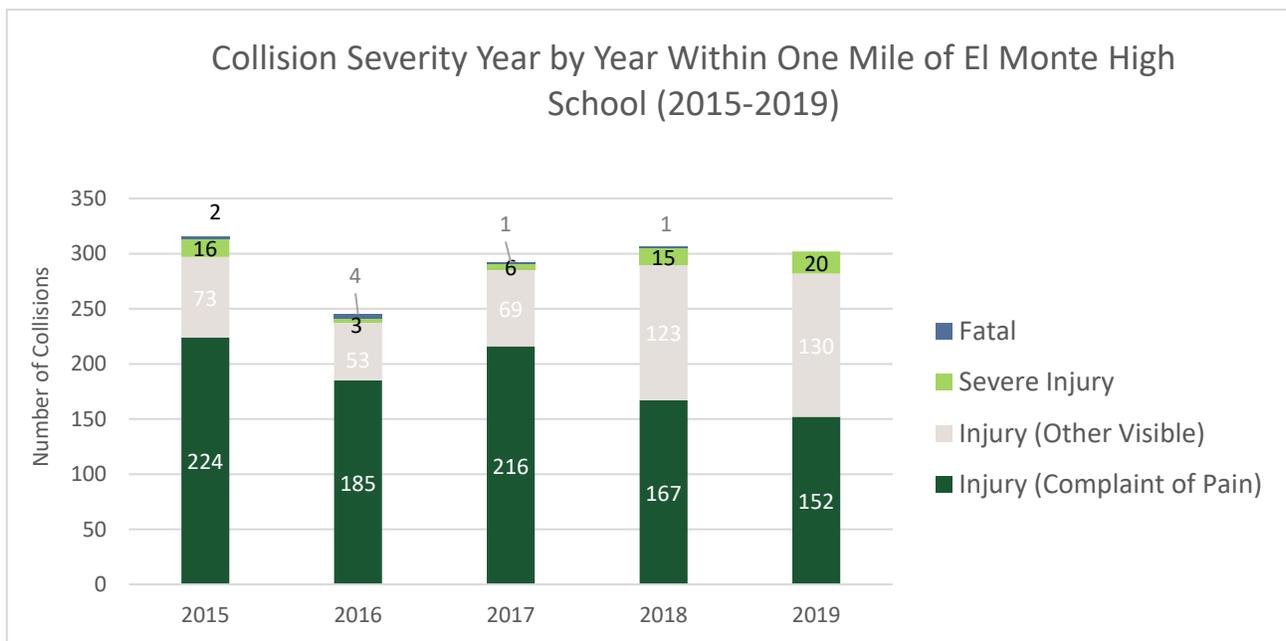
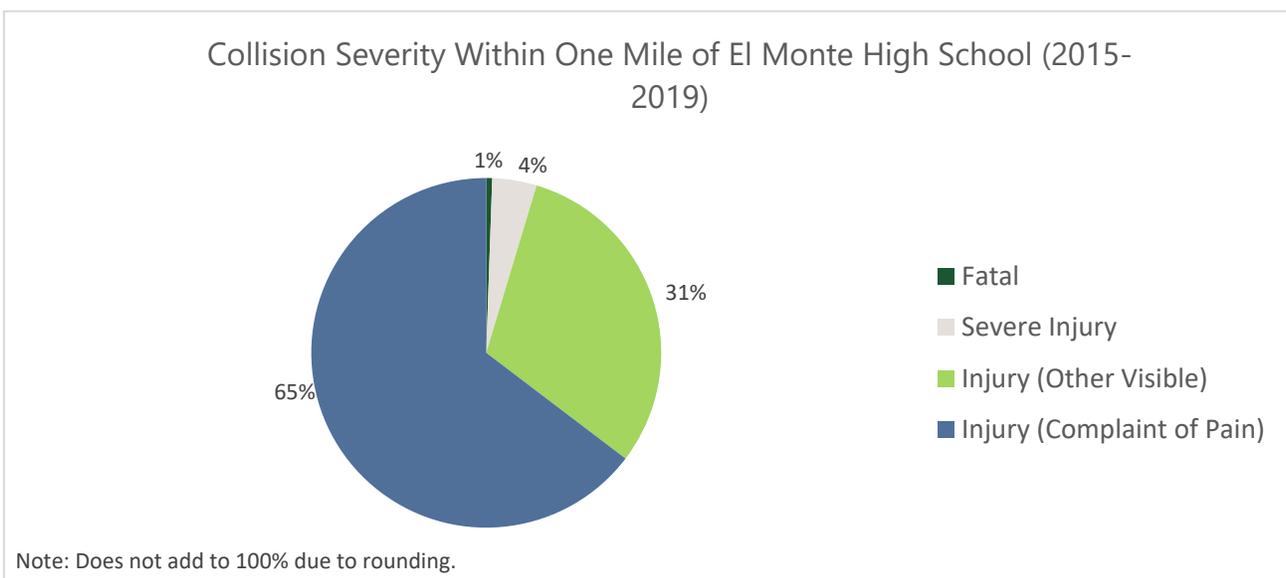


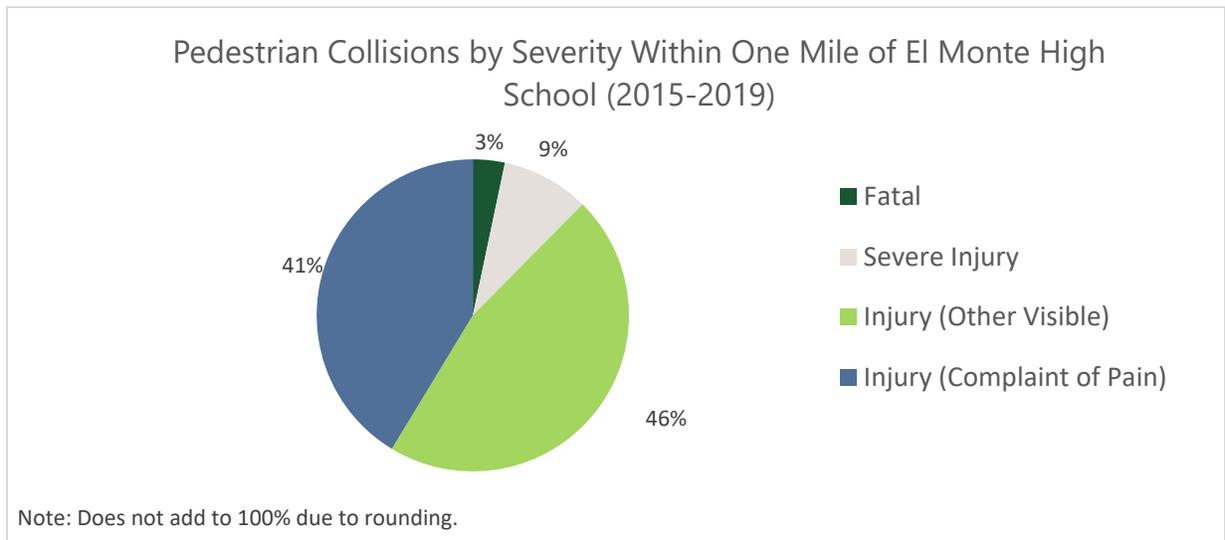
Figure 10. Collision Severity Within One Mile of School



Pedestrian Collision Severity

The chart below depicts pedestrian collisions by levels of severity near El Monte High School. There were four pedestrian fatalities, however none were fatalities of school age. Fourteen of the pedestrians that reported injuries were determined to be people between the ages of 14 and 19.

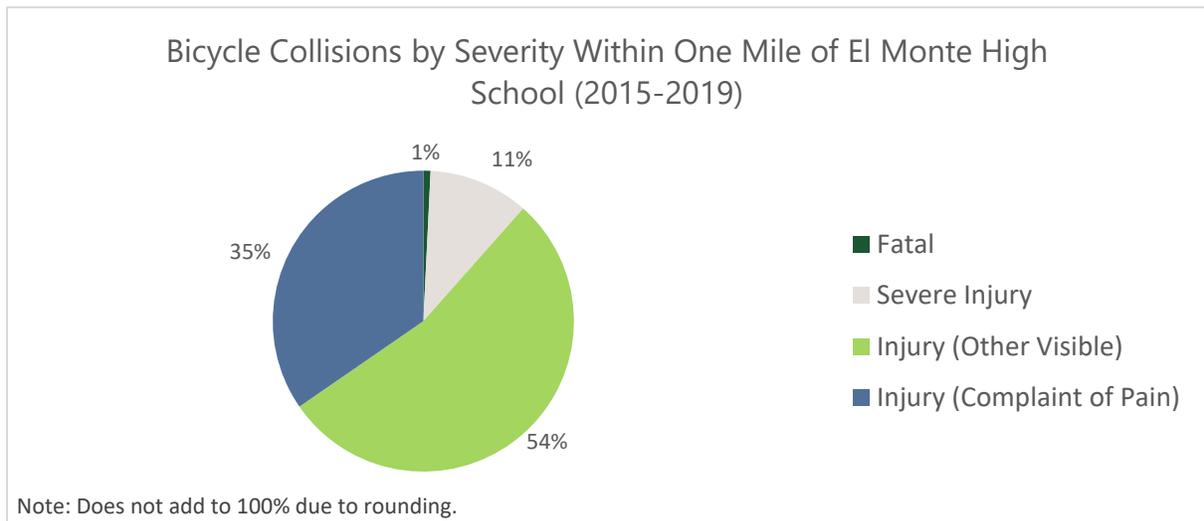
Figure 11. Pedestrian Collisions by Severity Within One Mile of El Monte High School



Bicycle Collision Severity

The chart below depicts the proportion of levels of severity across bicycle collisions near El Monte High School. Of the 130 bicyclists involved in collisions, 24 were identified to be people between the ages of 14 and 19. There was one bicyclist fatality reported, though it did not involve a student.

Figure 12. Bicycle Collisions by Severity Within One Mile of El Monte High School

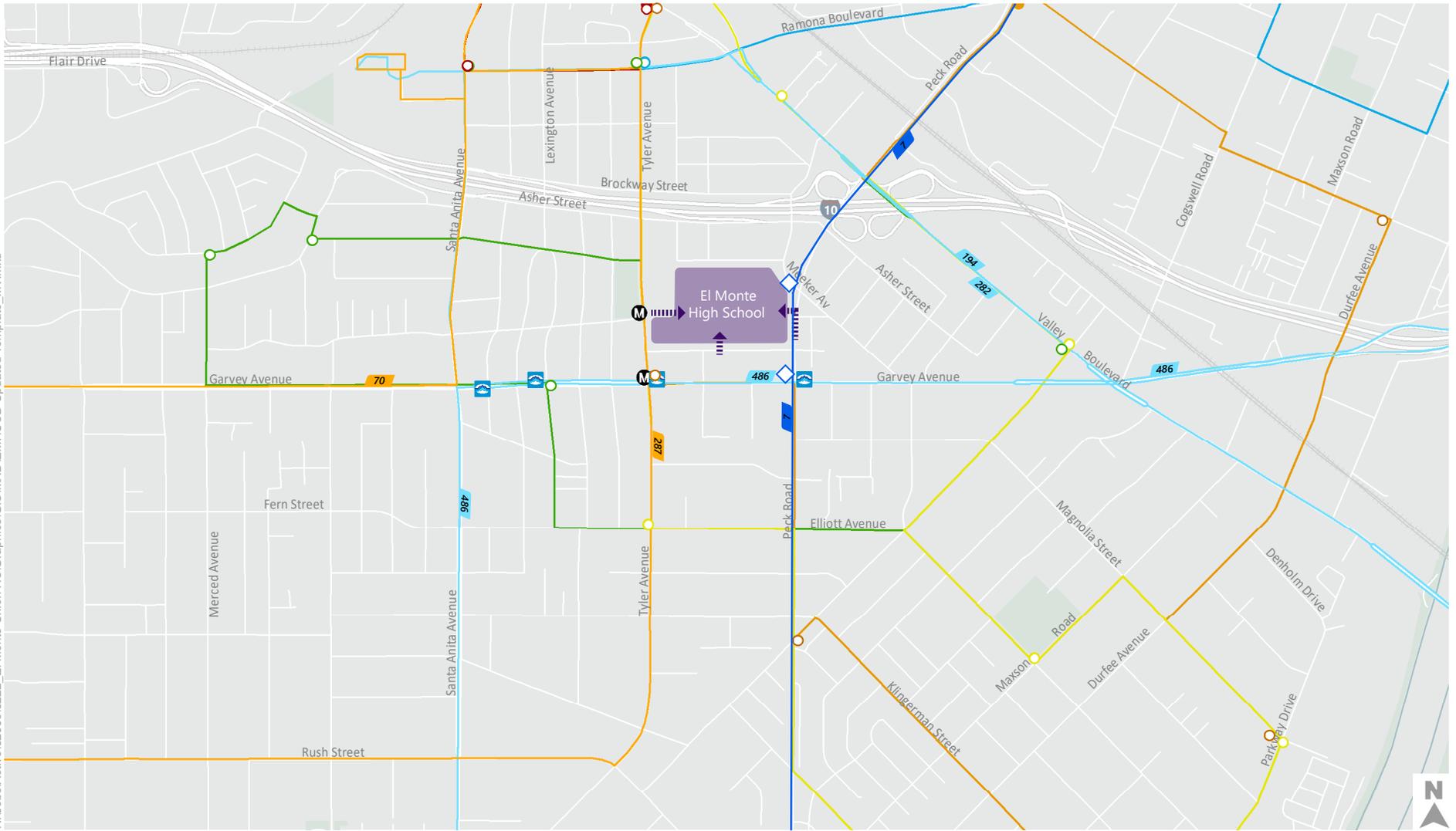


Community Transit Systems

The City of El Monte operates its own transit system. The Yellow Route has three bus stops near El Monte High School:

- Tyler Avenue & Mildred Street
- Tyler Avenue & Sally Tanner Way/Bodger Street
- Tyler Avenue & Garvey Avenue

The Yellow Route provides service weekdays every 50 minutes beginning at 6:00AM. Metro Local Route 287 parallels El Monte's Yellow Route in the vicinity of El Monte High School and shares the same bus stops with weekday service every 40 minutes. In addition, Foothill Transit Route 486 provides service along Garvey Avenue every 15-30 minutes with stops at Garvey Avenue & Tyler Avenue and Garvey Avenue & Peck Road. Norwalk Transit Route 7 provides bus service along Peck Road every 50 minutes. Existing transit conditions in the vicinity of El Monte High School are displayed below.



El Monte Bus Routes

- Blue Route
- Green Route
- Orange Route
- Red Route
- Yellow Route
- Stops

Metro

- Stops
- Routes

Foothill Transit

- Stops
- Routes

Norwalk Transit

- Stops
- Routes

Access

- School
- Pedestrian Entryway



Figure 13

**El Monte High School
Transit Access**

Community Input

In addition to the review of existing conditions, the project team conducted a survey inviting students, parents, and staff to describe their school travel experiences and offer input to the process of developing project ideas. The survey was made available for four weeks during Spring 2021, in English, Spanish, Mandarin, and Vietnamese. The surveys were created using the Survey Monkey platform and were distributed as links at various after-school meetings. In addition, the link was circulated through social media and other communications channels by another project partner, VMA Communications, Inc. Table 3 shows the survey response totals for El Monte High School.

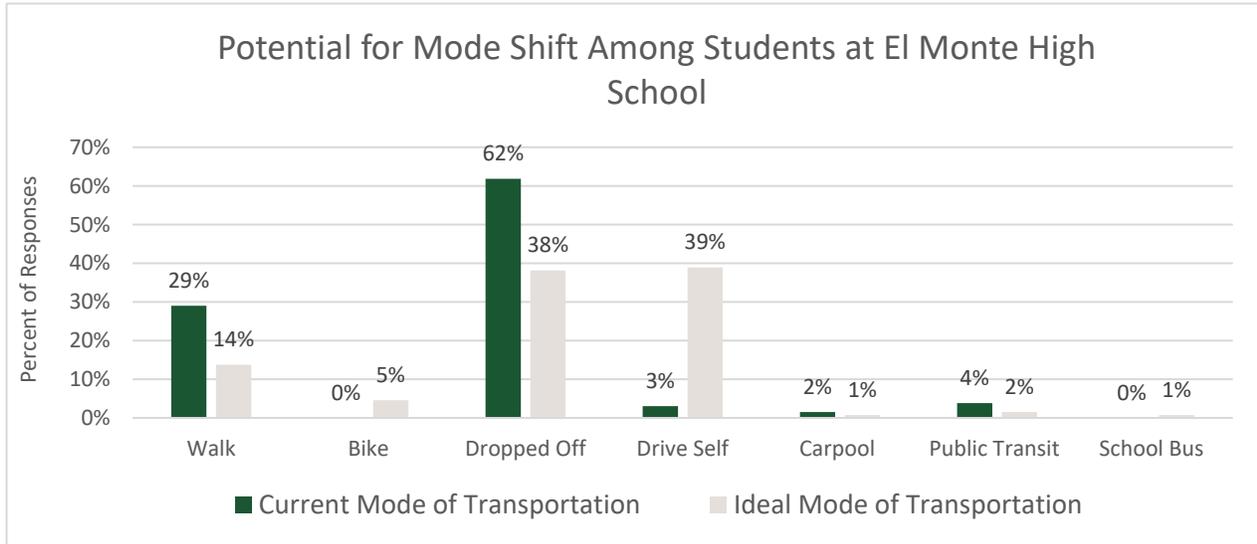
Table 3. El Monte High School Survey Response Totals

Groups	Total Number of Respondents
Students	131
Parents	96
Staff ⁴	3

Mode Share

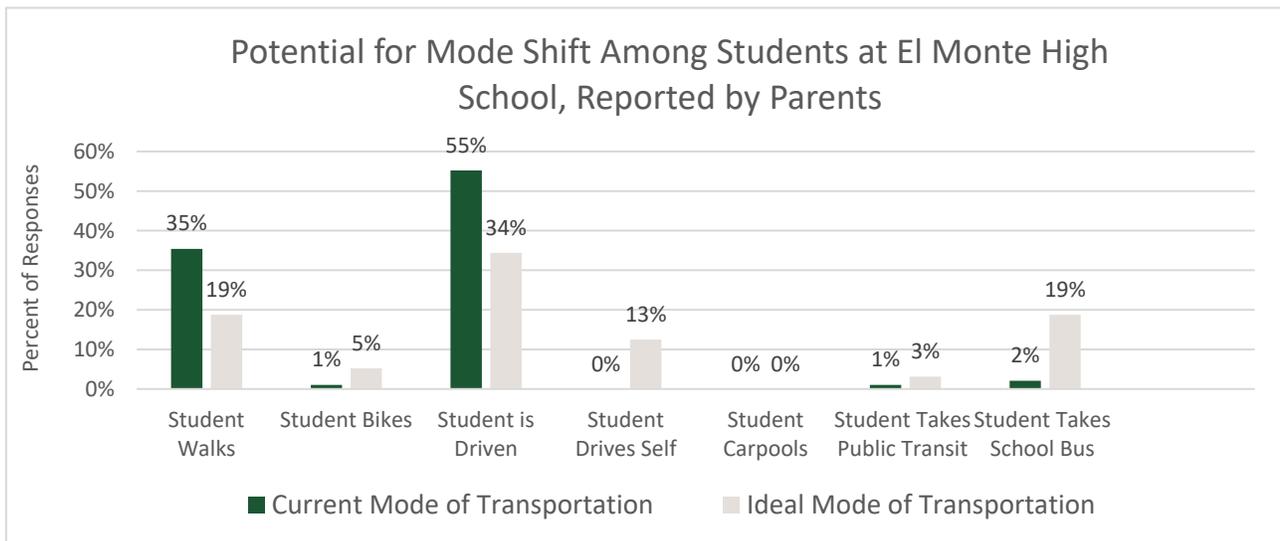
Mode share refers to the percentage of travelers who use a particular type of transportation including walking, biking, driving, transit, or other options. Mode shift represents a change in travel patterns based on previous mode share. The survey asked respondents about their current mode share (how they get to school on most days, assuming in-person instruction during non-COVID conditions), as well as the potential for mode shift (how they would prefer to get to school in an ideal world). Results are shown in Figure 14 and Figure 15 for students, and students' behavior reported by parents, respectively.

Figure 14. Potential for Student Mode Shift



Students being dropped off and walking to school comprise most of the current mode share according to survey results. There are also a small percentage of students who drive themselves and take public transit to school. Driving oneself saw the largest desire for mode shift among students, representing 3% of the current mode share and 39% of student’s ideal mode of transportation, with a significant drop in desire to be dropped off. The data shows opportunities for improving non-auto modes such as bicycling as this mode is not represented in the current mode share but represents 5% of respondents’ ideal mode of transportation. In addition, the desire to drive oneself signals a latent demand for independent travel, which could be met (in part) by non-auto options if improvements to walking and bicycling infrastructure were made.

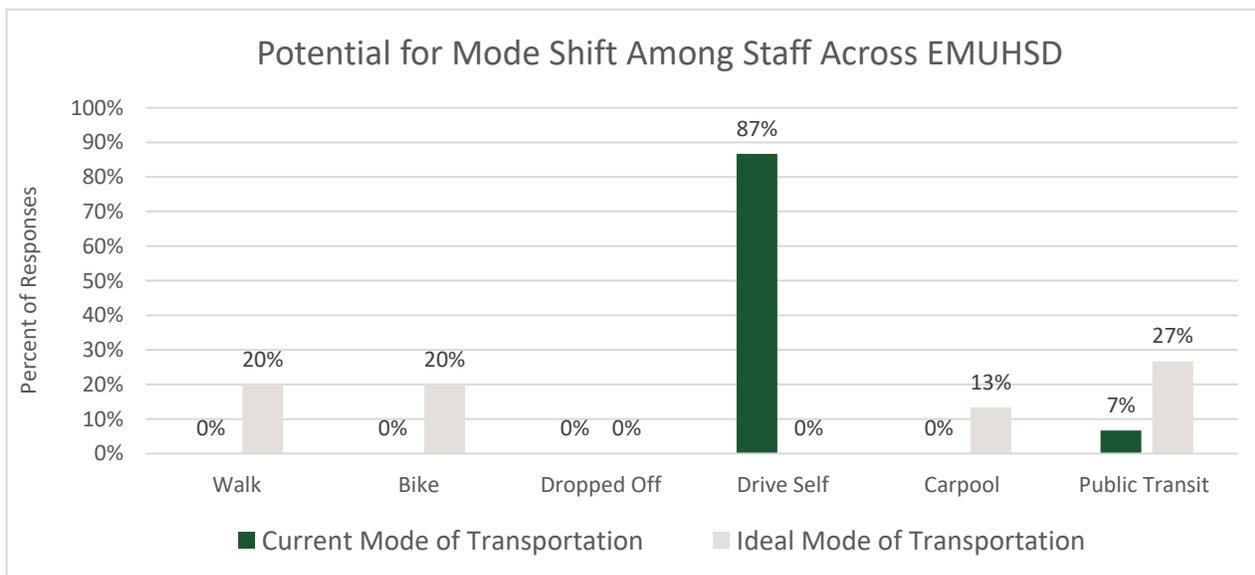
Figure 15. Potential for Student Mode Shift, Reported by Parents



Mode share results among parents aligned with the student responses that showed driving students to school and students walking as the predominant modes of transportation. Parents also shared that a small percentage of students bike, take public transit and take the school bus. In terms of mode shift, although “Student is Driven” represented a smaller share of ideal mode compared to current mode share, it remained the top mode among parents. “Student Walks” comprised a smaller share of ideal mode of transportation at 19% compared to 35% of current mode share, however it remained the second most popular mode among parents. “Student Drives Self” grew from 0% of current mode share to 13% of ideal mode. The share of “Student Bikes” and “Student Takes School Bus” grew compared to the current mode share, with demand for school bus transportation growing by 16%. These trends present opportunities for improved access and availability of non-auto modes.

Only three staff members responded to the survey and though the datapoints provide insight into potential mode shift preferences for staff, they are not representative of staff trends for the school or the district. Due to the low response rate among staff across all schools, a graph of the staff responses across all surveyed high schools is shown below, representing fifteen total staff responses.

Figure 16. Staff Mode Shift Across the District

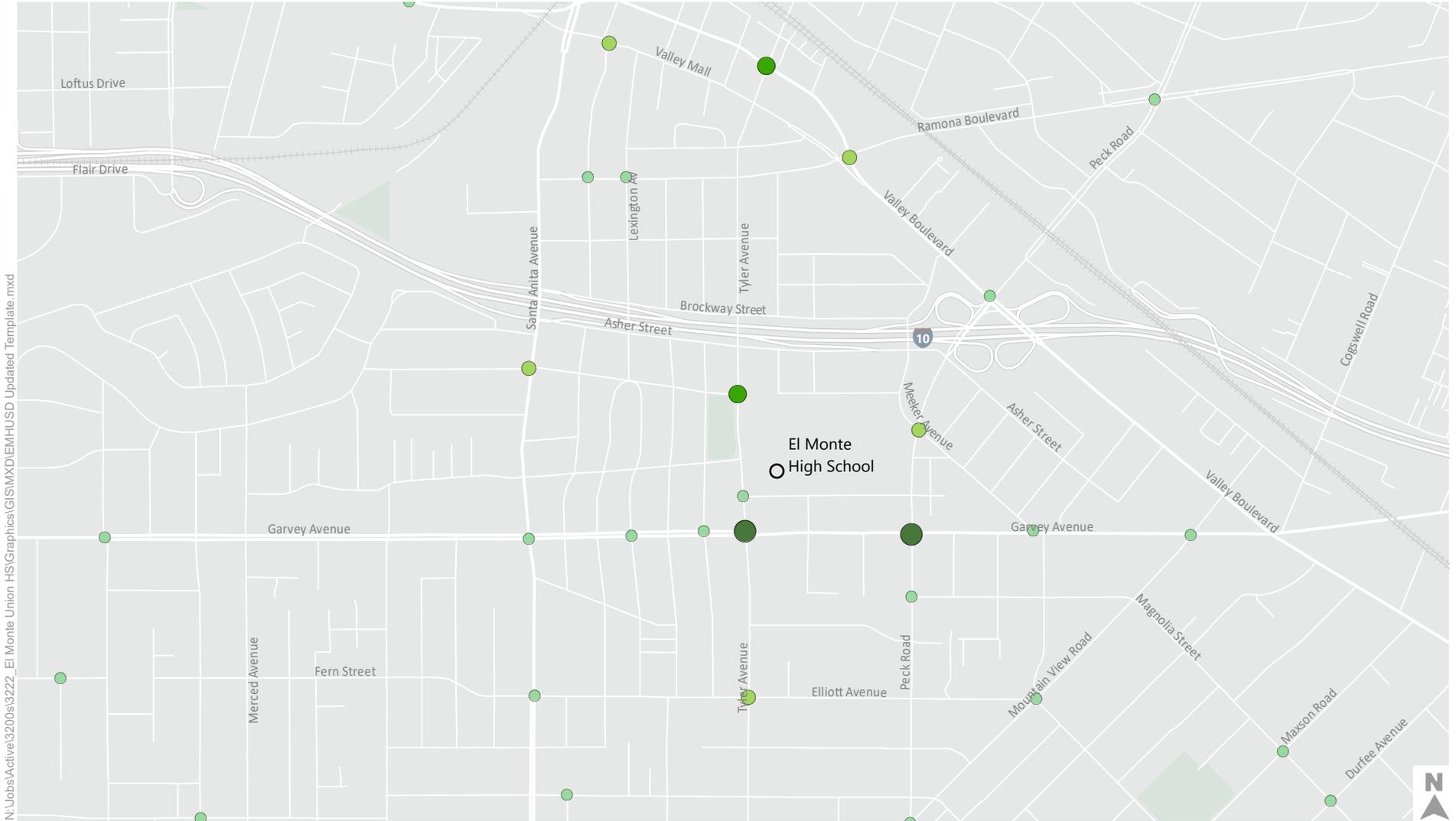


Reported Safety Concerns

Survey respondents identified locations where they experienced near-misses with vehicles and streets with safety concerns. Survey mentions were aggregated and mapped, resulting in the identification of key locations. This information helps to inform the locations of project ideas that prioritize safety-related active transportation improvements.

Figure 17 shows key intersections along Garvey Avenue, Tyler Avenue, and Peck Road. The most prominent hotspots were at Garvey Avenue & Peck Road and at Garvey Avenue & Tyler Avenue.

Figure 18 shows key corridors where students, parents, and staff reported feeling unsafe. Garvey Avenue, Tyler Avenue and Peck Road represent the top corridors where respondents feel unsafe traveling to school. Garvey Avenue is most frequently cited, however roadways further away from the school (including Santa Anita Avenue and Valley Boulevard) are also mentioned in the survey data. Garvey Avenue and Tyler Avenue were the most frequently mentioned.



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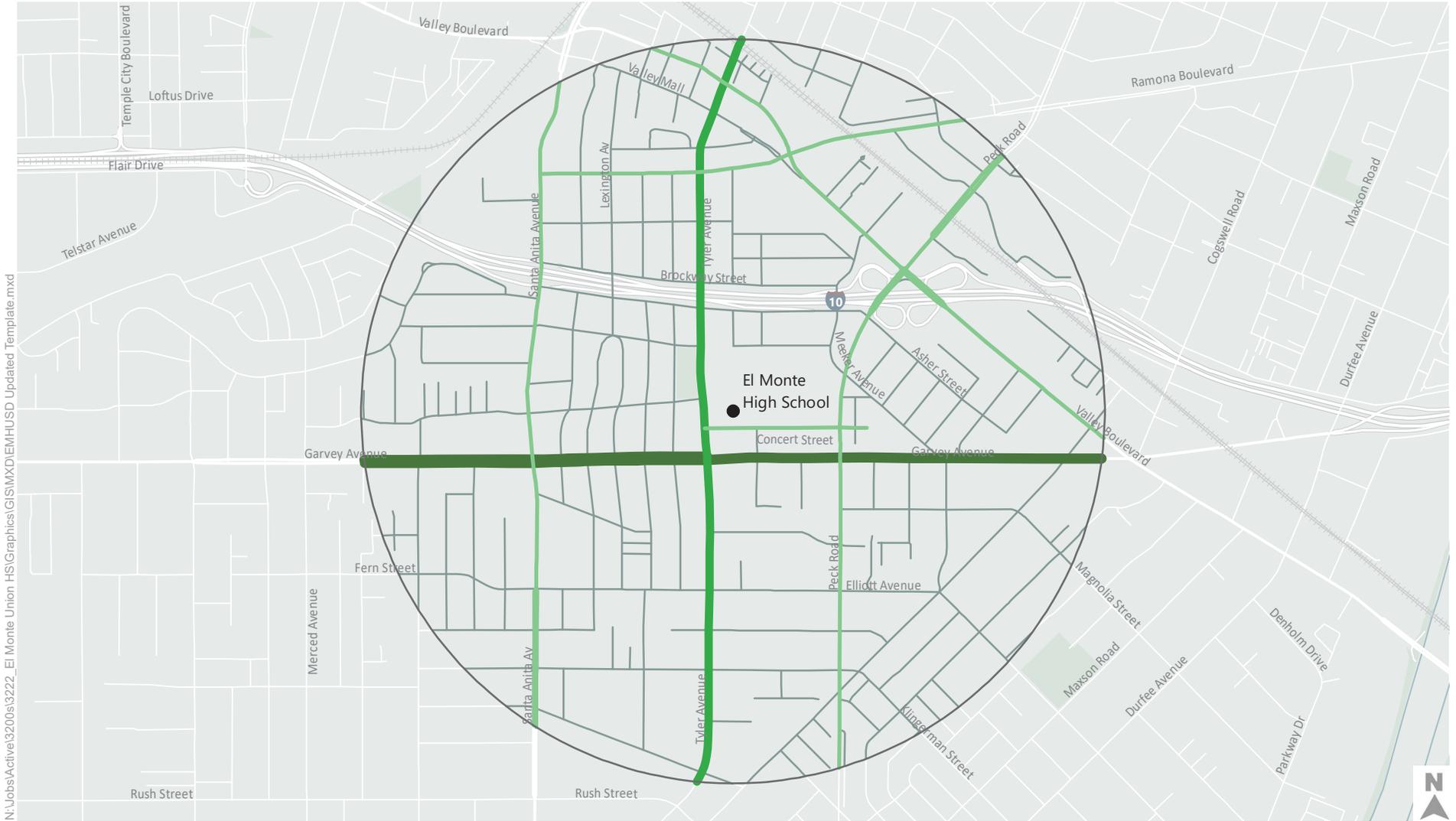
Survey Mentions

- 1
- 2
- 3 - 4
- 5 - 13



Figure 17

Survey Results El Monte High School-Key Intersections



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Survey Mentions

3 - 12 13 - 21 22 - 30 31 - 39

Figure 18

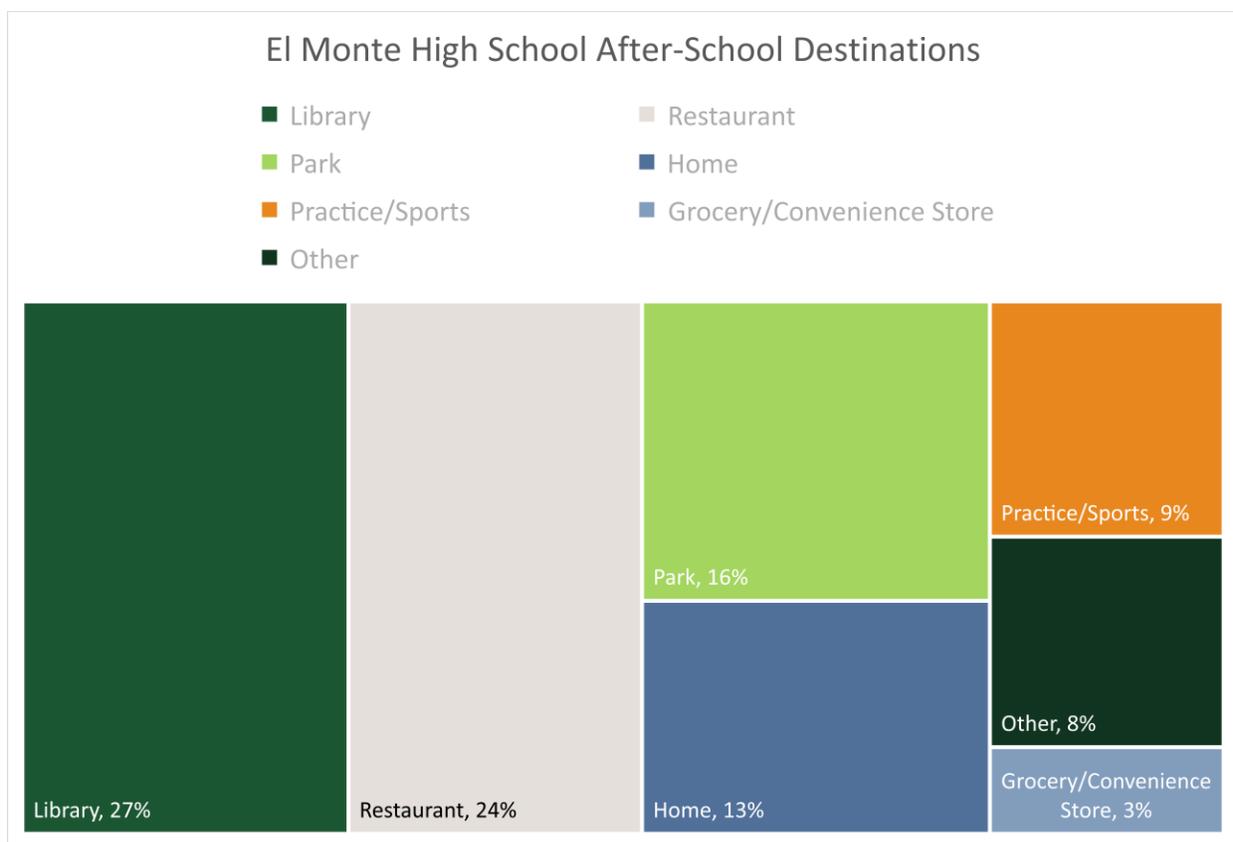


Short-Answer Survey Questions

The survey also asked respondents open-ended questions related to travel after-school and desired transportation improvements.

Students and parents were asked where they often go after-school to get a better idea of students' travel patterns. This information helps guide the project development process, informing improvement locations and potential programmatic approaches to encouraging more walking and biking. Figure 19 presents the after-school destinations. The most popular destination was the library, followed by restaurants.

Figure 19. After-School Destinations

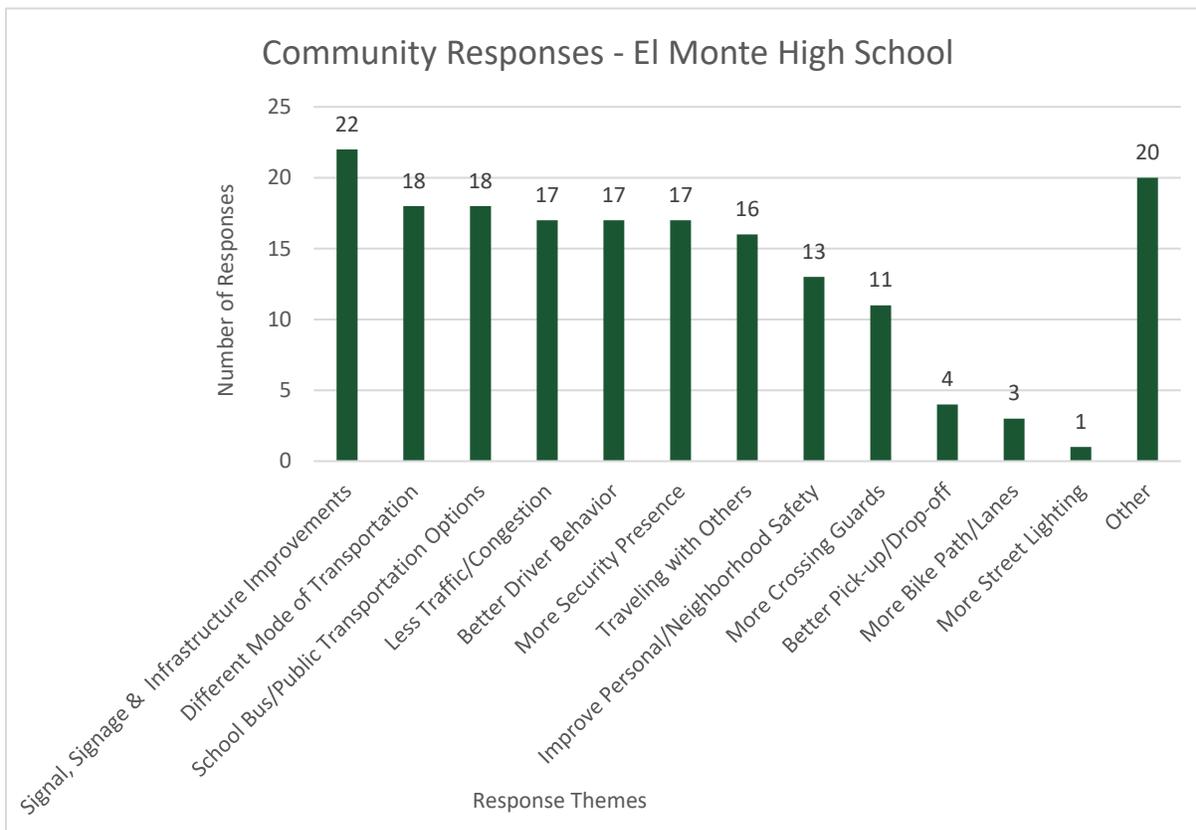


In response to the question, "If there were one thing you could change that would make your trip to school easier, safer, more comfortable, or more pleasant, what would it be?" students and parents shared insights on the concerns they have commuting to and from school. The most frequent suggestion in responses from El Monte High School parents and students was the need for better signals, signage and infrastructure around the school. They also expressed a willingness to use a different mode of transportation if conditions were better.

Others expressed concern regarding personal safety when traveling to school, with one student describing a general sense of danger on streets around the school, writing "there are no certain streets that would

make me feel unsafe but just the overall of walking alone anywhere makes me feel unsafe.” Suggestions for the school to subsidize or provide transportation via school bus or transit were also common. Multiple parents also suggested having school staff or volunteers taking a more active approach at the start and end of the school day, in order to help students feel safer in making the journey to school.

Figure 20. Desired Improvements for the Journey to School



Though they are not the top responses from the figure above, the survey shows two causes of concern being congestion and driver behavior. The ideal mode shift for both students and parents were driving to school or dropping off students. This disconnect highlights the needs for improvements in the area.

Community Meetings

The project team had the opportunity to give an overview of the project at El Monte High School’s English Learner Advisor Committee (ELAC) meeting on January 27th, 2021. Parents and staff were present and shared that there is not enough sufficient infrastructure in the area. Parents suggested that there be more stop signs and streetlights, and more driver and pedestrian education to ensure the rules are known and followed.

On February 17th, 2021, the project team met with the City of El Monte’s City Engineer, Lee Torres, to take into consideration street improvements and active transportation projects that are underway throughout

the city. The City Engineer shared the City's Capital Improvement Project list and discussed the City's approach identifying improvement opportunities that might require coordination with other jurisdictions. It was also shared that the City would be open and receptive in aiding the implementation of ideas that will be discussed in the project development phase.

The project team also met with the City of El Monte's Transportation Operations Manager, Sarah Zadok, on February 23rd, 2021. The Transportation Operations Manager shared her experience with bike programs, rideshare, and multimodal opportunities, and discussed her interest in working with the District to support student mobility needs.

Project Ideas

Based on the review of existing conditions and the input offered from the survey, the project team developed a set of targeted recommendations, including infrastructure improvements and programs, to improve active transportation and mobility options around El Monte High School.

El Monte Union High School District has control over the campus conditions but not the public right of way within adjacent cities. Therefore, the project team engaged City of El Monte traffic engineering and transportation staff to understand what project improvements may already be underway and where there is opportunity for further improvements.⁴ Figure 21 and Figure 22 show the City of El Monte's Capital Improvement Plan for the next three years and locations for safety related projects that have been identified in the City of El Monte's Systemic Safety Analysis Report (SSAR).

The City of El Monte's Street Improvement Projects nearby El Monte High School include pavement improvements on Nevada Avenue and Sally Tanner Way/Bodger Street, bike lane installations and traffic calming on Merced Avenue, and the El Monte Regional Bicycle Commuter Access Improvement Project. The City's SSAR involves identifying countermeasures at various locations for safety improvements. These include, but are not limited to, improving signal timing, installing curb ramps, adding intersection lighting and signage, and enhancing crosswalks.

In addition to vehicle-related street improvement projects near the school, the City of El Monte is enhancing active transportation connectivity in the area with a bicycle project extending the Tyler Avenue bike lane south of campus towards Elliot Avenue, where another bike lane has been proposed in an east-west alignment. By extending the bike lane south, the project will provide an additional non-auto mobility option connecting students to the school.

⁴ The project team connected with City of El Monte staff and received follow-up information about City efforts.

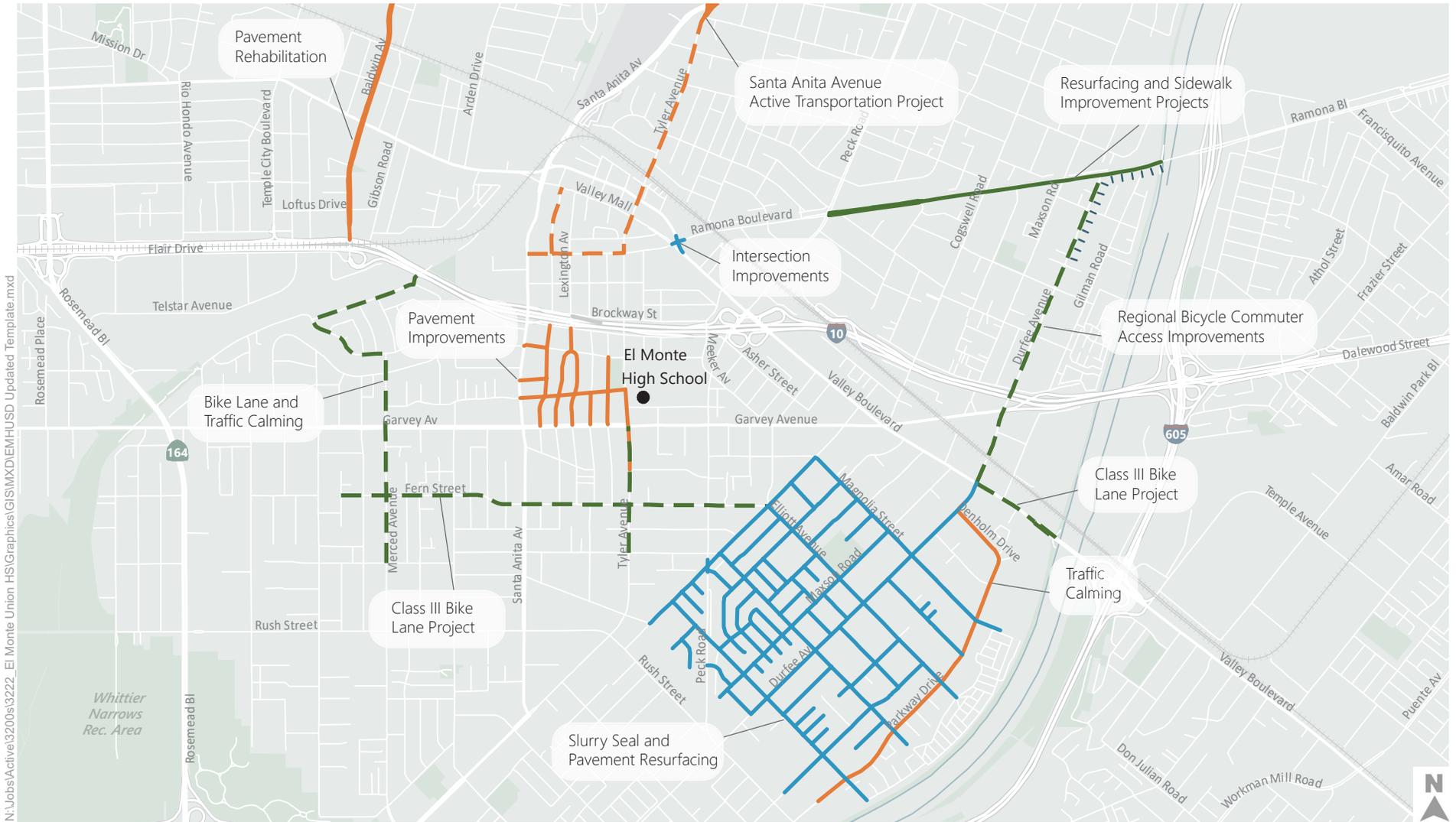
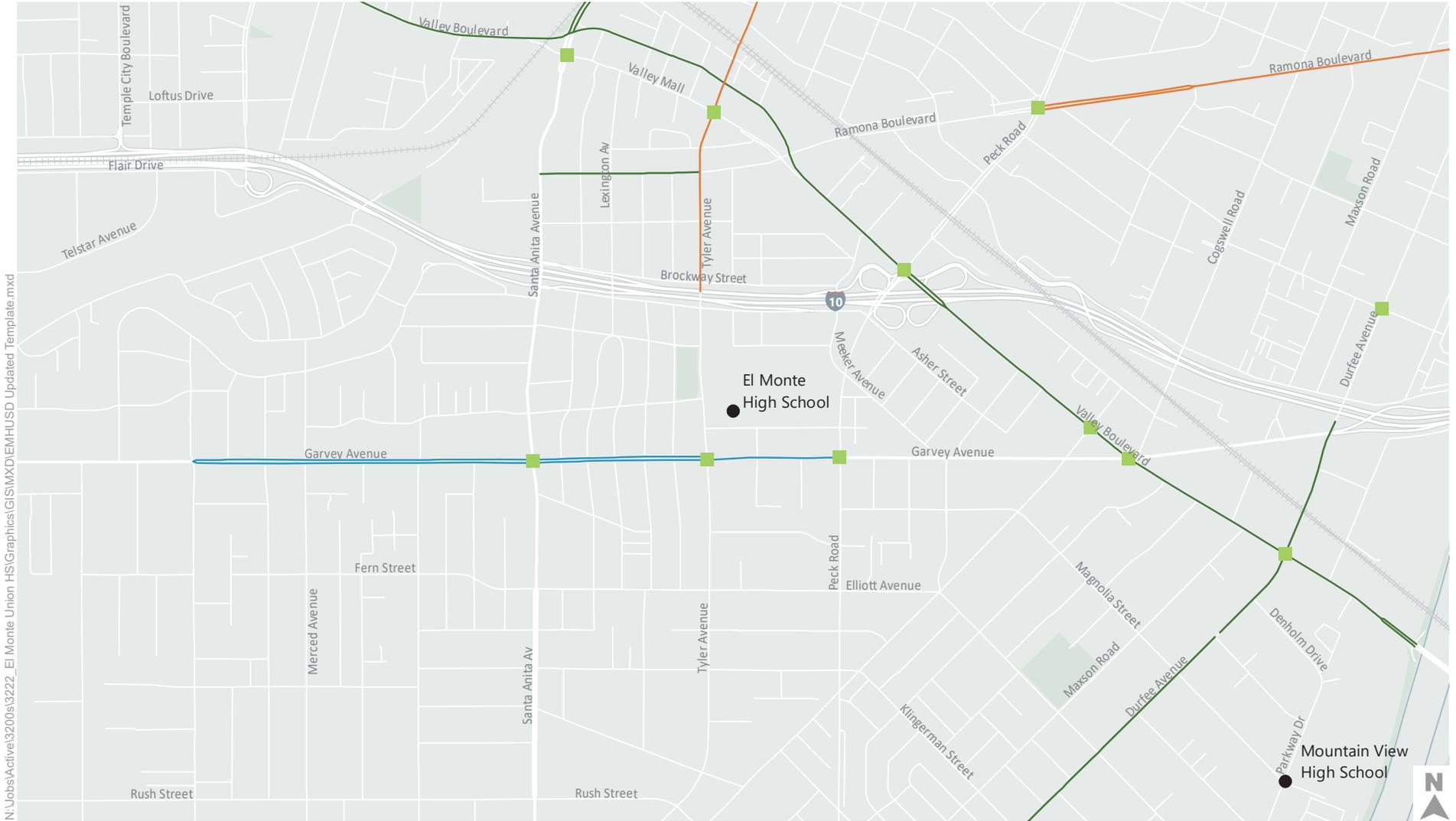


Figure 21

City of El Monte
Capital Improvement Projects





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Proposed Safety Projects

- **Automobile** — **Pedestrian**
- **Bicycle** ■ **Intersection**



Figure 22
City of El Monte
Systemic Safety Analysis Report

Location-specific Recommendations

The project team developed the following project development targeted recommendations in Figure 23, located within one-mile walkshed of the school. Recommendations were prioritized for intersections and corridors that were bicycle and pedestrian collision hotspots, and/or where survey participants noted they felt unsafe. Table 4 details the intersections and corridors of interest, along with their recommended improvements.

Table 4. El Monte High School Project Development Recommendation List

Location	Location Type	Recommended Improvements
Santa Anita Ave. & Ramona Blvd.	Intersection	<ul style="list-style-type: none"> Extend median on north and south legs of Santa Anita Ave. Convert crosswalk to high-visibility continental crosswalk
Valley Blvd. & Tyler Ave.	Intersection	<ul style="list-style-type: none"> Convert crosswalk to high-visibility continental crosswalk Add left-turn protection for left turn lanes on Valley Blvd. Adjust crosswalk striping for southwest curb ramp Extend Class III bike route to the north of the intersection on Tyler Ave. Update bike sharrow striping south of the intersection on Tyler Ave. Add street trees or shade to the southwest corner of Tyler Ave. <p>*This intersection is also identified as a site for proposed safety improvements under the City's SSAR</p>
Valley Blvd. & Mountain View Rd.	Intersection	<ul style="list-style-type: none"> Update curb ramps in compliance with the ADA at northeast and southwest corners Add left-turn protection for left-turn lanes on Valley Blvd. Convert crosswalk to high-visibility continental crosswalk
Garvey Ave. & Peck Rd.	Intersection	<ul style="list-style-type: none"> Convert crosswalk to high-visibility continental crosswalk Add left-turn protection for left turn lanes on Garvey Ave. Revise signal timing to ensure that pedestrians have enough time to cross Update curb ramps in compliance with the ADA at each corner Extend existing median on east leg of Garvey Ave. Consider adding a pedestrian refuge island on the east and south legs of Garvey Ave. Consider closing driveways to reduce conflict zones

Location	Location Type	Recommended Improvements
Mountain View Rd. & Elliott Ave./Meeker Ave.	Five-point Intersection	<ul style="list-style-type: none"> • Update curb ramps in compliance with the ADA at each corner • Convert crosswalk to high-visibility continental crosswalk • Consider signaling this intersection • Consider a curb extension for the southwest corner of Elliott Ave. & Mountain View Rd. to help shorten crossing distance
Peck Rd. & Klingerman St.	Intersection	<ul style="list-style-type: none"> • Convert crosswalk to high-visibility continental crosswalk • Consider adding a pedestrian hybrid beacon at this intersection • Add lighting to the northeast sidewalk along Peck Rd. • Consider closing median center turn lane north of the intersection to add a landscaped median • Consider closing Klingerman St. between Peck Rd. and Mountain View Rd.
Tyler Ave. & Elliott Ave.	Intersection	<ul style="list-style-type: none"> • Convert crosswalk to high-visibility continental crosswalk • Update curb ramps in compliance with the ADA at each corner
Garvey Ave. & Tyler Ave.	Intersection	<ul style="list-style-type: none"> • Revise signal timing to ensure that pedestrians have enough time to cross • Add left-turn protection for left turn lanes on Garvey Ave. • Update curb ramps in compliance with the ADA for northeast, northwest, and southwest corners • Add street trees to sidewalks along Garvey Ave. west of the intersection • Extend median on west leg of Garvey Ave. • Consider closing median center turn lane north of the intersection to add a landscaped median • Consider adding a bike box if bicycle lanes are added to Garvey Ave. • Consider closing driveways to reduce conflict zones • *This intersection is also identified as a site for proposed safety improvements under the City's SSAR
Tyler Ave. & Mildred St.	Intersection	<ul style="list-style-type: none"> • Update curb ramps in compliance with the ADA for northeast, northwest, and southeast corners • Adjust crosswalk striping to align better with southwest curb ramp

Location	Location Type	Recommended Improvements
Santa Anita Ave. & Mildred St.	Intersection	<ul style="list-style-type: none"> • Add left-turn protection to left turn lanes on Santa Anita Ave. • Convert crosswalk to high-visibility continental crosswalk • Update curb ramps in compliance with the ADA at each corner • Consider closing the right turn lane for the northbound approach on Santa Anita Ave. • Add a curb extension to the northwest corner of Santa Anita Ave. • Expand sidewalks along Santa Anita Ave., north of the intersection
Valley Blvd.	Corridor	<ul style="list-style-type: none"> • Add rectangular rapid flashing beacon (RRFB) and overhead signs to unsignalized crosswalks along the corridor • Convert crosswalks at freeway entrances/exits to high-visibility continental crosswalks • Add pedestrian signage to crosswalks at freeway entrances/exits • Add lighting to I-10 Freeway underpass • Consider reducing the speed limit • Add street trees or shade • Consider adding a Class II bike lane to the corridor
Tyler Ave.	Corridor	<ul style="list-style-type: none"> • Add school zone markings near the high school • Extend the Class II bike lane north of Garvey Ave. and paint lanes green • Convert crosswalks at highway entrances/exits to high-visibility continental crosswalks • Add pedestrian signage to crosswalks at highway entrances/exits • Consider a road diet south of Garvey Ave.
Garvey Ave.	Corridor	<ul style="list-style-type: none"> • Add street trees or shade • Consider closing driveways to reduce conflict zones • Consider adding a Class II or Class IV bike lane to the corridor • Add RRFBs and overhead signs to unsignalized crosswalks along the corridor • *This corridor is also identified as a site for proposed pedestrian safety improvements under the City's SSAR

Location	Location Type	Recommended Improvements
Santa Anita Ave.	Corridor	<ul style="list-style-type: none"> • Add bus stop improvements such as shade and seating along corridor • Add street trees • Consider closing driveways to reduce conflict zones • Convert crosswalks at freeway entrances/exits to high-visibility continental crosswalks • Add pedestrian signage to crosswalks at freeway entrances/exits • Consider adding a Class II or Class IV bike lane to the corridor • *This corridor is also identified as a site for proposed safety improvements under the City's SSARP and active transportation improvements under the City's Capital Improvement Projects



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Project Development Sites

- Intersection
- 1 Mile Walkshed
- Corridor
- Improvement/Recommendation Type



Figure 23

**Project Development Recommendations
El Monte High School**

Figure 24 below provides a closer look at what these recommendations could look like on the ground for the intersection of Tyler Avenue & Garvey Avenue. The proximity of this intersection to the school demonstrates a need for active transportation improvements, particularly for students on foot. Recommended improvements include reviewing signal timing, adding street trees, and creating safer, more visible crosswalks. Adding high-visibility striped crosswalks for all legs of the intersection would enhance pedestrian visibility and safety. Modifying the intersection signals to create a protected left turn phase for left turn lanes on Garvey Avenue would also improve safety for all roadway users. Updating the curb ramps is required for ADA compliance.

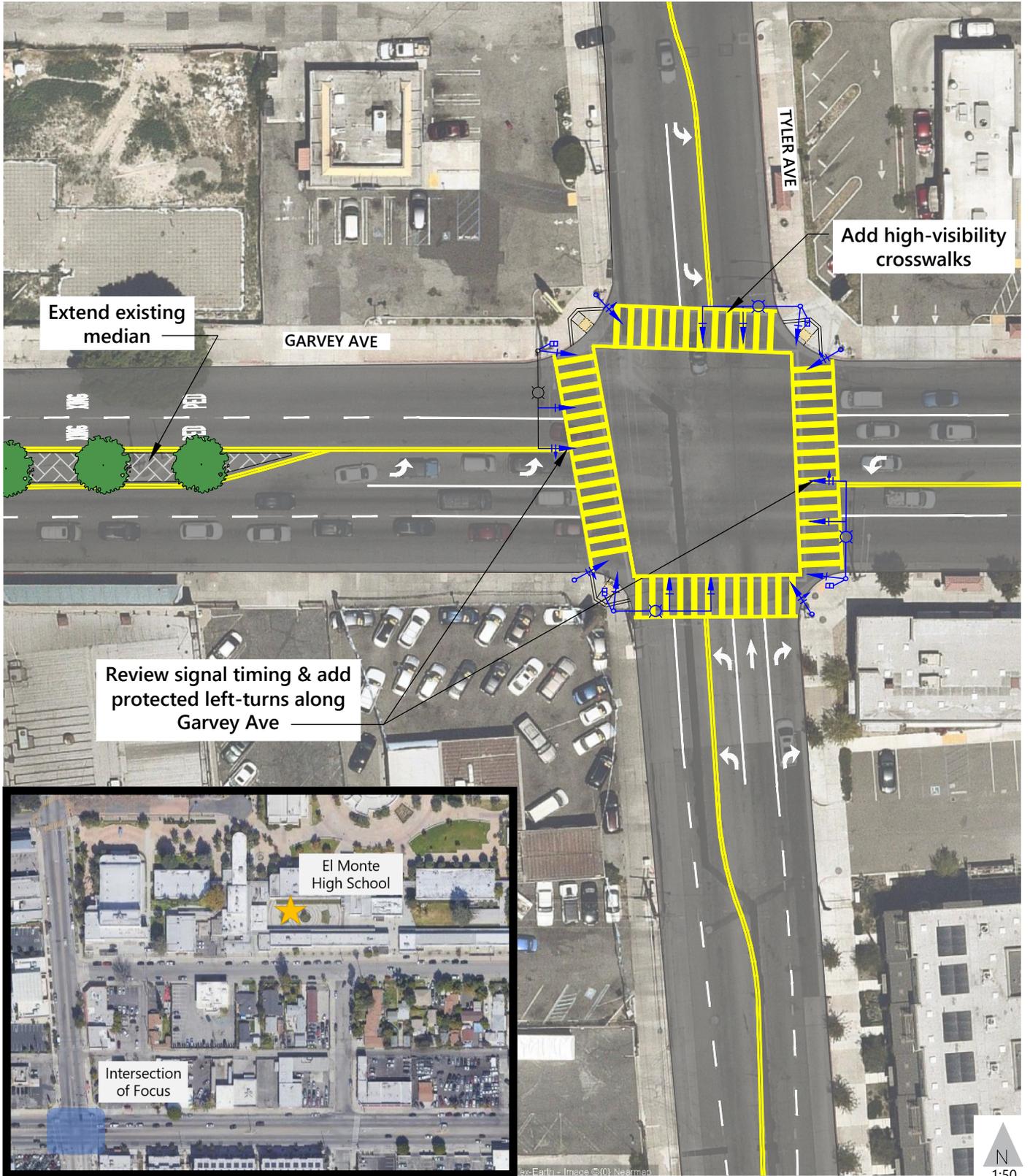


Figure 24
 Conceptual Improvements
 Intersection of Garvey Ave & Tyler Ave
 El Monte High School

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
 DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



Recommended Policies & Programs

In addition to infrastructure recommendations, the following policies and programs provide for broader systemwide improvements to help support and enhance active transportation at the school and local level. Policies and program recommendations include:

- Station additional crossing guards near large intersections during arrival and dismissal times
- Develop off-site drop-off locations with chaperoned routes that pass intersections supported by crossing guards
- Standardize pick-up/drop-off circulation approach, communicating patterns and expectations to parents at multiple times throughout the school year
- Partner with transit agencies to offer reduced transit fare to students or advocate for fare-free transit with local transit agencies
- Advocate for city policies to improve near-school intersections with infrastructure that includes more frequent pedestrian crossings, curb ramps, and signal timing review to add leading pedestrian intervals (LPIs) and extend crossing time
- Designate a District staff person to actively engage city staff around these ideas, emphasizing the importance of standardizing the approach to providing pedestrian and bicycle infrastructure near schools
- Build transit confidence and bicycling confidence among students through dissemination of information, creation of a bike club, and in-class curriculum/programming
- Partner with popular student destinations (nearby restaurants, library) to offer incentives and discounts for students who walk or bike
- Build transit/biking confidence among students by disseminating information to students through education programs

Example Costs for Recommended Improvements

The following table provides an overview of example costs⁵ associated with typical projects by type, to provide additional information that can support the District in prioritizing project ideas, coordinating with City engineering staff, pursuing grant funding or identifying other funding opportunities.

⁵ Costs are based on Fehr & Peers cost estimates of transportation and infrastructure projects from the California market.

Table 5. Example Costs for Recommended Improvements

Recommended Improvements	Project Type	Cost Estimate
Sidewalk Enhancements	Sidewalks (per mile, one side)	\$1,800,000
Pedestrian Crossing Enhancements	High-visibility crosswalk	\$5,000
	Painted curb extensions (varying extents)	\$15,000-\$40,000
	Concrete curb extensions (varying extents)	\$100,000-\$125,000
	Rapid rectangular flashing beacon	\$45,000
	Pedestrian hybrid beacon	\$170,000
	Pedestrian signs (per sign)	\$3,000
	Existing signal timing adjustments	\$5,000-\$10,000
	New or upgraded signal	\$400,000-\$500,000
Speed Management	Re-stripe with narrowed or reconfigured lanes (per mile)	\$300,000
	Reconstruct corners to reduce curb radius and close slip lanes	\$200,000-\$450,000
Lighting	Roadway lighting (per mile)	\$750,000
	Pedestrian-scale lighting (per mile)	\$2,000,000
	Intersection lighting	\$40,000
Bicycle Enhancements	Class I bicycle path (per mile)	\$1,847,000
	Class II bicycle lane (per mile)	\$245,000
	Class III bicycle route (per mile)	\$358,000
	Class IV bicycle lane (per mile)	\$2,634,000

Conclusion

Overall, the El Monte High School analysis highlights some key themes and recommendations for the District to consider:

- Safety concerns are a key issue for students, parents, and staff, regardless of mode
- Opportunities exist to partner with local restaurants and the El Monte Library—key after-school destinations—to encourage walking and bicycling, to install bicycle parking, and to improve the pedestrian environment

- Key intersections of focus include Tyler Avenue & Garvey Avenue, Garvey Avenue & Santa Anita Avenue, and Garvey Avenue & Peck Road
- Key corridors of focus include Santa Anita Avenue, Garvey Avenue, and Peck Road
- On-campus improvements could focus on information dissemination around drop-off and pick-up on Concert Street, options for traveling to school using modes other than a personal car, and installation of secure bicycle parking
- Non-infrastructure improvements off-campus could include more security presence and additional staff/crossing guards, especially located at major intersections around the school
- Coordination with the City of El Monte will be necessary to advance off-campus infrastructure improvements to the roadway, sidewalks, intersections, and connection to regional connections

The El Monte High School Mobility & Active Transportation Plan provides a foundation and a roadmap to address school-related mobility needs and provides solutions that will encourage active transportation for both the school and local community. The School District and the City of El Monte should work together to prioritize both infrastructure and policy solutions that will encourage safer, more active, and sustainable transportation options for students and families.

Appendix A: Glossary of Active Transportation Terms

Term	Description
Class III Bike Route	<p>Class III bike routes provide for shared use with motor vehicle traffic either to: (1) provide continuity to other bicycle facilities (typically Class II); or (2) designate preferred routes through high demand corridors. Established with bike route signs and shared roadway markings along the route.</p> <p><i>Caltrans, 2020</i></p>
Class IV Bikeway	<p>Class IV bikeways provide space on the roadway set aside for the exclusive use of bicycles, physically separated from vehicle traffic. Types of separation include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.</p> <p><i>Fehr & Peers, 2021</i></p>
Closed Slip Lane	<p>Modifies the corner of an intersection to remove the sweeping right turn lane for vehicles. Results in shorter crossings for pedestrians, reduced speed for turning vehicles, better sight lines, and space for landscaping and other amenities.</p> <p><i>Fehr & Peers, 2021</i></p>
Curb Extensions	<p>Widens the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance, to make pedestrians more visible to vehicles, and to reduce the speed of turning vehicles at intersections.</p> <p><i>Fehr & Peers, 2021</i></p>



Term	Description
High-Visibility Crosswalk	<p>A crosswalk that is designed to be more visible to approaching drivers. Crosswalks should be designed with continental markings and use high-visibility material, such as inlay tape or thermoplastic tape instead of paint.</p> <p><i>Fehr & Peers, 2021</i></p>
In-Roadway Warning Lights (IRWL)	<p>In-Roadway Lights are special types of highway traffic signals installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to slow down and/or come to a stop.</p> <p><i>MUTCD, 2003</i></p>
Lane Narrowing	<p>A reduction in lane width produces a traffic calming effect by encouraging motorists to travel at slower speeds, lowering the risk of collision with bicyclists, pedestrians, and other motorists.</p> <p><i>Fehr & Peers, 2021</i></p>
Leading Pedestrian Interval (LPI)	<p>Gives people walking a head start, making them more visible to drivers turning right or left. "WALK" signal comes on a few seconds before drivers get a green light. May be used in combination with No Right Turn on Red restrictions.</p> <p><i>Fehr & Peers, 2021</i></p>
Pedestrian Refuge Island	<p>Pedestrian refuge islands provide a protected area for pedestrians at the center of the roadway within a marked crosswalk. They reduce the exposure time for pedestrians crossing the road. They simplify crossings by allowing pedestrians to focus on one direction of traffic at a time.</p> <p><i>Fehr & Peers, 2021</i></p>



Term	Description
Pedestrian Scramble	<p>A form of pedestrian “WALK” phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians to safely cross through the intersection in any direction, including diagonally.</p> <p><i>Fehr & Peers, 2021</i></p>
Rectangular Rapid-Flashing Beacon (RRFB)	<p>A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian-actuated conspicuity enhancement used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.</p> <p><i>FHWA, 2018</i></p>
Lane Reconfiguration (Road Diet)	<p>Depending on the street, a lane reconfiguration, sometimes called a road diet, may change the number of lanes, turn lanes, center turn lanes, bike lanes, parking lanes, and/or sidewalks. Lane reconfigurations optimize street space to benefit all users by reallocating excess travel lanes, improving the safety and comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end collisions.</p> <p><i>Fehr & Peers, 2021</i></p>
Stop Bar	<p>A stop bar is a solid white line extending across approach lanes to indicate the point at which the stop is intended or required to be made. A stop bar should be placed to allow sufficient sight distance to all other approaches to an intersection.</p> <p><i>MUTCD, 2003</i></p>



Term	Description
Tactile Warning Pad	<p>Tactile warning pads (sometimes called “truncated domes” or “warning domes”) are applied to provide pedestrians physical notice that they are about to enter the roadway environment; these applications need to be detectable underfoot or by a long cane. The tactile warning should be complimented with a visual warning, as the use of a contrasting color will increase its conspicuity to pedestrians whose sight is limited but who are not completely blind.</p> <p><i>ITE, 2015</i></p>
Walkshed	<p>A walkshed is the area around a school – or any central destination—that is reachable on foot for the average person, typically up to ¼ or ½ mile, depending on the destination.</p> <p><i>MWCOG, 2019</i></p>



Appendix B: El Monte Union High Schools Transportation Survey

The California Air Resources Board (CARB) awarded \$9.8 million dollars to implement the Clean Mobility in Schools Pilot Project in disadvantaged neighborhoods throughout El Monte Union High School District. The Clean Mobility in Schools Pilot Project will provide all electric school buses, school bus charging infrastructure, and other clean mobility options throughout the District. The Clean Mobility in Schools Pilot Project is part of California Climate Investments, a statewide program that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment — particularly in disadvantaged communities.

We want to make our schools safer and easier to get to. Help us make the best plan to get you or your student to school by taking this survey. The survey should take about 5 minutes. To thank you, we have a raffle for a \$25 Gift Card from a local store in the El Monte Union High School District community. A winner will be selected from each of the student, parent, and staff/teacher groups.

Answer the survey questions as if we are holding in-person classes (pre-COVID).

1. Survey Language Preference/Preferencia de idioma de la encuesta
 - a. English (Inglés)
 - b. Spanish (Español)
 - c. Chinese
 - d. Vietnamese

If select D will be redirected to this survey.

2. Choose the option that best describes you:
 - a. I'm a student
 - b. I'm a parent or guardian with a student at this school
 - c. I'm a teacher
 - d. I'm a school employee

Student Survey

1. What school do you attend?
 - a. El Monte High School
-



- b. Ledesma High School
 - c. South El Monte High School
 - d. Rosemead High School
 - e. Arroyo High School
 - f. Mountain View High School
 - g. Granada Transition Center
2. How do you get to school most days?
- a. Walking
 - b. Biking
 - c. I get dropped off
 - d. I drive myself
 - e. I carpool with another driver
 - f. Public transit
 - g. School bus
3. In an ideal world, how would you prefer to get to school?
- a. Walking
 - b. Biking
 - c. Getting dropped off
 - d. Driving myself
 - e. Carpooling with another driver
 - f. Public transit
 - g. School bus
 - h. Other
4. Are there streets that feel unsafe when traveling to school? If so, please list the street in the box below along with why/how it feels unsafe. For example, cars speed on the street or there isn't enough time for you to cross the street.
- a. [comment box here]
5. What places do you go after school? This can be a restaurant, library, park, or other places.
- a. [comment box here]
6. Are there locations where you have experienced close calls with getting hit by a car on your way to or from school? If so, please list them below.
- a. [comment box here]
7. What are some of the streets you use on your way to school?



- a. [comment box here]

- 8. If there were one thing you could change that would make your trip to school easier, safer, more comfortable, or more pleasant, what would it be?

- 9. Thank you for taking the survey! Don't forget to provide your email to be entered into the raffle! (optional)
 - a. [enter email]

Parent Survey

- 1. What school does your student attend?
 - a. El Monte High School
 - b. Ledesma High School
 - c. South El Monte High School
 - d. Rosemead High School
 - e. Arroyo High School
 - f. Mountain View High School
 - g. Granada Transition Center

- 2. How does your student get to school?
 - a. Walking
 - b. Biking
 - c. I or another family member drop them off
 - d. They drive themselves
 - e. They carpool with another driver
 - f. Public transit
 - g. School bus

- 3. In an ideal world, how would you prefer your student get to school?
 - a. Walking
 - b. Biking
 - c. Getting dropped off
 - d. Driving themself
 - e. Carpooling with another driver
 - f. Public transit
 - g. School bus
 - h. Other



4. Are there streets that seem unsafe when traveling to your student's school? If so, please list the street in the box below along with why/how it feels unsafe. For example, cars speed on the street or there isn't enough time for you to cross the street.
 - a. [comment box here]

5. What places does your student go after school? This can be a restaurant, library, park, or other places.
 - a. [comment box here]

6. Are there locations where you have experienced close calls with getting hit by a car on your way to or from your student's school? If so, please list them below.
 - a. [comment box here]

7. What are some of the streets you use on your way to school?
 - b. [comment box here]

8. If there were one thing you could change that would make your trip to your student's school easier, safer, more comfortable, or more pleasant, what would it be?

9. Thank you for taking the survey! Don't forget to provide your email to be entered into the raffle! (optional)
 - a. [enter email]

School Employee and Teacher Survey

1. What school do you work at?
 - a. El Monte High School
 - b. Ledesma High School
 - c. South El Monte High School
 - d. Rosemead High School
 - e. Arroyo High School
 - f. Mountain View High School
 - g. Granada Transition Center

2. How do you get to school?
 - a. Walking
 - b. Biking
 - c. I drive myself
 - d. I carpool with another driver



- e. I get dropped off
 - f. Public transit
3. In an ideal world, how would you prefer to get to school?
- a. Walking
 - b. Biking
 - c. Driving myself
 - d. Carpooling with another driver
 - e. Public transit
 - f. School bus
4. Are there streets that seem unsafe when traveling to campus? If so, please list the street in the box below along with why/how it feels unsafe. For example, cars speed on the street or there isn't enough time for you to cross the street.
- a. [comment box here]
5. What places do you go after work near the school? This can be a restaurant, library, park, or other places.
- a. [comment box here]
6. Are there locations where you have experienced close calls with getting hit by a car on your way to or from school? If so, please list them below.
- a. [comment box here]
7. What are some of the streets you use on your way to school?
- a. [comment box here]
8. If there were one thing you could change that would make your trip to school easier, safer, more comfortable, or more pleasant, what would it be?