

Fernando R. Ledesma Continuation High School Mobility & Active Transportation Plan

Prepared for:

Fernando R. Ledesma Continuation High School

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School Mobility & Active Transportation Plan

Introduction

This School Mobility & Active Transportation Plan was developed for Fernando R. Ledesma 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 Fernando R. Ledesma 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

Fernando R. Ledesma High School is located at 12347 Ramona Boulevard, El Monte, CA 91732. The school's frontage is along Ramona Boulevard and is generally bound by Bannister Avenue and the San Gabriel River Trail. The school lies 0.24 miles west of the I-605 San Gabriel River Freeway, across from La Primaria Elementary School. 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 below. Based on the 2019-2020 student enrollment data, enrollment numbers are lower compared to previous years, possibly due to COVID-19.

Table 1. Ledesma High School Enrollment Data

Enrollment Data Type ¹	Total
2019-2020 Cumulative Day Student Enrollment ²	448
2018-2019 Census Day Student Enrollment ³	348
2018-2019 Cumulative Student Enrollment	499
Free & Reduced-Price Meals	93.7%
English Learners	33.6%
Languages of English Learners	Spanish: 116 Vietnamese: 1
2017-2018 Number of Faculty	28
2017-2018 Number of Staff	3
2017-2018 Number of Classified Staff	17

School Kick-Off Meeting

On November 9th, 2020, the project team met with Fred Arteaga, Principal of Fernando R. Ledesma High School, and Lena Luna, the District facilities manager to further understand existing conditions at the school and any opportunities for improvements. The purpose of the meeting was to discuss the goals and expectations for the project, review the key transportation issues at the school, and finalize data collection efforts.

Fernando R. Ledesma High School is unique in that they have students who come from many different cities including El Monte, South El Monte, Rosemead, Temple City, Arcadia, Baldwin Park and Pomona. Attendance at the school is constantly changing each year and even throughout the year, as students transition in and out. It is not common for students to attend the school all four years. Students usually take public transit to

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.

campus, though previously the school had a van program in which drivers would pick up students. The van service ran for some years, but a review found that there was better attendance without the service.

Some key issues identified for the school through the conversation with Principal Arteaga are summarized below:

- Ramona Boulevard was revealed to have a collision history involving students
 - There have been a few instances of students getting hit while riding bikes
 - Due to one nighttime collision, the school stopped offering night classes
 - There are sight line issues associated with the left turns on to Ramona Boulevard
- One main safety concern is to keep students moving after school, to avoid congregation, especially by elementary schools
- There are a lot of new students that have not attended school in person yet due to COVID, and so have not established transportation patterns
- Not many students drive to school, but it is permitted
- There is a gym under construction in the northeast corner of the school site that may result in a periodic lack of parking in the future because they anticipate hosting district events on that site

Existing Conditions

An existing conditions assessment was conducted for Fernando R. Ledesma 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 and Foothill Transit, and Los Angeles County Metropolitan Transportation Authority (Metro).

School Location, Circulation & Access

Fernando R. Ledesma High School is located along Ramona Boulevard, the northeastern section of El Monte, neighboring the San Gabriel River Bike Path and the I-605 San Gabriel River Freeway. Notable community assets in the area include La Primaria Elementary School located across the street from the frontage of the high school. Figure 1 provides a diagram of school circulation.

The areas surrounding the school primarily consist of commercial and residential buildings. The school has one parking lot behind the buildings and two parking lots on the west side along Ramona Boulevard. Parking is primarily used by staff and faculty, though students are permitted to park on campus as well. Perpendicular streets intersect Ramona Boulevard at a diagonal angle, potentially causing sight-line issues at the narrower angles and enabling faster turning movements for the wider angles. There are no sidewalks on the north side of Ramona Boulevard. There are also no existing bike facilities around the school.



Legend

- Arroyo High School
- Vehicle Circulation
- Pedestrian Circulation
- City Boundary

Parking Lot

- 1** Staff
- 2** Staff & Maintenance
- 3** Students *Cannot develop this lot due to environmental remediation constraints

X Key Concerns

- No sidewalks on the North side of Ramona
- Landscaping and trees are overgrown on North side of Ramona
- East side edge connection to SGR bike path
- Left turns onto Ramona from Gilman
- Park maintenance on South side of Ramona at SGR bike path

Figure 1

Fernando R Ledesma High School Circulation

Ramona Boulevard experiences heavy traffic in the morning and afternoon. Vehicle access to the site occurs from one driveway on Ramona Boulevard, in which the vehicles later exit through the driveway on the western parking lot. A high-visibility crosswalk is present with an audible pedestrian signal at the intersection of Ramona Boulevard & Gilman Road, directly in front of Fernando R. Ledesma High School's primary entrance. While the San Gabriel River Bike Path runs along the eastern edge of Fernando R. Ledesma High School, there is no direct connection to the trail from the school and access is only available from the overpass on Ramona Boulevard.

Field Observations

On October 22nd, 2020, a site visit was conducted at Fernando R. Ledesma 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, on-site school conditions were not observed, and walk audits did not offer an opportunity to assess drop-off and pick-up conditions or normal school traffic and circulation.

An entrance to the San Gabriel River Bike Path is available on both sides of Ramona Boulevard providing students access. There is a pedestrian crossing with an audible pedestrian signal directly in front of the school on Ramona Boulevard and Gilman Road. The crosswalk provides nineteen seconds for pedestrians crossing north-south on Ramona Boulevard. The crosswalk in front of the school is the only crosswalk within a thousand feet which can lead to crossings at various locations along the corridor. Pedestrians crossing Ramona Boulevard must negotiate northbound drivers turning left from Gilman Road at relatively high speeds, as drivers travelling north making a left or right on Ramona Boulevard were observed taking the turns at high speeds.

Ramona Boulevard has modest sidewalk conditions apart from portions of the street directly in front of the school where there are no sidewalks and only grass is present. The bus stop directly in front of the school for the Foothill Transit 190 and 488 heading westbound has no shade or seating and no lighting. The eastbound bus stop however, is well maintained including shelter and seating. It may be difficult for drivers to see riders waiting at either bus stop at night. The school has a parking lot with separate inbound and outbound driveways on Ramona Boulevard.

Observations made for each corridor and intersection surrounding the school are summarized below:

➤ **Ramona Boulevard**

- School frontage is along Ramona Boulevard
- Access to San Gabriel River Bike Path on Ramona Boulevard, close to the school – though no signs appear to guide students to the path
- A pull-out is present on Ramona Boulevard, west of the school and bus stop; the team was not able to observe if or how this is used, or whether it creates vehicle conflicts

- The intersection of Gilman Road & Ramona Boulevard is a key access point with the following considerations:
 - Drivers were observed taking the turn from Gilman Road onto Ramona Boulevard and from Ramona Boulevard onto Gilman Road at high speeds, which may interfere with students crossing
 - No crossing exists on the eastern leg of Ramona Boulevard
 - There is a connection to the San Gabriel River Bike Path on both sides of Ramona Boulevard, but there is no sidewalk on northern leg of Ramona Boulevard to connect the Bike Path to the school; students coming from the north would have to cross Ramona Boulevard, travel along the south side of the street, and cross back
 - School entrance has a small sidewalk path
 - Bus stops are present going eastbound and westbound; the westbound bus stop does not include any amenities while the eastbound bus stop includes seating and a shelter
 - Not many signalized or marked pedestrian crossings exist along Ramona Boulevard, which may encourage people to cross outside of crosswalks

➤ **Gilman Road**

- At Gilman Road, two of the three crosswalk legs are striped; striping is continental style in school zone color, but very faded
- An audible pedestrian signal “chirps” to let pedestrians know they have the walk sign (an accessibility asset for people who are blind) but offers only a 19 second crossing time to cross the 64’ roadway
 - Best practices suggest this may not be adequate walk time for signalized crossings adjacent to an elementary and high school

Figure 2. San Gabriel River Bike Path Access on Ramona Boulevard



Figure 3. Existing Conditions along Ramona Boulevard



Figure 4. Gilman Road & Ramona Boulevard Intersection Infrastructure



Collision History

Collision data from 2015 through 2019 was analyzed to assess roadway safety conditions near Fernando R. Ledesma High School. Collision data from the UC Berkeley Transportation Injury Mapping System (TIMS) database was used to conduct the collision analysis. The purpose of the collision analysis was to determine 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 Fernando R. Ledesma High School. Highway collisions were excluded from the analysis.

Figure 5 below 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 Peck Road and Ramona Boulevard, where most collisions are concentrated. Intersections with notable collision hotspots shown in Figure 5 are summarized in Table 2 below.

Table 2. Collision Hotspot Characteristics

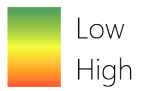
Local Intersections of Major Collision Hotspots	Adjacent Built Environment Characteristics	Signalized/Unsignalized
Ramona Blvd. & Maxson Rd.	Commercial & Residential	Signalized
Ramona Blvd. & Cogswell Rd.	Commercial & Residential	Signalized
Forest Grove St. & Peck Rd.	Commercial	Signalized
Peck Rd. & Lambert Ave.	Commercial	Signalized

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 pedestrian and bicycle infrastructure are needed. Figure 6 on the following page presents the reported bicycle and pedestrian collisions from 2015 to 2019 within one mile of Fernando R. Ledesma High School. The general distribution of collisions shows that most have occurred west of the school. Ramona Boulevard and Peck Road have the greatest number of collisions near the school area.



Density of Collisions

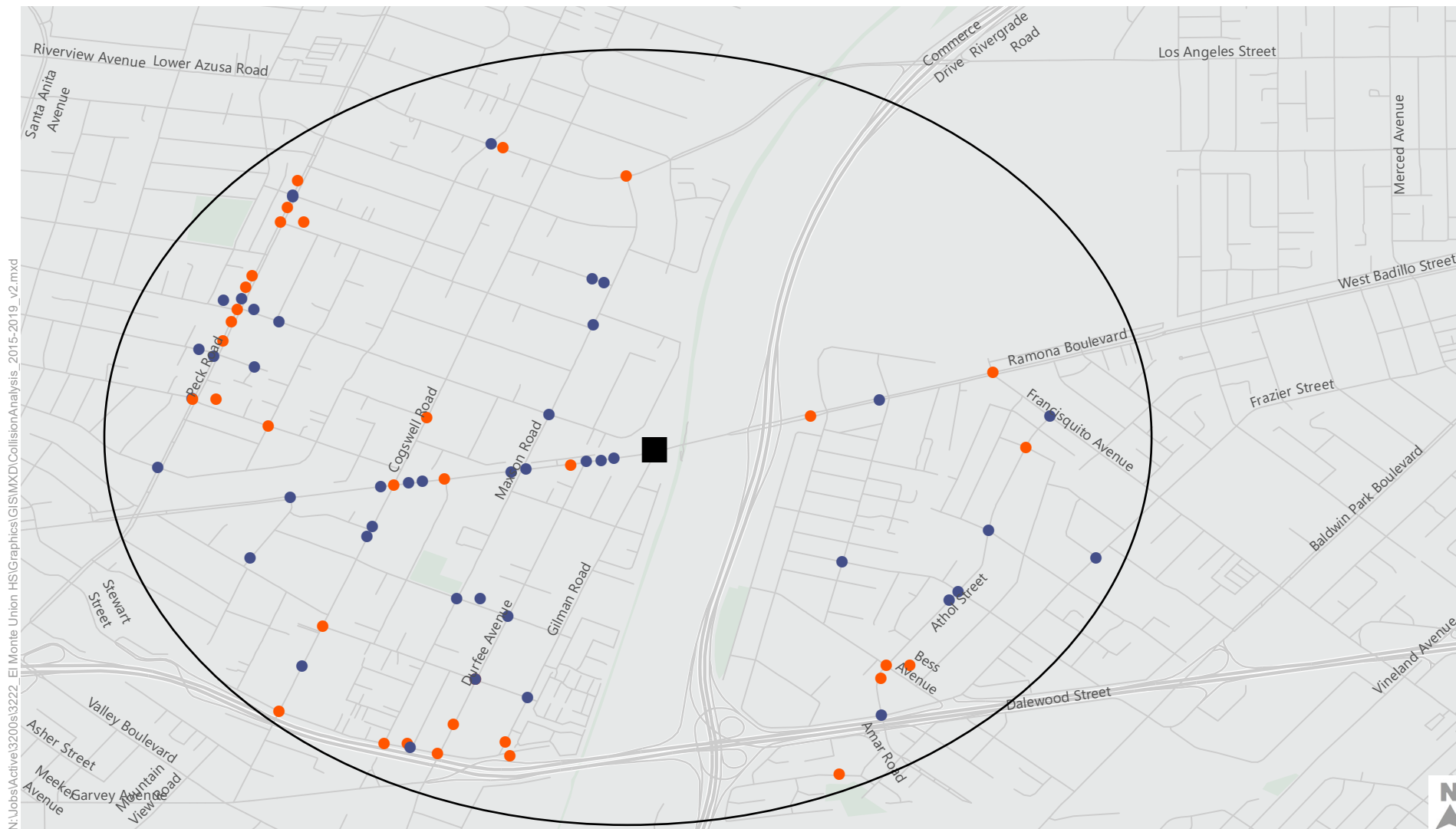


■ High School

○ Approx. 1 mi. radius



Figure 5
Ledesma High School:
Collision Heat Map (2015-2019)



- Pedestrian
- Bicyclist
- Fernando R. Ledesma High School
- Approx. 1 mi. radius



Figure 6

Bicycle and Pedestrian Collisions Within One Mile of Fernando R. Ledesma High School (2015-2019)

Figure 7 and Figure 8 below display the total collisions near Fernando R. Ledesma High School. Between 2015 and 2019, there were 976 collisions within one mile of the school. Most of the collisions were vehicle collisions, followed by pedestrian-vehicle and bicycle-vehicle collisions, respectively. Vehicle collisions have steadily increased from 2015 to 2017, with a slight decrease in 2018. There were 77 people between the ages of 14 through 19 involved in the collisions in the area, with 52 reporting injuries. Of the students who were involved, 58 were drivers, 12 were pedestrians, and seven were bicyclists. There were no fatalities reported within this age group.

Figure 7. Mode Share of Student-Aged Collisions

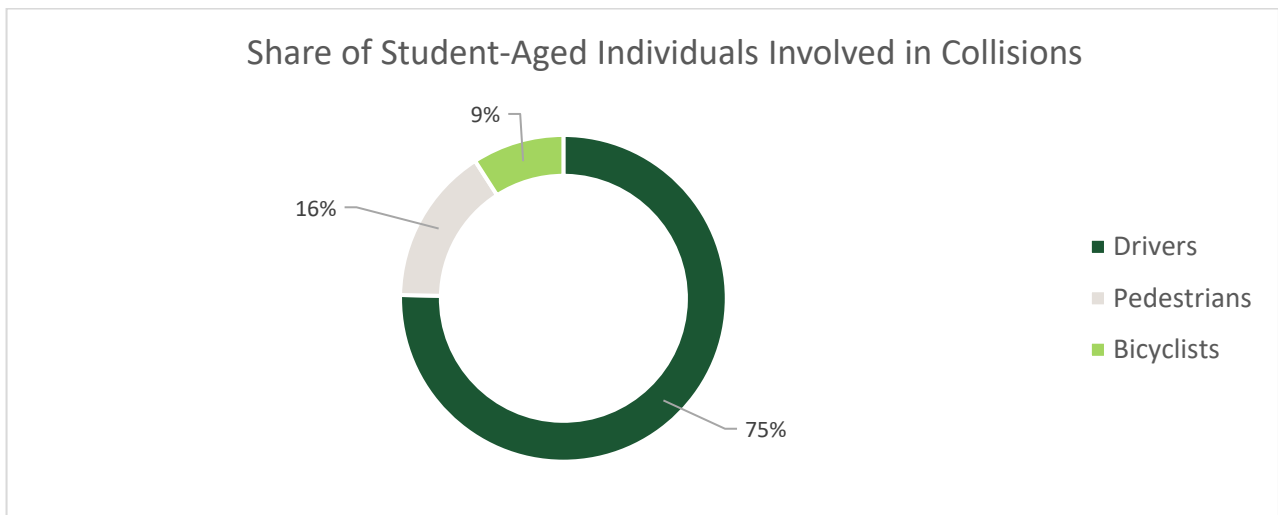
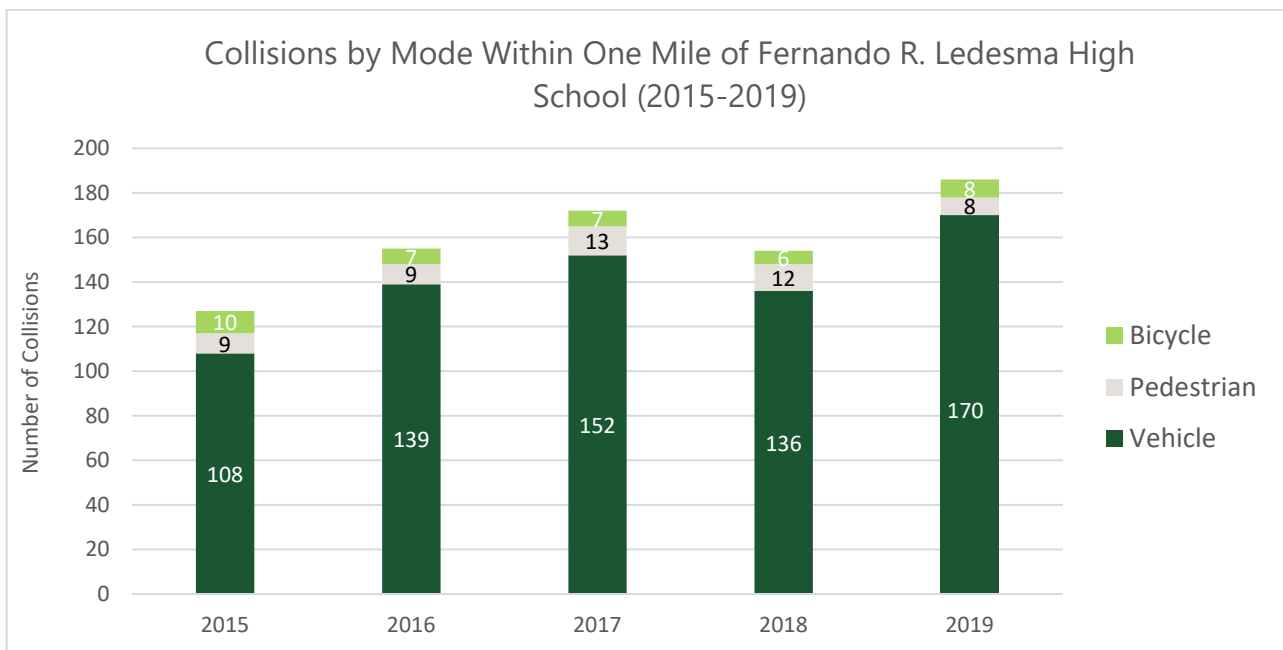


Figure 8. Collisions by Mode Within One Mile of Fernando R. Ledesma High School



Collision Severity

Of the 976 collisions in this area over the five-year period, there were seven fatalities, 42 reports of serious injuries, 298 reports of visible injuries, and 629 complaints of pain. No fatalities involved people between the ages of 14 and 19. Reports of serious injuries and other visible injuries have been generally increasing since 2015. The charts below depict the levels of severity for all collisions within one mile of Fernando R. Ledesma High School.

Figure 9. Collision Severity Year by Year Within One Mile of Fernando R. Ledesma High School

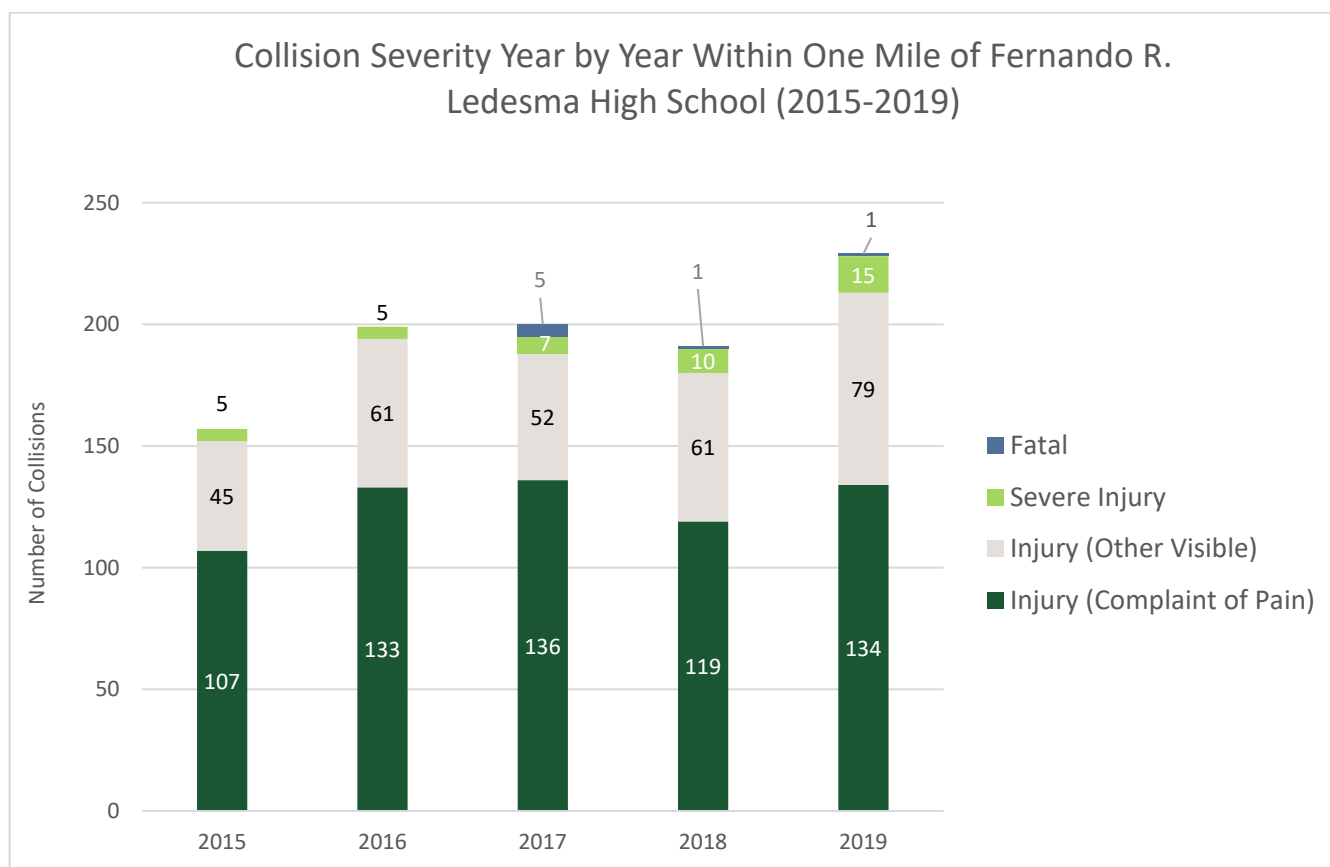
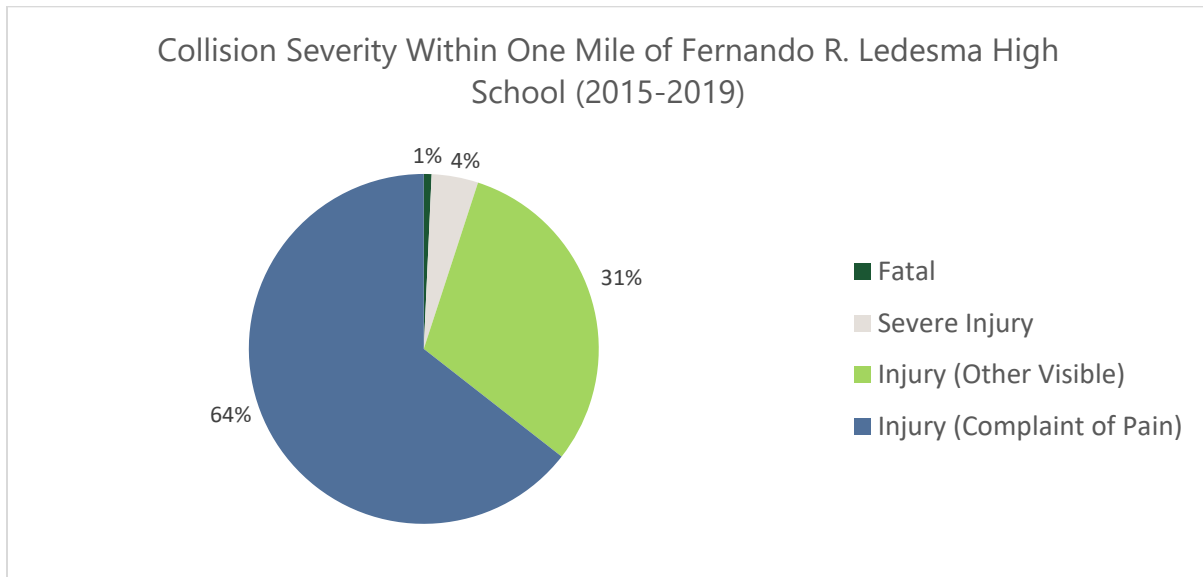


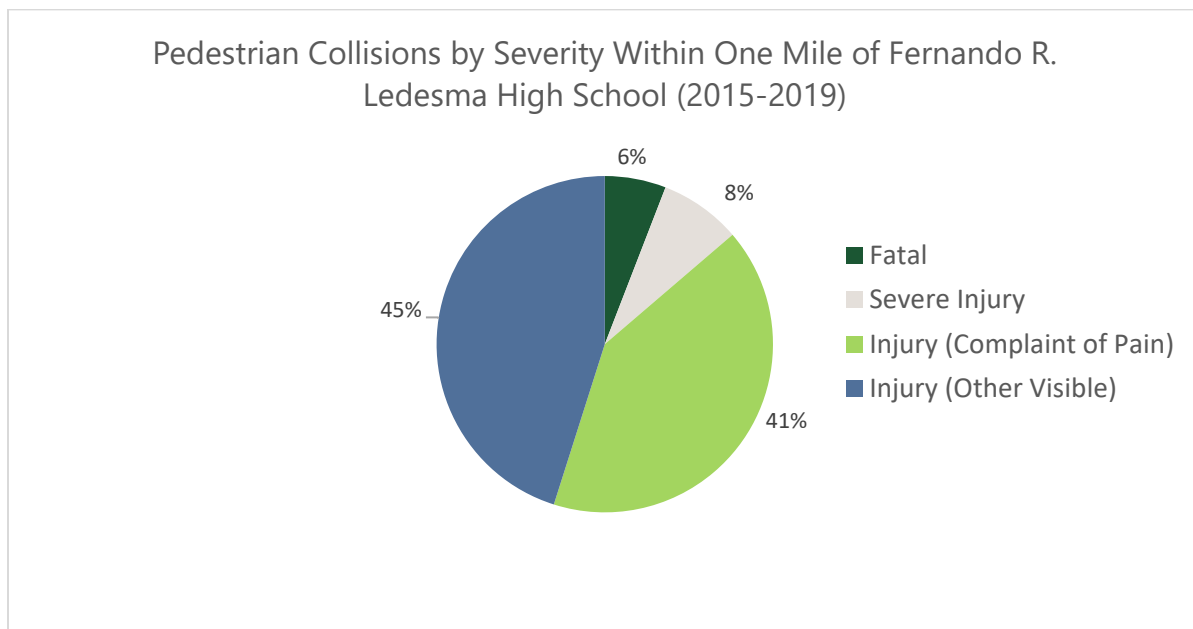
Figure 10. Collision Severity Within One Mile of Fernando R. Ledesma High School



Pedestrian Collision Severity

The figure below depicts the proportion of levels of severity across pedestrian collisions. There were three pedestrian fatalities, however none were people between the ages of 14 and 19. Twelve of the pedestrians that reported injuries were determined to be people between the ages of 14 and 19.

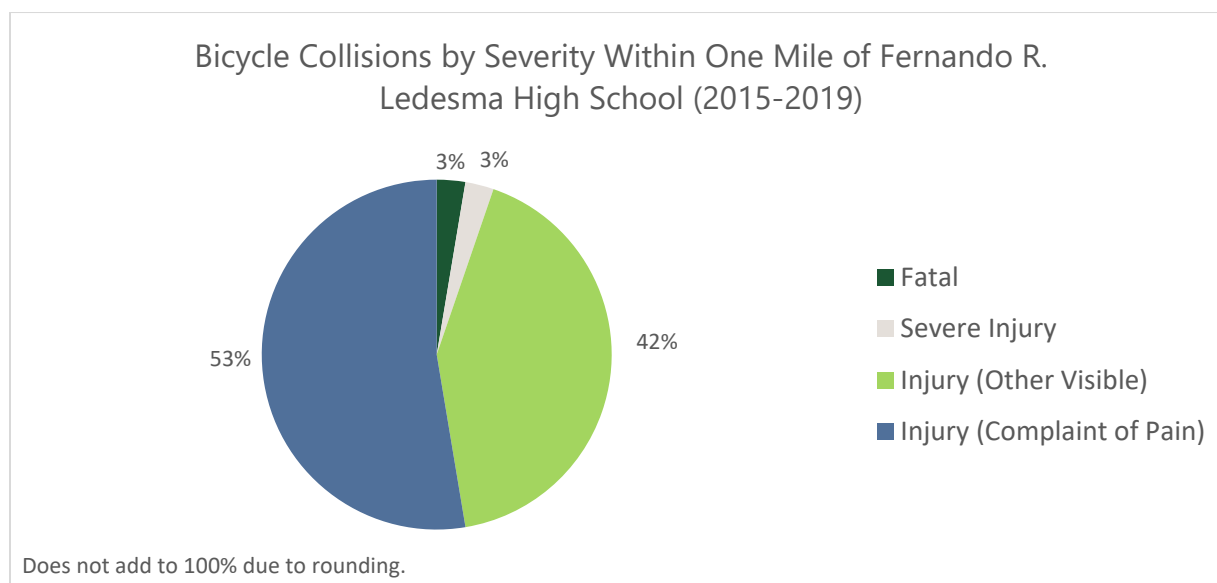
Figure 11. Pedestrian Collisions by Severity Within One Mile of Fernando R. Ledesma High School



Bicycle Collision Severity

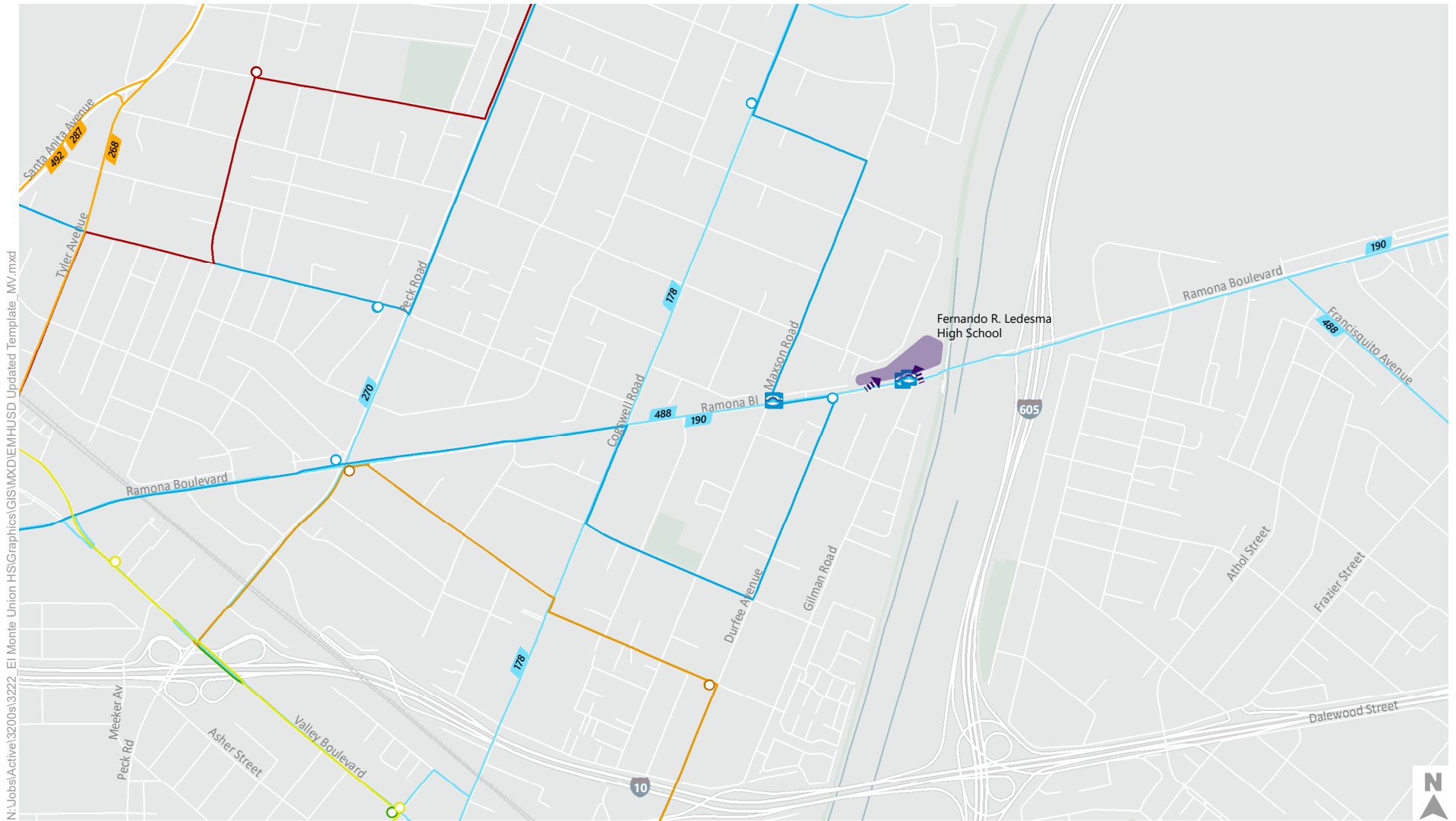
The chart below depicts the proportion of levels of severity across bicycle collisions near Fernando R. Ledesma High School. Of the 38 bicyclists who reported injuries, seven were identified to be people between the ages of 14 and 19. One fatality was reported though it did not involve any student.

Figure 12. Bicycle Collisions by Severity Within One Mile of Fernando R. Ledesma High School



Community Transit Systems

The City of El Monte operates its own transit system and its Blue Route serves the school with a stop at the intersection of Ramona Boulevard & Durfee Avenue. The Blue Route provides service weekdays every 50 minutes beginning at 6:00 AM. Foothill Transit provides service along Valley Boulevard with routes 194 and 282; a Foothill Transit bus stop is directly adjacent to the school's primary vehicle and pedestrian entrance. Route 190 provides daily service every 20-30 minutes, while Route 282 has service every 30 minutes. Existing transit conditions in the vicinity of Fernando R. Ledesma High School are displayed in Figure 13.



N:\Jobs\Active\3200s\3222 El Monte Union HS\Graphics\GIS\MXD\EMHUSD Updated Template MV.mxd

El Monte Bus Routes

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

Metro

- Stops
- Routes

Foothill Transit

- Stops
- Routes

Access

- School
- Pedestrian Entryway



Figure 13

City of El Monte Fernando R. Ledesma 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 Fernando R. Ledesma High School. Note, although graphs in this section show results by percent, due to the small sample size, quantitative results should not be interpreted as representative of the entire school community.

Table 3. Ledesma High School Survey Response Totals

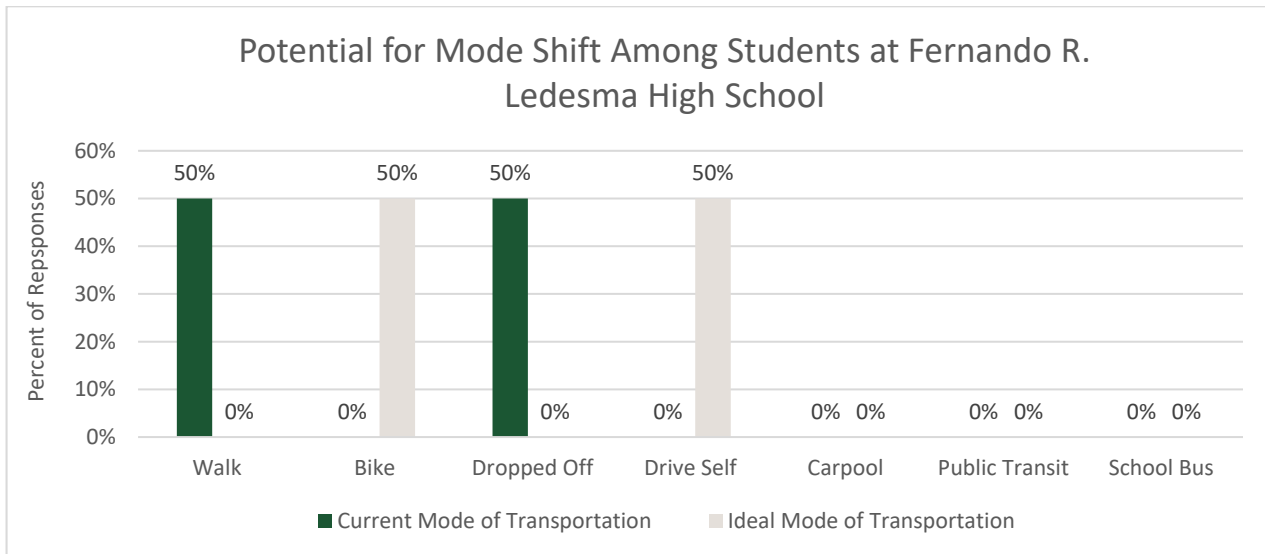
Groups	Total Number of Respondents
Students	2
Parents	8
Staff ⁴	1

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.

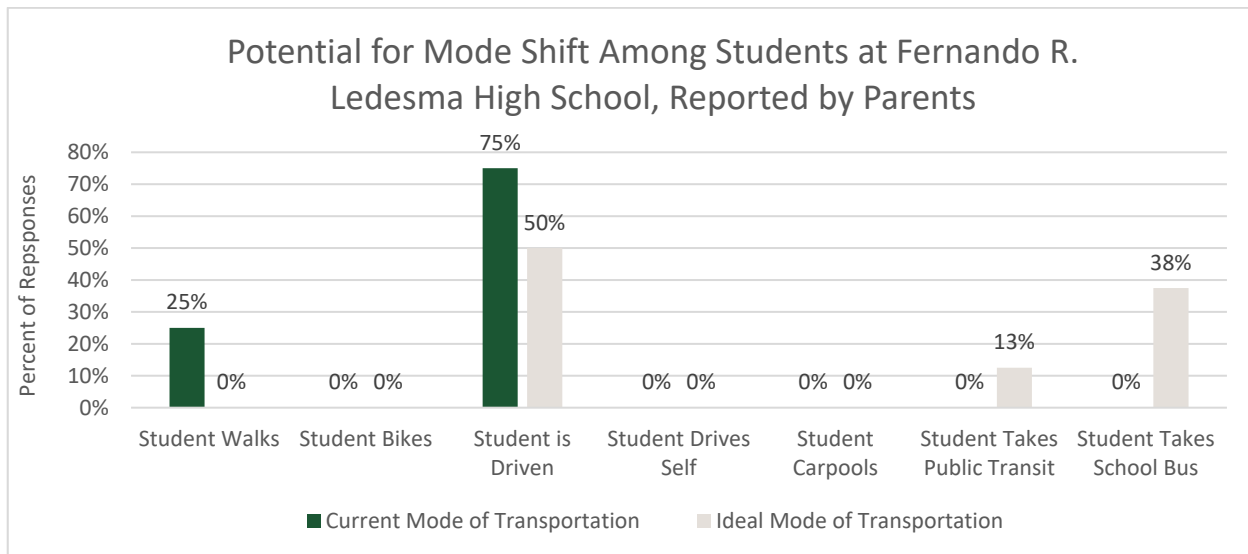
⁴ Includes faculty, staff and classified staff

Figure 14. Potential for Student Mode Shift



Current mode share among students was split between walking and being dropped off. In terms of mode shift, half of respondents selected biking and the other half selected driving oneself as ideal modes of transportation.

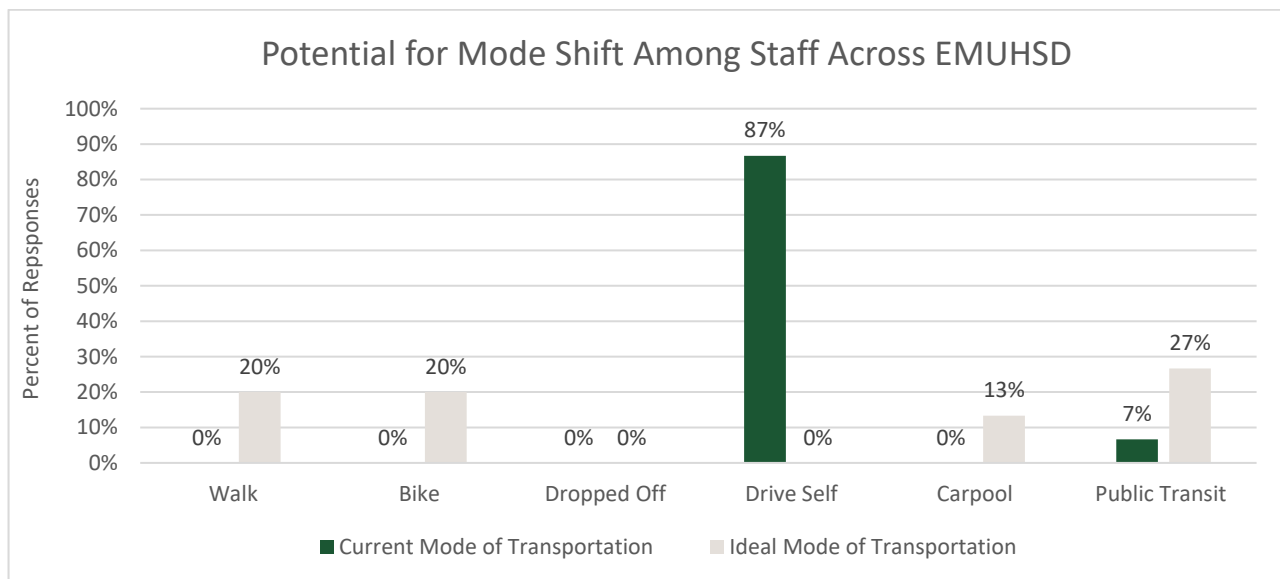
Figure 15. Potential for Student Mode Shift, Reported by Parents



Parent responses aligned with students in terms of current mode share. Most parents drive students to school or have students walk to school. Though reduced in ideal mode, “Student is Driven” remained the most popular mode of transportation for parents. “Student Takes Public Transit” and “Student Takes School Bus” also saw an increase in ideal mode share over current mode share, indicating an opportunity for improving access to these non-auto modes.

Only one staff member responded to the survey and though the datapoint provides insight into potential mode shift preferences for staff, it is 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

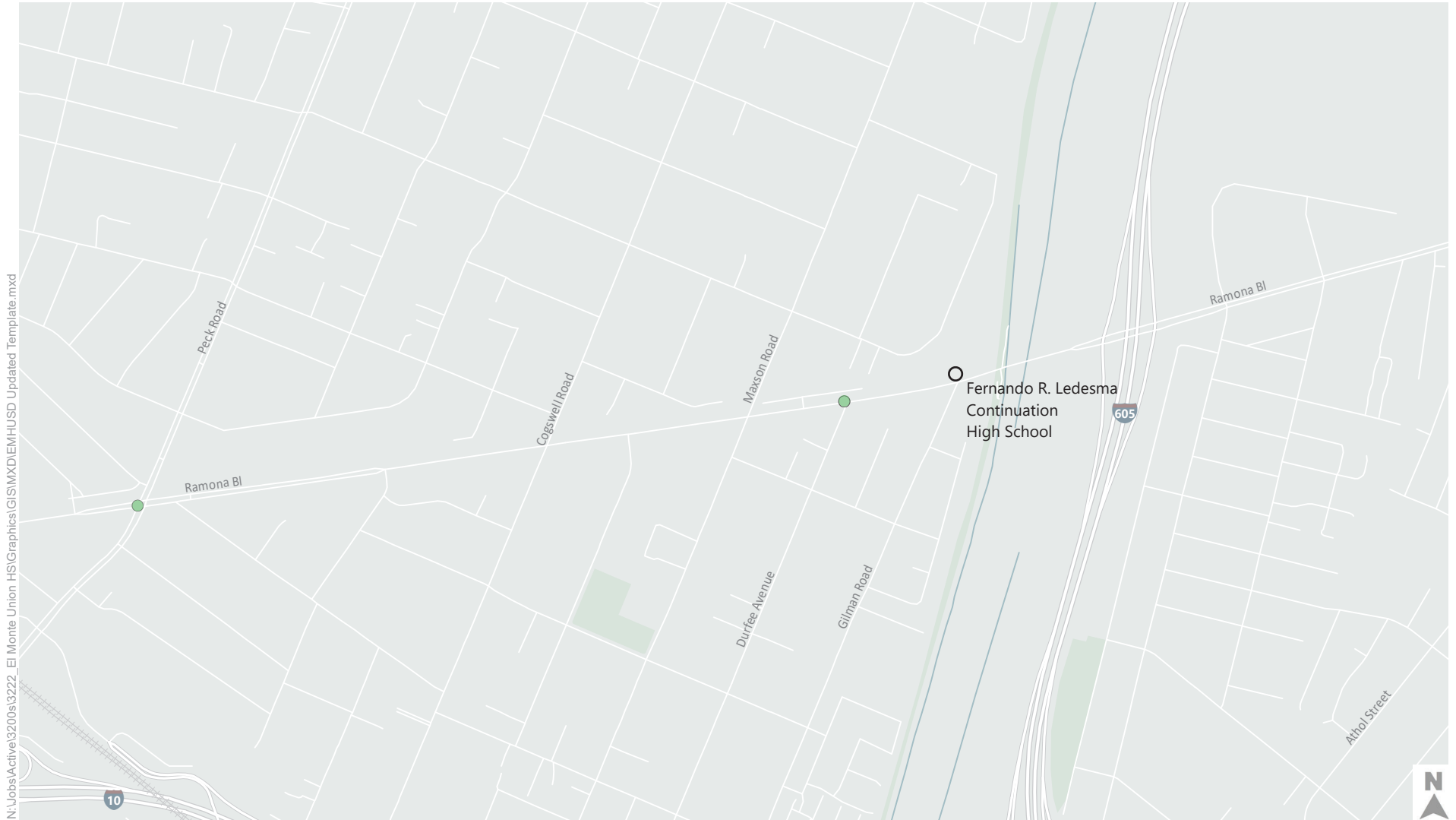


Reported Safety Concerns

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

Figure 17 shows key intersections along Ramona Boulevard. The most frequently cited intersections are Ramona Boulevard & Durfee Avenue, as well as Ramona Boulevard & Peck Road. Both intersections are west of Fernando R. Ledesma High School and are arterial roadways with high traffic volumes.

Figure 18 shows key corridors where students, parents, and staff reported feeling unsafe. For Fernando R. Ledesma High School respondents, Ramona Boulevard is the main corridor where they feel unsafe connecting to school.

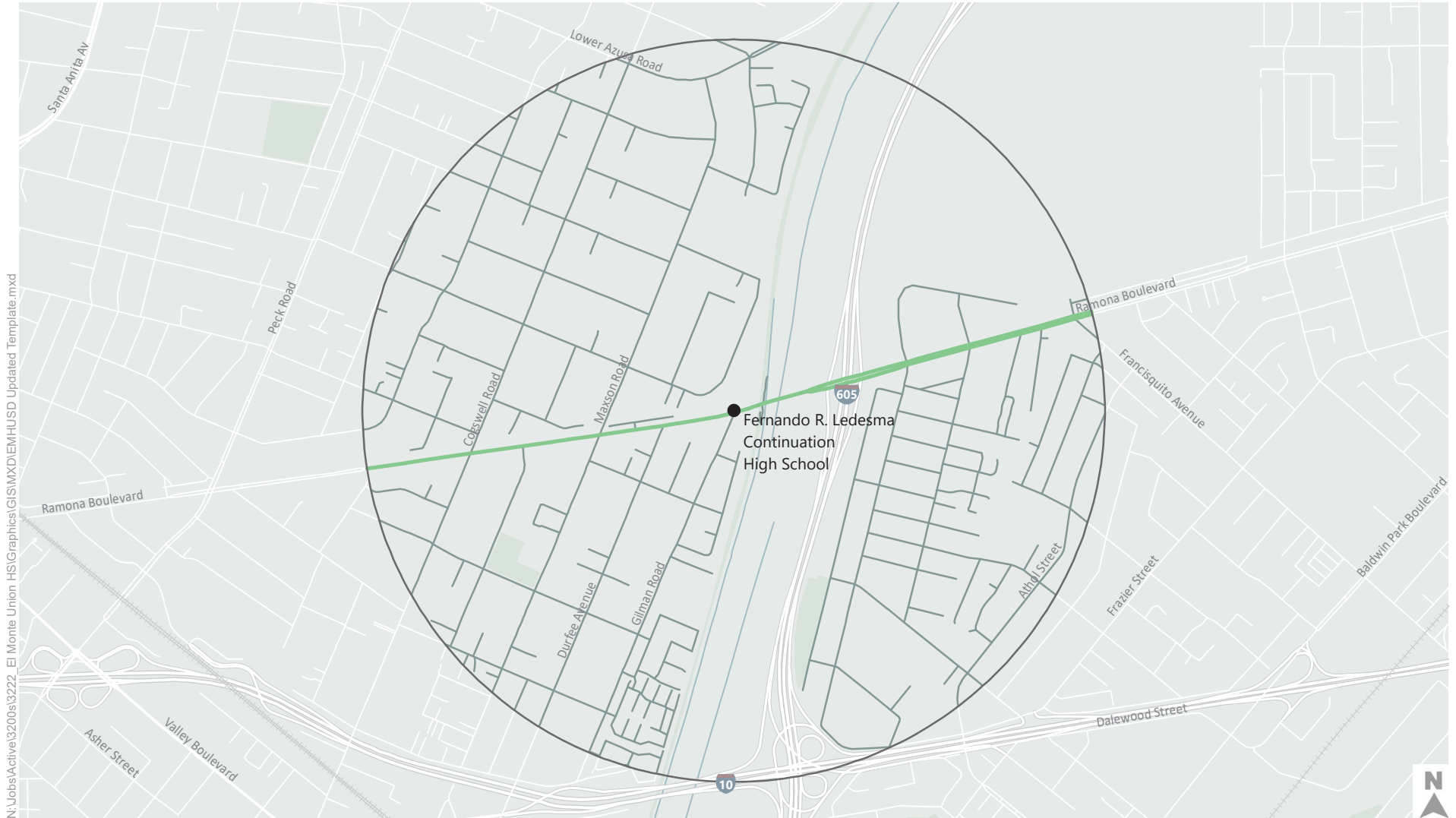


Survey Mentions

- 1
- 2

Figure 17
Survey Results
Fernando R. Ledesma High School-Key Intersections





Survey Mentions

3 - 12 13 - 21



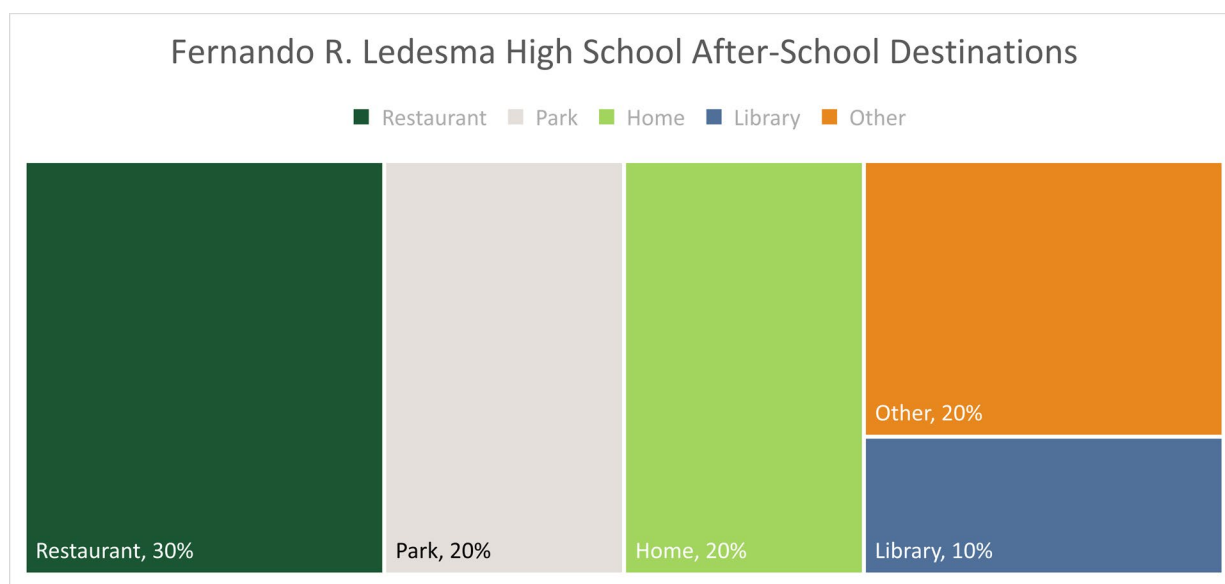
Figure 18

Survey Results Fernando R. Ledesma High School-Key Corridors

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 is important, as it helps guide the project development process in cultivating ways to ensure student safety around the school. Figure 19 presents the after-school destinations. The most popular destination was local restaurants, followed by the park.

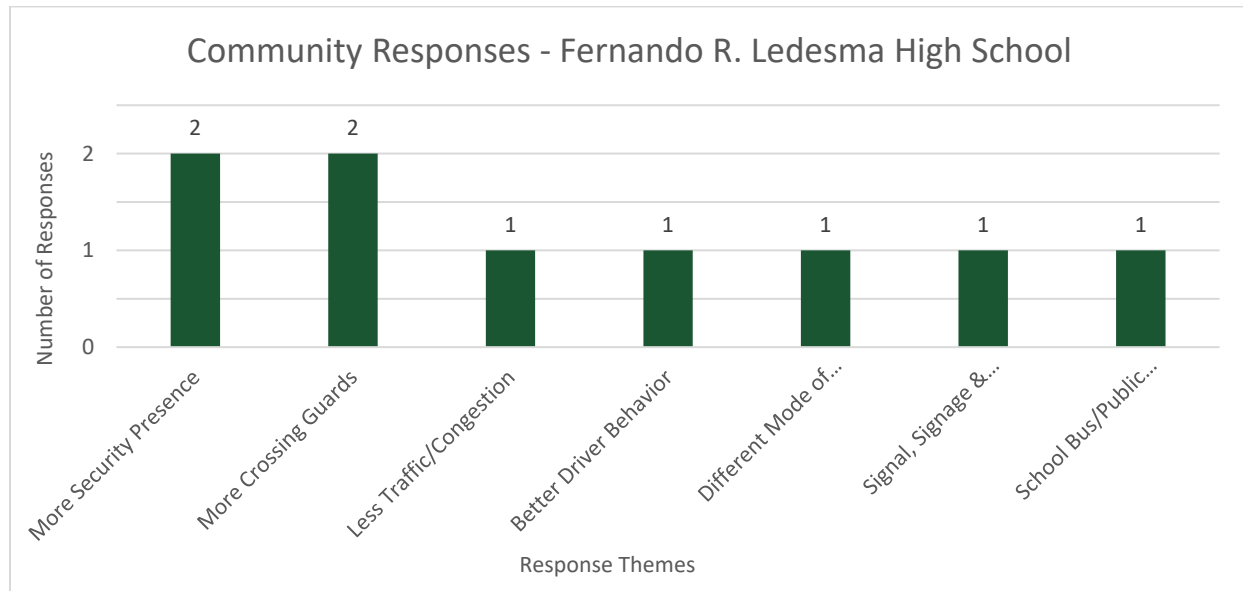
Figure 19. After-School Destinations



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 concerns from Fernando R. Ledesma High School parents and students were the need for an increased security presence and more crossing guards around the school. As previously noted, the response rate from Fernando R. Ledesma High School was very low, and may not reflect the perspective of the entire school community. Therefore, it is important to also consider the other concerns raised, including congestion/traffic, driver behavior, different modes of transportation (i.e. bussing) and improved infrastructure.

One student commented on the issue of safety and traffic around the school, saying unsafe streets are "those that have a lot of busy people in the morning, either heading to schools or their jobs." The need for better traffic enforcement at the school are underscored by the top two responses. Others suggested flashing speed limit signage and more Highway Patrol at the school to improve motorist behavior along the high-volume arterial during commute times.

Figure 20. Desired Improvements for the Journey to Fernando R. Ledesma High School



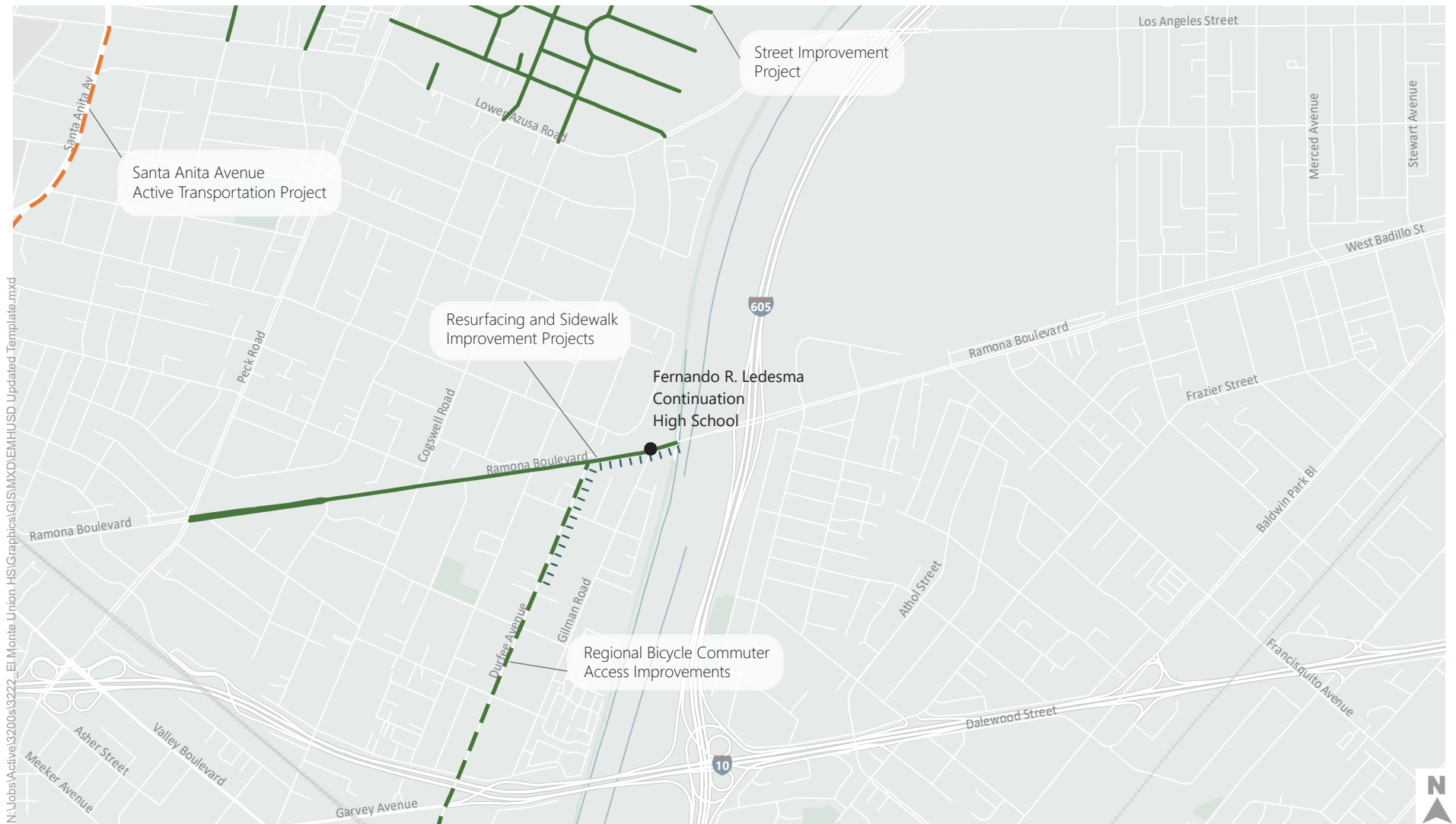
Project Ideas

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 Fernando R. Ledesma 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.⁵ Figure 21 and Figure 22 show the City of El Monte's Capital Improvement Plan for the next three years and safety related projects that have been identified in the City of El Monte's Systemic Safety Analysis Report (SSAR).

In addition to vehicle-related street improvement projects along Ramona Boulevard, the City of El Monte is enhancing active transportation connectivity to Fernando R. Ledesma High School with intersection improvements at Ramona Boulevard & Durfee Avenue and Ramona Boulevard & Peck Road. Once complete, these projects will provide additional pedestrian safety for non-auto mobility connections to the school.

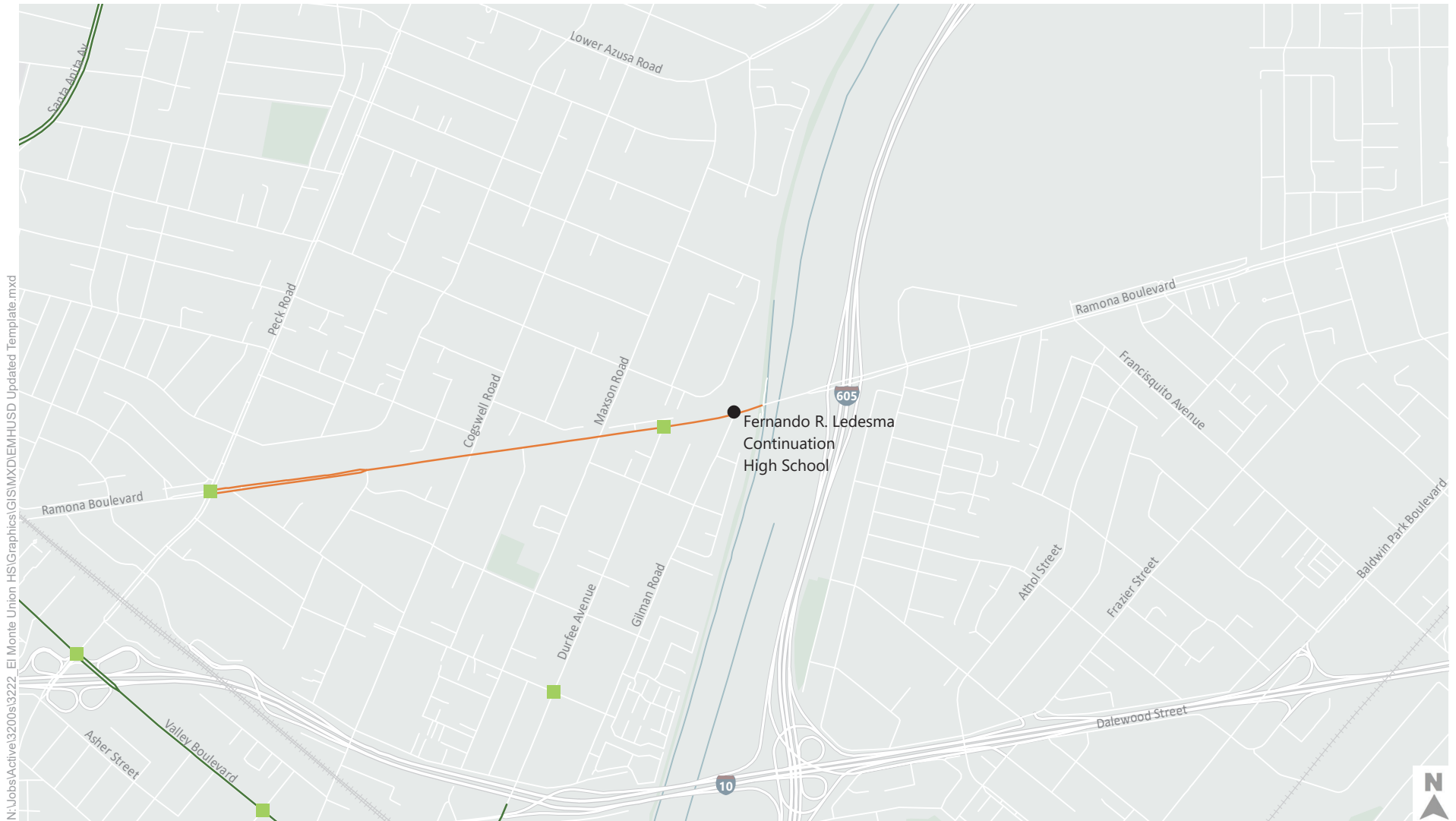
⁵ The project team connected with City of El Monte staff and received follow-up information about City efforts.



Project Year	Project Type
■ 2020-2021	— Automobile
■ 2021-2022	- - Bicycle
	Pedestrian



Figure 21
City of El Monte
Capital Improvement Projects



Proposed Safety Projects

- **Automobile** ■ **Intersection**
- **Bicycle**



Figure 22

Location-specific Recommendations

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

Table 4. Fernando R. Ledesma High School Project Development Recommendation List

Location	Location Type	Recommended Improvements
Ramona Blvd. & Gilman Rd.	Intersection	<ul style="list-style-type: none"> Add protected left turn phase for left turn lanes on Ramona Blvd. Refresh east leg crosswalk with high-visibility continental crosswalk and school zone paint Add protected left turn phase for northbound traffic to enhance pedestrian safety on west leg of crosswalk
Ramona Blvd. & Francisquito Ave.	Intersection	<ul style="list-style-type: none"> Convert crosswalk on west leg to high-visibility continental crosswalk Extend median on east and west legs of Ramona Blvd. to create pedestrian refuge islands
Ramona Blvd. & Barnes Ave.	Intersection	<ul style="list-style-type: none"> Convert crosswalk to a high-visibility continental crosswalk Realign south leg of crosswalk to better align with curb ramps Extend median on east and west legs of Ramona Blvd. to create pedestrian refuge islands
Ramona Blvd. & Syracuse Ave.	Intersection	<ul style="list-style-type: none"> Convert crosswalk to a high-visibility continental crosswalk Extend median on east and west legs of Ramona Blvd. to create pedestrian refuge islands
Ramona Blvd. & Durfee Ave.	Intersection	<ul style="list-style-type: none"> Add school-zone signage and striping at intersection approaches Convert existing south leg crosswalk to high-visibility continental crosswalk

Location	Location Type	Recommended Improvements
Ramona Blvd. & Maxson Rd.	Intersection	<ul style="list-style-type: none"> • Convert crosswalks to high-visibility continental crosswalks • Add new curb ramps to all four corners in compliance with Americans with Disabilities Act (ADA) standards • Add protected left turn phase on Ramona Blvd.
Ramona Blvd. & Cogswell Rd.	Intersection	<ul style="list-style-type: none"> • Add high-visibility continental crosswalk on north leg of intersection • Convert all existing crosswalks to high-visibility continental crosswalks • Upgrade curb ramps to be compliant with ADA • Add protected left turn phase on Ramona Blvd.
Ramona Blvd.*	Corridor	<ul style="list-style-type: none"> • Potential for Class IV bike lane • Consider reducing speed limit • Upgrade transit stops with shelters, lighting, seating, and other transit amenities • Convert crosswalks to high-visibility continental crosswalks • Add more pedestrian-scale street lighting along Ramona Blvd. • Add sidewalks on north side of Ramona Blvd. between Fernando R. Ledesma High School and Peck Rd. • Widen existing sidewalks <p>*Corridor identified as part of the City's Capital Improvement Projects (CIP)</p>



Project Development Sites

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



Figure 23

Project Development Recommendations Fernando R. Ledesma High School

Figure 24 below provides a closer look at what these recommendations could look like on the ground for the intersection of Ramona Boulevard & Gilman Road. As the intersection at the primary access point to Fernando R. Ledesma High School, this location would benefit from additional pedestrian crossing improvements. Recommended improvements include re-striping high-visibility continental crosswalks for all directions and upgrading the curb ramps at all four corners of the intersection to ADA compliance. Additionally, installing a protected left turn phase for left turn lanes on Ramona Boulevard will enhance safety for all road users and reduce conflicts with pedestrians. Finally, installing a dedicated left turn lane and protected left turn phase on Gilman Road will reduce conflicts with pedestrians crossing Ramona Boulevard in the west leg crosswalk. This recommendation may require removal of some street parking near the intersection to create the space needed for the northbound left turn lane.



Figure 24

Conceptual Improvements Intersection of Ramona Blvd & Gilman Rd Fernando R. Ledesma 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 drop-off and pick-up circulation approach, communicating patterns and expectations to parents and students at multiple times throughout the school year
- Partner with transit agencies to improve frequency of transit service and offer free or reduced transit fare for students
- 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 providing pedestrian and bicycle infrastructure near schools
- Partner with popular student destinations (nearby restaurants, parks, and libraries) to offer incentives and discounts for students who walk or bike
- Build transit and biking confidence among students by disseminating information to students through education programs, creating a bike club, coordinating school trips on transit, and engaging with students around transportation options through in-class curriculum

Example Costs for Recommended Improvements

The following table provides an overview of example costs⁶ 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.

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

⁶ Costs are based on Fehr & Peers cost estimates of transportation and infrastructure projects from the California market.

Recommended Improvements	Project Type	Cost Estimate
	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
	Reconstruct corners to reduce curb radius and close slip lanes	\$200,000-\$450,000
Speed Management	Re-stripe with narrowed or reconfigured lanes (per mile)	\$300,000
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 Fernando R. Ledesma High School analysis highlights some key themes and recommendations for the District to consider:

- Some latent demand for bicycling to school has been identified, offering an opportunity to provide more support for students who currently or would consider arriving to school by bicycle
- Safety concerns are a key issue for students, parents, and staff, regardless of mode
- Opportunities exist to partner with local restaurants, Lambert Park, and the Norwood and El Monte Libraries – key after-school destinations – to encourage walking and bicycling, to install bicycle parking, and to improve the pedestrian environment
- Key intersections of focus include Peck Road & Lambert Ave, Peck Road & Forest Grove Street, Peck Road & Ramona Boulevard and Gilman Road & Ramona Boulevard
- Key corridors of focus include Ramona Boulevard and Peck Road
- On-campus improvements could focus on information dissemination around drop-off and pick-up, 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 additional staff/crossing guards, especially located at major intersections around the school
- Coordination with the Cities of El Monte, Baldwin Park, and Irwindale will be necessary to advance off-campus infrastructure improvements to the roadway, sidewalks, intersections, and connection to regional facilities like the San Gabriel River Bike Path

The Fernando R. Ledesma 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 Cities of El Monte, Baldwin Park, and Irwindale 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 themselves
 - 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?