

Title

City of El Monte

by Kevin Ko in 2025 ATP Large Infrastructure Application

kko@elmonteca.gov

06/18/2024

id. 46796266

ATP: Previously Submitted Applications

08/14/2024

Scoren/a

Has this project been submitted in a previous ATP cycle?No

If there are any changes in the scope of work from the previous cycle, please provide a brief description.

Original Submission

06/18/2024

Scoren/a

Part A: General Application Questions

Part A1: Applicant Information

Implementing Agency NameCity of El Monte

Implementing Agency's LOCODE5210, El Monte

Implementing Agency's Address11333 Valley Boulevard
El Monte
CA
91731-3293
US
34.07136
-118.02962

Implementing Agency's Primary Contact PersonLee Torres

Primary Contact Person's Title	Acting Public Works & Utilities Director/City Engineer
Primary Contact Person's Phone Number	+16265802055
Primary Contact Person's Email Address	ltorres@elmonteca.gov
Implementing Agency's Secondary Contact Person	Kevin Ko
Secondary Contact Person's Title	Staff, Engineering Division, Public Works Department
Secondary Contact Person's Phone Number	+16265802058
Secondary Contact Person's Email Address	kko@elmonteca.gov
Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	075210R
Implementing Agency's State Caltrans Master Agreement Number	075210S21
Does this project have a Project Partnering Agency?	No
Part A2: General Project Information	
Project Name:	Valley Boulevard Complete Street

Summary of Project Scope:	The Valley Boulevard Complete Street project will transform 3.3 miles of Valley Boulevard to enhance connectivity, accessibility, and safety for all users by installing Class IV and Class II bicycle facilities, installing raised medians with landscaping to separate lanes of vehicular traffic, adding landscaped parkways along sidewalks to enhance pedestrian safety and comfort, installing bus islands and relocating bus stops, upgrading sidewalks to ensure ADA compliance, reducing on-street parking to improve sight distance, installing beacons and signals at uncontrolled crossings, enhancing an empty/underutilized lot to include green space at the intersection of Santa Anita Avenue and Valley Boulevard (Santa Anita Mini Park), installing gateway features and a pedestrian paseo at the Valley Boulevard/El Monte Avenue intersection, and enhancing first/last mile transit access to nearby transit stations. These improvements will transform the Valley Boulevard corridor into a walkable, bikeable hub that will encourage non-motorized travel, reduce congestion, reduce greenhouse gas emissions, and promote a thriving business community. The project will also encourage increased transit travel by improving bus routes along Valley Boulevard, which are serviced by several bus lines, and by improving multimodal access to nearby transit stations - the El Monte Metrolink Station, the El Monte Trolley, and the El Monte Bus Station. The project will improve safety and accessibility for all users, while simultaneously creating an aesthetically pleasing corridor that implements low-impact development and sustainability features.
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Summary of Outcomes/Outputs:	Construct 24,800 LF of Class IV bicycle lanes and 11,000 LF of Class II bicycle lanes, improve six uncontrolled crossings and 16 signalized intersections, install/reconstruct 109 curb ramps and 10,400 LF of sidewalk.
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Federal Transportation Improvement Program (FTIP) Project Description:	Pre-construction and right-of-way funding for the installation of Class IV and Class II bicycle facilities, modification of existing transit stops, and streetscape beautification.
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Project Location:	The project is in Los Angeles County, in the City of El Monte, on Valley Boulevard from the western City limits at Eaton Wash to eastern City limits at the San Gabriel River.
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Attach a project location map

[Project_Location_Map.pdf](#)

List all cities that the project will affect. All cities must be located within the State of California.

[Cities.xlsx](#)

Infrastructure Project Coordinates - Latitude	34.066991
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Infrastructure Project Coordinates - Longitude	-118.025438
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Is this project located Yes
within 500 feet of a
freeway or roadway
with a traffic volume
over 125,000 annual
average daily traffic
(AADT)?

Please describe any
project design
elements intended to
minimize exposure to
air pollution and
circumstances that
make locating project
components in close
proximity to heavily
travelled freeways or
roadways
unavoidable, and
explain why this
project location was
chosen.

The proposed project will construct improvements through the entire City of El Monte from the eastern City limits to the western City limits, since Valley Boulevard runs the entire east-west length of the City. Valley Boulevard also runs mostly parallel to the I-10 freeway, one of the most congested routes in the nation. The project improvements will include an approximately 295-foot-segment of roadway that runs directly under the I-10 overpass just east of the Valley Boulevard/Peck Road intersection. The location of these improvements and their proximity to a heavily traveled freeway are unavoidable since Valley Boulevard is the primary east-west arterial through the City and is also the location of the Downtown Core. The proposed improvements will encourage the use of active transportation through one of the City's busiest corridors, which will in turn reduce GHG emissions and minimize air pollutants by providing an alternative to single-occupancy vehicle use to reach destinations along Valley. The project location has been chosen because of its land use designation as the Downtown Core. As such, it is a hub for business, shopping, dining, and transit activities including first/last mile connections. It is imperative that this currently auto-centric corridor implement safe, accessible multimodal infrastructure in order to counteract the pollutant travel patterns that the area currently experiences. Not only will the project improvements in this specific location help to offset the carbon emissions of the I-10 freeway by encouraging walking, biking, rolling, and transit/ridesharing, but additional project elements have been thoughtfully chosen to further offset pollution, including the inclusion of the Santa Anita Mini Park, and the introduction of landscaping elements such as landscaped medians. The planting of trees through the corridor will not only enhance the aesthetics of the area but will also introduce much needed air-purifying properties to the corridor.

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

2010 Census Tracts.xlsx

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

2020 Census Tracts.xlsx

Caltrans District: 7

Congressional
Districts (Select all
that apply): 31

State Senate
Districts (Select all
that apply): 22

State Assembly 49
Districts (Select all
that apply): 56

County Los Angeles

Metropolitan Planning
Organization (MPO) SCAG

Regional
Transportation
Planning Agency
(RTPA) None

Urbanized Zone Area
(UZA) Population: Project is located within one of the ten large MPOs

Within the last ten
years, have there
been any previous
State or Federal
ATP, SRTS, SR2S,
BTA, or other
ped/bike funding
awards for a
project(s) that are
adjacent to or
overlap the limits of
the project scope of
this application? Yes

Please list the projects below:

[Previous Projects.xlsx](#)

Part A3: Project Type

Select the plans your
agency currently has
(select all that apply): Bicycle Plan
Vision Zero
Other
Safe Routes to School Plan

List other plans that
include bicycle and/or
pedestrian
improvements: Sidewalk Inventory Report

Is the proposed
project in a current
plan? Yes

Select project sub-
types (select all that
apply): Bicycle Transportation
Pedestrian Transportation

Bicycle Transportation - % of Project	60
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Pedestrian Transportation - % of Project	40
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Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:	Pedestrian Improvements Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.) Vehicular-Roadway Traffic-Calming Improvements Bicycle Improvements
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Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

Bicycle Improvements

What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?	100
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Please complete the table below:

[Bicycle Improvements.xlsx](#)

Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?	0
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Please complete the table below:

[Pedestrian Improvements.xlsx](#)

Crossing and Intersection Improvements

Please complete the table below:

Crossing Improvements.xlsx

Other Amenities

Please complete the table below:

Other Amenities.xlsx

Vehicular-Roadway Traffic-Calming Improvements

Please complete the table below:

Traffic Calming.xlsx

Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?

No

Select all that apply:

Project will likely encroach into Caltrans R/W, requiring easements, encroachment permits, and/or other approvals.

Project will likely require R/W in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

Project will require private property R/W acquisitions or utility relocations:
Note: The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

Total number of private R/W parcels expected to be impacted:

2

Total number of utility companies expected to be impacted:

0

Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations:

24

Has the project schedule been developed to account for this time?

Yes

Project will encroach Caltrans R/W:

Is Caltrans the implementing agency?

No

The applicant must attach the approved and signed State Highway Project Impact Assessment Form for ATP projects impacting Caltrans R/W:

[PPR_Impact_Assessment_Form_for_ATP_Cycle_7_Project_-_City_of_EI_Monte_-_signed.pdf](#)

Percentage of the project (by area) within Caltrans R/W:

3.60

Total construction costs within Caltrans R/W:

16000

Level of Caltrans project development oversight has been determined to be needed by Caltrans:

Encroachment Permit

Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project?

Local Assistance

Has the project schedule been developed to account for the additional time needed for Caltrans to complete its required oversight responsibilities?

Yes

Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

Will ATP funds be used in the PA&ED phase of the project?

Yes

Proposed CTC PA&ED allocation date:

8/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:

10/1/2025

Expected or past start date for PA&ED activities:

10/1/2025

Number of months to complete CEQA and NEPA studies and approval:

12

Expected or past completion date for the PA&ED phase:

10/1/2026

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:

Will ATP funds be used in the PS&E phase of the project?

Yes

Proposed CTC PS&E allocation date:

12/1/2026

Notice to Proceed with Federally Reimbursable ATP Work:

2/1/2027

Expected or Past Start Date for PS&E Activities:

2/1/2027

Number of months to complete PS&E:

24

Expected or past completion date for the PS&E phase:

2/1/2029

Right-of-Way (R/W) Project Delivery Phase:

Will ATP funds be used in the R/W phase of the project?

Yes

Proposed CTC R/W allocation date:

12/1/2026

Notice to Proceed with Federally Reimbursable ATP Work:

2/1/2027

Expected or past start date for R/W activities:

2/1/2027

Number of months to complete the R/W engineering, acquisition, and utilities:

24

Expected or past completion date for the R/W phase:

2/1/2029

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

Construction (CON) Project Delivery Phase:

Will ATP funds be used in the CON phase of the project?

No

Expected start date for construction activities:

8/1/2029

Number of months needed to complete construction activities:

24

Expected completion date for the CON phase:

8/1/2031

Part A6: Project Funding

Total Project Cost

34505

Total ATP Request

4355

Please complete the table below in thousands:

[Funding Table.xlsx](#)

ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your project warrants receiving state-only funding?

No

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[exhibit-25i-ppr.pdf](#)

Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[Consistency_with_RTP-SCS.pdf](#)

Is the implementing agency Caltrans? No

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community? Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[DAC_Map_CalEnviroScreen_and_Community_Access_Points_Destinations.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community: CalEnviroScreen (CES) 4.0

CalEnviroScreen 4.0: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#), and the list can be found under “SB 535 List of Disadvantaged Communities”.

CalEnviroScreen (CES) 4.0

[CES.xlsx](#)

Highest CES Score from table above: 98

CES Score for census tract(s) that the project benefits (cell B38 in table above): 93.69586019618347

Please attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

[CES_Tract_Info.pdf](#)

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

The project addresses a deficiency in the active transportation network in El Monte. Valley Boulevard currently lacks bicycle facilities, and pedestrian facilities consist of various sections of non-ADA compliant sidewalks with few trees and faded, missing, or uncontrolled crosswalks. As the primary east-west corridor for the entire City and the designated Downtown core, the lack of pedestrian/bicycle facilities deters DAC residents from choosing active transportation as their primary mode of travel. Residents have identified that lack of safety elements in the area have led to high incidences of collisions and vehicular speeding. Between 2018-2021 there were 4 recorded pedestrian-involved fatalities in the project corridor. 44 pedestrian/bicycle involved collisions were recorded during this time, 75% of those resulting in severe or visible injuries.

During the comprehensive community outreach program conducted in 2023, several public meetings were held to gauge community interest in and perception of Valley Boulevard. During one of these public meetings, held in October 2023, 44% of participants noted that the improvements would positively transform their experience on Valley. 22% expressed an increased interest in bike riding. 22% found public transit more appealing. 11% expected to feel more comfortable walking as a result of these proposed complete street enhancements. This project will address safety issues and provide direct benefits to low-income and minority residents living in the surrounding neighborhoods, providing them with access to necessary civic sites and services.

The proposed improvements introduce several solutions to address safety and comfort concerns. Installation of approximately 25,000 linear feet (LF) of Class IV Protected Bike lanes, 10,500 LF of Class II Buffered Bike lanes, the improvement of six uncontrolled mid-block crossings, signalization of uncontrolled crossings, and the removal of underutilized on-street parking will narrow the roadway both physically and visually, thus slowing vehicles and calming traffic. These traffic calming elements will create a safer environment for bicyclists/pedestrians. Additionally, the improved crossings and raised medians will improve driver awareness and visibility of pedestrians. The proposed enhancements will improve safety at school crossings, resulting in increased pedestrian traffic. As safety and mobility barriers are removed, residents of the surrounding DAC will be more inclined to walk or bike to local destinations instead of driving. The project will connect residents to destinations within less than a one-mile radius of the project site including twelve schools, the City's civic center, shopping centers and markets, religious facilities, various dining options, and employment centers (manufacturing and industrial zoned areas). The project will also provide encouragement for multimodal users to access the San Gabriel River Trail to the east, and the Rio Hondo Bike Path to the west at Santa Anita Avenue. The San Gabriel River Trail is a 38-mile recreational multi-use trail running north-south that stretches from Azusa at the base of the San Gabriel Mountain Range to Seal Beach along the coast. The Rio Hondo Bike Path is an integral part of the larger "Emerald Necklace," a 17-mile-long network of existing and future parks, greenways, and trails located along the Rio Hondo and San Gabriel River.

C2. Explain how disadvantaged

The proposed project improvements will be constructed across twelve (12) census tracts that are fully disadvantaged with CalEnviroScreen scores

community residents ranging from 70 to 98. There are nearly 53,000 residents living within the project area in these census tracts who will have direct physical access to the improvements.

The DAC map provided illustrates that the project's proposed corridor where improvements will be implemented lies entirely within a disadvantaged community. Valley Boulevard is comprised primarily of commercial and industrial zoned properties, public facilities, schools, and pockets of residential space. Valley Boulevard serves as a main connection to Shirders Elementary School, Columbia School, El Monte High School, and Payne Middle School. According to US News & World Report data, the El Monte School District's minority enrollment is 100% and 86.7% of students are economically disadvantaged. Despite the aforementioned schools' proximity to Valley Boulevard, the corridor is underutilized by students walking or biking to school due to perceived threat of danger for multimodal travel. When the community was polled regarding perception of Valley Boulevard, several community members noted that although students utilize Valley to commute to and from school, there is a perception of danger, particularly surrounding unsafe crossing options near the schools. The City's Vision Zero Plan, adopted in 2022, lists a goal of providing for safe and comfortable routes to schools, which this project would achieve.

Improving the corridor will create a safer active transportation network for pedestrians and bicyclists within the disadvantaged community, connecting residents to local destinations while also enhancing the overall appeal of their community. The proposed improvements will be readily accessible to disadvantaged residents in the neighborhoods and will provide access to the public schools and commercial centers that serve the area.

The El Monte Trolley fixed-route system has stops along the project corridor, and the Trolley Depot, which is directly adjacent to the El Monte Metrolink Station, is accessed directly via Valley Boulevard and Center Avenue. The Trolley provides transportation for residents to most major shopping areas, recreation facilities and schools within the City. It is an affordable, and sustainable alternative mode of transportation that serves the City's low-income population. By improving the bicyclist/pedestrian infrastructure of the corridor, residents will be more inclined to use alternative modes of transportation that include walking, biking, and transit use. The project will include enhancements at these trolley stops and bus stops to further encourage use, such as benches, shade trees, and improved/ADA compliant stops.

Through project implementation, the community will directly benefit from having more walking and bicycling opportunities, better access to public transportation, improved safety for all users, and improved air quality. Improvements will benefit students, low-income residents, and seniors who rely on alternative modes of transportation to access necessary destinations. The project will provide a connection to the City's civic center, post office, shopping centers, schools, parks, religious facilities, the San Gabriel River Trail, the Rio Hondo Bike Path, Metrolink Station, and other community destinations.

documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

of the San Gabriel Valley (SGV) Bike Master Plan. The plan states, "Road diets, coupled with added bicycle lanes, are recommended for...Valley Boulevard." The plan identifies Valley Boulevard as the highest bicycle-related collision roadway in the City. Extensive outreach was conducted as part of plan development including surveys, informational booths, and public meetings at City-hosted community events, and City Hall.

In 2023/2024, the City prepared the Feasibility Study for Valley Boulevard Complete Street. The study included a comprehensive outreach approach. A Community Advisory Committee (CAC) was developed consisting of Active San Gabriel Valley (Active SGV), Downtown El Monte Business Association (DEMBA), El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink, and a group of residents and business owners. Three CAC meetings were hosted over the course of the study.

Two rounds of public meetings were held during the feasibility study development. Meeting information was posted on decals around the project site, and fact sheets were distributed at pop-up events, the City's website, and the City's social media pages to promote public awareness of the meetings. The outreach team also conducted a corridor walk visiting over 200 businesses along Valley Boulevard to inform owners of upcoming project meetings, and to gain business owners' input on removal of on-street parking. The first round included one virtual and one in-person community meeting. The second round included one virtual meeting.

Informational booths and pop-ups were hosted during City-organized events because of the high levels of public attendance and participation at these events. Pop-up events included the Farmer's Market in June and August 2023; Howl-O-Ween Bark Bash Dog Parade (roughly 100 booth attendees); DEMBA Day of the Dead (roughly 80 booth attendees).

An online survey tool was developed to compare two concepts for Valley Boulevard. The tool was accompanied with a video explaining the concepts for members of the public who were not able to attend meetings. Over 300 survey responses were received via this tool.

To ensure inclusivity and effective communication, project information flyers were prepared in multiple languages - English, Spanish, Vietnamese, and Chinese. This allowed for engagement with a diverse range of business owners and community members, ensuring that project information was accessible. Live Spanish interpretation was available during public meetings, as over 69% of El Monte residents are Hispanic/Latino.

Developing the project was a collaborative effort between the outreach team, community members, City departments/officials, and various organizations. DAC residents were involved throughout project development to provide input on design ideas. Project concepts were identified and supported by the DAC that will directly benefit from the improvements. The project will be accessible to all members of the community including all income levels, ages, and abilities. No issues of displacement will occur as a result of the project; no residences will be impacted and the project consists of a road diet without significant right of way takes.

Attach documentation to show disadvantaged community support:

[Appendix_I_Public_Outreach_Summary_Report_1.pdf](#)

D. Project Location (0-2 Points)

Select the option that best describes the project location:

Project is fully in a disadvantaged community

D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-38 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

A. Statement of Project Need (0-19 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

The City of El Monte is nestled in the San Gabriel Valley, about 14 miles east of Downtown Los Angeles. Although El Monte is located in one of southern California's largest metropolitan areas, the Downtown core has distinct character making it unique to the Los Angeles basin. El Monte's Downtown, as defined by the General Plan, encompasses 200 acres, bordered by the Rio Hondo River, Interstate 10 and the Metrolink and Union Pacific train tracks. Downtown El Monte also takes advantage of access to the Metrolink Train Station, Metro Bus Station and Rio Hondo River Bike Trail, which feeds into a larger, 17-mile trail system called the "Emerald Necklace."

The City is home to over 109,000 residents (2020 US Census Bureau data). The majority of the population (70%) is Hispanic/Latino - 49% of residents are foreign-born. 16.9% of residents are living in poverty, however, the census tracts that include the Valley Boulevard Complete Street project limits, particularly surrounding the City's Downtown core, experience some of the highest poverty levels in the City with as many as 66% of people living below twice the federal poverty level. Despite this, the City has a rich history and is home to major economic engines such as the Longo Toyota Dealership in its Auto Promenade area. The City's proximity to the I-10, I-605, and Downtown Los Angeles make El Monte a community with the capacity for increased economic and employment opportunities for those not desiring to live in Los Angeles proper. According to SCAG's El Monte Vision Plan (2019), job growth in the City is likely to outpace that of Los Angeles County over the next ten years.

To accommodate this projected growth in job opportunities and to create a more inviting community atmosphere, particularly around the City's Downtown Core, attention has been paid to Valley Boulevard to make needed improvements so that the corridor is more accessible to all, regardless of ability, age, income, or vehicle access. The El Monte Vision Plan states that Valley Boulevard is considered a "Vehicle-Oriented Corridor." These roads have high traffic volumes and are structured to give

priority to vehicle throughput over other modes. They act as barriers to cross and are unpleasant for pedestrians and bicycles to travel along. Currently, Valley does not have any bicycle facilities, despite the fact that it is the primary east-west corridor through the City where key amenities are located, including the City Court House, Civic Center, post office, corporate offices, apartment communities, the City's largest retail plazas, and several schools. This lack of multimodal infrastructure affects the entire community, resulting in an unsafe environment for pedestrians, bicyclists, students, seniors, and disabled persons. The improvements will also encourage transit use. Currently, Valley Boulevard is the primary arterial leading to the Metrolink El Monte Station, located on the Metrolink San Bernardino Line, the busiest line on the Metrolink system. It services both passenger and freight rail. It is located approximately .75 miles from the Metro El Monte Bus Transit Center - the largest bus station west of Chicago serving 22,000 passengers daily, and used by Metro, Foothill Transit, Greyhound, El Monte Transit. These are significant transit hubs that have the ability to service many more thousands of travelers, pulling traffic off of nearby congested routes such as the I-10 which parallels Valley. However, Valley's existing conditions do not accommodate multimodal transportation options safely, and therefore represents a barrier to mobility and to transit use.

This project is needed to reduce speeds, increase safety, and prevent collisions by installing the infrastructure required to safely navigate the road. The project will benefit non-motorized users by creating a more inviting active transportation environment for residents of all ages and varying abilities, including students, seniors, and disabled persons. Existing sidewalks, driveways, and curb ramps will receive ADA compliant upgrades to meet the needs and comfort of users of all abilities. A new dedicated bike path will separate bicyclists from traffic. New high-visibility continental crosswalks at every intersection and median curb extensions to keep parked vehicles away from intersections will make crossing pedestrians more visible to drivers and improve drivers' line of sight. Newly installed crossings, specifically those to be installed in front of Columbia School and Payne Middle School, will encourage students to use alternative modes of transportation to travel to and from school safely.

In addition to installing infrastructure that will transform Valley into a safe and accessible complete street environment, the project will also add landscaping, shade trees, landscaped medians, and a pocket park (corner of Valley Boulevard and Santa Anita). The addition of these elements will enhance the aesthetics of the corridor while providing green elements to offset pollutants. According to the Healthy Places Index (HPI), the entire project corridor has healthier community conditions than just 9.9% of other California Tracts. The project corridor, due to its proximity to the I-10, faces severe climate impacts and pollution. The corridor has healthier clean environment conditions than only 9.4% of other California Tracts. Average daily amount of particulate pollution (very small particles) from diesel sources equals 0.373 kg/day - better than only 16.8% of other CA tracts. The implementation of a Complete Street project spanning the east-west length of the City will significantly offset these environmental stressors by creating an inviting route that encourages alternative modes of transportation and diverts some traffic from the highly congested I-10, thereby reducing greenhouse gas emissions and improving public health.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

Does the proposed project close a gap? No

Does this project create new routes? Yes

Please provide a map of the new route location:

[New_Route_Location_Map.pdf](#)

Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate.	Valley Boulevard is a four-lane corridor with no bicycle facilities. The existing 8' to 12' sidewalks on both sides of Valley experience some lifting or deterioration in various locations due to age or upheaval from landscaping. While cyclists should share the road with vehicular traffic, many bicyclists ride on the sidewalk to avoid parked and moving vehicles. This creates unsafe conditions for multimodal travel and non-existent bicycle routes along the City's commercial corridor and downtown hub. The Project overcomes these impediments by creating new Class II and Class IV routes on Valley from City limit to City limit that enhances safety, particularly for bicyclists, separating them from vehicular traffic. There are no nearby Class II or IV routes, existing or proposed. This new route will be the first of its kind in the City, providing needed connectivity to the City's primary commercial corridor for all users, especially those without vehicles.
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Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including, but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destination must be identified.

Valley Boulevard is the City's commercial center and downtown core. Along Valley are a variety of destinations including shopping, dining, employment, civic centers (including City Hall), transit stops including the El Monte Metrolink Station, the El Monte Bus Depot, El Monte Trolley Station, a USPS office, the El Monte Courthouse, the Five Points Plaza Shopping Center, the Santa Fe Trail Plaza, and several residential/high-density buildings. There are 12 schools within less than 1-mile of Valley, including 5 schools within the El Monte School District, El Monte-Rosemead Adult School. Nearby existing multimodal routes include the Class I Rio Hondo Bike Path to the west, which is tied into the "Emerald Necklace," a 17-mile-long network of existing and future parks, greenways, and trails. The project links all of these destinations for bicyclists and pedestrians, who are currently unable to safely access these destinations due to lack of multimodal infrastructure.

Does this project remove a barrier to mobility?

Yes

Type of barrier(s) (select all that apply):

Safety

Please provide a map identifying the barrier location(s) and improvement(s):

[Bike_and_Ped_Barrier_Removal_Maps.pdf](#)

Describe the existing negative effects of the barrier(s) to be removed and how the project addresses the existing barrier(s).	The National Highway Traffic Safety Administration indicates that barriers to mobility include anything that restricts an individual's ability to physically move along a roadway. Valley Boulevard currently lacks bicycle facilities. Cyclists are commonly observed riding on the sidewalk to avoid parked and moving vehicles. The 8' to 12' sidewalks on both sides of Valley show some lifting or deterioration due to age or landscaping. In addition, there are six mid-block, uncontrolled crosswalks along Valley which present barriers to safe crossing. The project will remove these barriers by installing multimodal accommodations, repairing deteriorating sidewalks to meet ADA standards, and enhancing mid-block crossings by adding raised medians to reduce pedestrian exposure time to vehicular traffic, or adding new High Intensity Activated Crosswalk signals or rectangular rapid flashing beacons to stop vehicle movement while pedestrians cross. The project will also reduce on-street parking, which is underutilized and is a barrier to bicycle travel.
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Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destination must be identified.	Valley Boulevard is the City's commercial center and downtown core. Along Valley are a variety of destinations including shopping, dining, employment, civic centers (including City Hall), transit stops including the El Monte Metrolink Station, the El Monte Bus Depot, El Monte Trolley Station, a USPS office, the El Monte Courthouse, the Five Points Plaza Shopping Center, the Santa Fe Trail Plaza, and several residential/high-density buildings. There are 12 schools within less than 1-mile of Valley, including 5 schools within the El Monte School District, El Monte-Rosemead Adult School. Nearby existing multimodal routes include the Class I Rio Hondo Bike Path to the west, which is tied into the "Emerald Necklace," a 17-mile-long network of existing and future parks, greenways, and trails. The project links all of these destinations for bicyclists and pedestrians, who are currently unable to safely access these destinations due to lack of multimodal infrastructure.
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Does this project add improvements to other existing routes?	Yes
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Please provide a map of the new improvement location:

[New_Improvement_Location_Map.pdf](#)

Explain the improvement:

Valley Boulevard Complete Street is a holistic roadway improvement project that will transform the City of El Monte's primary east-west arterial into a bicycle/pedestrian-friendly route by implementing traffic calming elements and multimodal facilities where currently none exist. These improvements will significantly increase safety for all users, promote economic vitality by improving access to local businesses located in the Downtown Core, and encouraging transit use by providing safe first/last mile connections to transit facilities. Although Valley Boulevard serves the heart of the City in terms of employment centers, shopping, dining, and retail facilities, as well as civic service centers, the corridor does not currently offer safe conditions for multimodal travel, which negatively impacts disadvantaged populations, particularly those with limited or no vehicle access. The project provides transformational benefits to the disadvantaged community members that utilize this corridor regularly to reach critical destinations.

Describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, inducing but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail system, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

Valley Boulevard is the City's commercial center and Downtown Core. Along Valley are a variety of destinations including shopping, dining, employment, civic centers (including City Hall), transit stops including the El Monte Metrolink Station, the El Monte Bus Depot, El Monte Trolley Station, a USPS office, the El Monte Courthouse, the Five Points Plaza Shopping Center, the Santa Fe Trail Plaza, and several residential/high-density buildings. There are 12 schools within less than 1-mile of Valley, including five schools within the El Monte School District, El Monte-Rosemead Adult School. Nearby existing multimodal routes include the Class I Rio Hondo Bike Path to the west, which is tied into the "Emerald Necklace," a 17-mile-long network of existing and future parks, greenways, and trails. The project links all of these destinations for bicyclists and pedestrians, who are currently unable to safely access these destinations due to lack of multimodal infrastructure.

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-10 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applicants using the TIMS ATP tool, attach the items listed below:

[B.3_-_TIMS_Data.pdf](#)

2a. For applicants using another data source, attach relevant documents below:

2b. Data and corresponding methodologies in written form can be included here (optional):

This question is not applicable. All collision data was collected using the UC Berkeley Safe TREC TIMS ATP Tool.

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

[Collision Summary.xlsx](#)

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

Between 2018-2022 - just four years - there were a total of 30 bicyclist and 14 pedestrian-involved collisions within the immediate influence areas of the project, including 27 visible injuries, 6 severe injuries, and 1 pedestrian fatality. When analyzed to include a 1-mile buffer around the project limits, the numbers increase to 4 pedestrian fatalities, 192 bicycle injuries, and 171 pedestrian injuries over the same four-year period. The lack of multimodal infrastructure in and around the project area has devastating effects on the safety of bicyclists and pedestrians utilizing this corridor to travel. The most common crash type recorded along the project limits is a Broadside (also known as a side impact or T-bone accident when one vehicle hits another on its side, often in intersections), followed by Vehicle/Pedestrian collisions.

Crash heat maps from the TIMS Tool indicate that the majority of collisions occur on the west side of the project area; west of the I-10/Valley Boulevard overcrossing, and are even more heavily concentrated west of Santa Anita Avenue to the City limits. This area of the project serves a higher concentration of residential homes and also provides direct connection to Shripser Elementary School at Valley Boulevard and Gibson Road. There is an uncontrolled crossing at Valley Boulevard and Shirley Avenue, one block west of the Valley/Gibson intersection that services Shripser Elementary School. The crash heat maps show that this is the same area along the project limits that experiences the highest number of crashes. At 35.7%, the majority of crashes by violation type along Valley Boulevard are recorded as being due to driver error - specifically driver failure to yield right of way to

pedestrians at marked or unmarked crosswalks. The project will remedy this uncontrolled crossing by installing HAWK or RRFB signals to control traffic movements and create a safer environment for residents utilizing this segment of Valley to access Shirpser Elementary School, their homes, or other destinations along Valley Boulevard.

Crashes occurred 50% in daylight and 50% at night, with 93% occurring in clear weather. Most occurred between Monday and Friday, and mostly between the hours of 5:00PM-9:00PM which could be interpreted as evening commute hours from school, work, etc.

The majority of collision victims recorded were males between the ages of 15-19, and males between the ages of 35-39. The number of victims between the age of 15-19 is concerning, as it could be an indicator that school-aged children utilizing Valley Boulevard to reach education facilities including Shirpser Elementary School, Columbia School, El Monte High School, and Payne Middle School are among the most vulnerable populations. Feedback received from the community during public outreach meetings has confirmed that the public has specific concerns regarding the inadequacy of crossings near schools.

Pedestrian jaywalking (pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk; or pedestrian failure to cross at crosswalks between adjacent traffic signal-controlled intersections) account for the next-highest cause of collisions recorded through the corridor. School-aged children who may not be familiar with "the rules of the road" are often susceptible to making crossing errors that can result in accidents. By providing a significant number of improved crossings (as shown in the Pedestrian Barrier Removal Map in Section D, Question 2.B.), the project will improve pedestrian safety by improving sidewalks, and improving crosswalks throughout the project corridor. The project will also improve a total of six uncontrolled crossings by installing HAWK signals or RRFBs.

This collision data demonstrates a need to install pedestrian and bicyclist safety improvements within the project area, especially around schools. Installing the Class II and Class IV bicycle lanes and reducing on-street parking will reduce the vehicle travel lane widths. This physical and visual narrowing of the road will result in calmer traffic and slower vehicle speeds. Additionally, the Class IV path will create a safer environment for bicyclists by physically separating them from vehicles. Uncontrolled crossing locations such as unsignalized intersections are generally among the most common locations for pedestrian fatalities because of inadequate pedestrian crossing facilities and insufficient or inconvenient crossing opportunities, all of which create barriers to safe, convenient, and complete pedestrian networks.

The National Highway Traffic Safety Administration (NHTSA) reports that pedestrian crashes account for approximately 15% of all traffic fatalities annually, and over 75% of these occur at non-intersection locations. According to the NHTSA, children under age 16 account for 6% of road fatalities and 18% of injuries. Additionally, 53% of child pedestrian injuries occurred at mid-block crossings while 28% occurred at intersections. When considering the project corridor's crash data and the NHTSA's statistics, if no action is taken to improve the safety conditions of the corridor and

prevent vehicles from speeding and give additional crossing options to pedestrians, the City anticipates that pedestrian and bicyclist collisions will continue to follow the same trends and more fatalities could be the result. The countermeasures to be applied at the project's six uncontrolled crossings have been shown to effectively reduce crashes and injuries. By focusing on unsignalized intersections, El Monte can address a significant safety problem and improve quality of life for its residents. Crosswalk visibility enhancements and median curb extensions help drivers better detect pedestrians, especially older adults and persons with disabilities who may need extra time to cross.

B. Safety Countermeasures (0-10 points) Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?

Yes

1a. Current speed and/or volume:

Valley Boulevard carries between 19,000 and 28,500 vehicles per day. The posted speed limit through the study area is 35 miles per hour (mph); however, the City's Engineering and Speed survey prepared in May 2023 suggests that the prevailing speed along the corridor ranges from 41mph to 42mph.

1b. Anticipated speed and/or volume after project completion :

The project is anticipated to implement traffic calming measures that will result in reduced speeds that will meet the posted 35 mph limit.

2. Improves sight distance and visibility between motorized and non-motorized users?

Yes

2a. Current sight distance and/or visibility issue:

Bus stops and on-street parking both present issues to sight distance/visibility. Currently, buses stop curb adjacent either in the travel lane or they transition to a bus bay for loading and unloading passengers. Generally, the stops are located on the nearside of intersections, however the far side is preferred in order to allow buses to more easily re-enter traffic and minimize line of sight obstructions. On-street parking presents an additional visibility issue. Cars parked along the roadway block bicyclists from view of vehicles, especially vehicles entering and exiting through the many driveways that line Valley Boulevard as entrances to businesses, residences, and retail centers. During public meetings, business owners were supportive of removing on-street parking because they discussed that there is poor visibility when trying to turn onto Valley Boulevard when the on-street parking is in use.

2b. Anticipated sight distance and/or visibility issue resolution:	To resolve anticipated visibility issues, the project will relocate bus stops accordingly. Bus stops that are situated in advance of crosswalks will be relocated to the far side of the intersection or downstream of the crosswalk to prevent buses from blocking the visibility of a pedestrian in the crosswalk and to improve transit operations. On-street parking will be largely removed to promote better visibility and to make room for the Class II and Class IV paths. The project will implement additional methods of increasing pedestrian visibility. The planned pedestrian paseo along El Monte Avenue includes a raised intersection at the crossing on Valley Boulevard. Introducing this vertical element improves visibility by not only reinforcing slow speeds on Valley Boulevard but encouraging drivers to yield to pedestrians in the crosswalk. In order to promote safer crossing, the installation of refuge islands also provides an opportunity to place RRFBs in the center of the roadway so that signage is provided on both sides of the travel way, thereby improving the visibility of the crosswalks.
3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?	Yes
3a. Current conflict point description:	Crash data indicates that broadside collisions are the most common type of crash occurring along the project corridor. There are several causes of broadside collisions, with speed and traffic control at intersections as the key factors in most instances. In addition, 60% of the crashes along the corridor occurred outside of an intersection. Of those, many were due to improper turning or auto right of way violations. The project considers the recorded collisions and collision types to address conflict points and improve safety. The project also considers the constant conflict between bicyclists and vehicles, since vehicles and cyclists currently share the road.
3b. Improvement that addresses conflict point:	The project will install buffered Class II and Class IV bicycle lanes to separate cyclists from vehicular traffic, reducing the potential for conflict between multimodal travelers and vehicles. The project will also add raised landscaped medians in the sections of the roadway where striped medians currently exist. Providing curbed medians will separate the two opposing directions of travel and reduce the number of left turns from the side streets and driveways which are potential conflict points between vehicles. In addition, high bus activity and on-street parking along the curb creates additional conflict points for cyclists, increasing the complexity of bicycle travel along Valley. By relocating bus stops and removing/modifying on-street parking, the project will help reduce these conflicts and provide a continuous and consistent travel way.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?	Yes
4a. Which law(s)? (Select all that apply)	Jaywalking Speeding Failure to yield Wrong way travel of non-motorized users
4b. Describe how the project will improve compliance:	Traffic calming measures that will help reduce speeds through the corridor to the posted 35mph speed limit will include reducing lane widths from the current 12' to 11'. In accordance with best practices for traffic calming and pedestrian safety, wider lanes are directly correlated to higher prevailing speeds and reducing lanes to 11' wide does not decrease safety. The incorporation of traffic calming features including RRFBs in numerous locations along the corridor will increase driver awareness and reduce speeds, while also reducing instances of failure to yield to pedestrians. Additionally, for a street to be safe to cross for pedestrians, there must be adequate time to cross. Improving signal timing will improve safety for pedestrians crossing the road, which will decrease instances of jaywalking by encouraging the use of designated crossing locations. This also addresses failure to yield laws by providing pedestrians with more designated crossing locations in which they have the right of way, rather than jaywalking across unmarked crossings where drivers are more likely not to see or yield to their movements.
5. Addresses inadequate vehicular traffic control devices?	Yes
5a. List traffic controls that are inadequate:	High speeds and lack of traffic control at intersections are key factors in broadside collisions - the most prevalent type of collision recorded through the corridor. The majority of crossings along Valley occur at intersections, which is ideal for pedestrians as it removes the need to yield to vehicles. However, not all crossings are signalized or marked, including the crossings at the intersections of Valley and Shirley Avenue, El Monte Avenue, Maxson Road, Allgeyer Avenue, and Meeker Avenue as well as an uncontrolled mid-block crossing just west of Valley Boulevard/La Madera Avenue. The skewed alignment of Valley Boulevard also results in signalized crossings that are angled. These existing conditions present inadequate and unsafe conditions that require upgraded traffic controls.

5b. How are they inadequate?	Uncontrolled marked crossings and the skewed alignment of Valley Boulevard leads to long crossing distances for pedestrians and periods of prolonged exposure in the intersections. Current signal timing at these intersections is inadequate to account for these longer crossing periods. At the six mid-block marked crossings along Valley, the existing traffic control methods are deemed inadequate by the community members, who have expressed concerns that the existing overhead street lighting, RRFBs, and signage are not effective enough to stop vehicles traveling above the posted speed through the corridor.
5c. How does the project address the inadequacies?	Crosswalks will be realigned where possible to shorten pedestrian crossing distances and reduce the exposure time for pedestrians in the intersections. Adjusted signal timing will give pedestrians the opportunity to enter the crosswalk 3-7 seconds before vehicles are given the green light. This lead time improves the visibility of pedestrians in the intersection and reinforces their right of way in advance of turning vehicles. HAWK signals will be installed at mid-block locations to alert vehicles more effectively when pedestrians are crossing. RRFBs will be installed at uncontrolled mid-block crosswalks that can be activated by pedestrians when they are waiting to cross Valley; these rapid flashing beacons indicate to drivers that they need to yield. Advanced Yield/Stop Bar Markings will be installed 10'-50' in advance of marked crosswalks to increase driver awareness of the presence of pedestrians.
6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks, and/or sidewalks?	Yes
6a. List bicycle facilities, trails, crosswalks, and/or sidewalks that are inadequate:	Currently there are no bicycle facilities on Valley Boulevard.
6b. How are they inadequate?	The entire 3.3-mile east-west corridor of Valley Boulevard lacks bicycle infrastructure. There are there are six mid-block, uncontrolled marked crosswalks along the corridor which present a safety hazard for pedestrians. 8' to 12' sidewalks exist on both sides of Valley Boulevard, which experience some lifting or deterioration due to age or landscaping.

6c. How does the project address the inadequacies?	The project will install bicycle facilities that safely separate cyclists from vehicular traffic. While the majority of marked crossings are located at signalized intersections, the six mid-block marked crosswalks are a high priority improvement due to the safety concerns and the vulnerability of pedestrians when crossing. The project addresses this inadequacy by upgrading all pedestrian crossings along the corridor (including the uncontrolled crossings) to high visibility crosswalks and all intersections will be equipped with ADA compliant features. Crosswalks will be realigned where possible to shorten pedestrian crossing distances and reduce the exposure time for pedestrians in the intersections. Addressing the inadequacies of the existing sidewalk infrastructure includes replacing segments of sidewalk that are in disrepair.
7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?	Yes
7a. List of behaviors:	As described above, jaywalking and failure to yield are common violations observed throughout the Valley Boulevard corridor. According to TIMS data, 29% of crashes involving pedestrians are attributed to pedestrians crossing not in a crosswalk. Of these cases, 14% of pedestrians fail to yield right of way to vehicles when crossing outside of a marked or unmarked crosswalk, and 14% of pedestrians fail to cross at crosswalks between adjacent traffic signal-controlled intersections. The lack of multimodal infrastructure also leads to behaviors resulting in collisions. TIMS data also indicates that 7% of collisions involving pedestrian violations are due to pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present. This is considered a pedestrian violation, however, this is a clear result of inadequate infrastructure to accommodate non-motorized travel, resulting in unsafe conditions.
7b. How will the project eliminate or reduce these behaviors?	The project will reduce jaywalking and failure to yield behavior by installing advanced signing and striping at the mid-block marked crosswalks, installing traffic controls at pedestrian crossings, and re-striping the roadway to include Class II and Class IV separated bike lanes with curb stops, narrower travel lanes, and conflict zone striping to remove bicyclists from the direct contact with vehicular traffic flow. Crossings will be improved to keep both drivers and multimodal users alerted to each other's presence, and crossing improvements at intersections with accurately timed signals and/or refuge medians will allow pedestrians adequate time to cross intersections, reducing the chance of encountering a vehicle. The project will eliminate any instances of pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present, by improving sidewalks throughout the corridor to ensure ADA compliance. There are localized areas with damaged or uplifting sidewalk that will be repaired as part of this project. The majority of improvements along the sidewalk will be to address ADA compliance at driveways to ensure a 4' wide passageway is maintained through each driveway and curb ramps are provided at intersections. This will result in a continuous, off-street route for pedestrians.

8. Does this project propose new or improved bike facilities?

Yes

8a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).

Community input was and continues to be gathered in order to determine the preferred bikeway facility type for this project. The following bikeway facility types and their potential associated issues were evaluated when selecting the preferred concept:

Eliminated - Class II Bicycle Facility - No Parking & With Parking: A Class II facility throughout the corridor that included two 11' vehicle lanes in each direction with all on-street parking removed and with on-street parking intact was considered, however, while striping the buffer would nominally improve Level of Traffic Stress (LTS), the community preference was to include a physical separation between vehicular traffic and bicycle traffic.

Eliminated - Class IV Bicycle Facility - With Parking: The on-street parallel parking would be used as the buffer to the protected bicycle facility to maximize the roadway cross section. With the number of driveways along the corridor, the number of parking spaces that could be preserved would be limited in order to provide adequate line of sight at each driveway of not only on-coming traffic but also bicyclists in the bikeway. Due to inadequate line of sight, this option was eliminated.

Eliminated - Class IV Southside Two Way Cycle Track: A two-way 12' Class IV cycle track on the south side of Valley Boulevard that includes two 11' vehicle lanes in each direction was considered, but this option was eliminated due to concerns providing sufficient and comfortable access for cyclists to access the south side of Valley Boulevard consistently along the corridor. There were also visibility concerns with the large number of cross streets and driveways on both sides of Valley Boulevard, in that drivers may not be expecting cyclists to approach from both directions.

Preferred - Class IV Bicycle Facility: Includes two 11' vehicle lanes in each direction, a 4' physical buffer and a 7' bike lane. A 10' raised median is introduced between intersections and all on-street parking is removed. Bus islands are introduced at all bus stops to provide physical protection for cyclists through the bus stop. This option was selected as the preferred option for the majority of Valley Boulevard.

Preferred - Combined Class II/IV Bicycle Facility: El Monte business owners weighed in for this second preferred concept which entails preserving some on-street parking. While most of the parking along the corridor is less than 25% utilized throughout the day, sections of the corridor have a need for on-street parking due to a lack of on-site parking. Therefore, parking pockets are recommended through two stretches of the corridor. To accommodate the parking and the bicycle facilities, the existing sidewalk is narrowed from 12' to 7'. The cross section in the areas with parking pockets includes two 11' vehicle lanes in each direction and a 10' raised median between intersections. On one side of the street, a protected 7' Class IV facility is included and on-street parking is removed. On the other side, a 6' buffered Class II bike lane and on-street parallel parking is included.

QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)
Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (0-3 points)

When preparing the Feasibility Study for the project and developing the range of alternatives for Valley Boulevard Complete Street, the City and project team took into consideration the attention given to Valley Boulevard in studies such as the El Monte General Plan (2011), the San Gabriel Valley (SGV) Regional Bicycle Master Plan (2014), and the Downtown Main Street TOD Specific Plan & Master Plan (2017) in order to fully understand the needs surrounding the project area, and best position the project to fulfill the community's hopes for the corridor.

The City held community workshops, interviews with elected officials, and discussions with business associations and other stakeholders as part of the General Plan update process. These outreach efforts identified what residents regarded as the most important ways to achieve the City's vision. Outreach resulted in the identification of six primary objectives, including: Create a walkable and bikeable city with a network of sidewalks, greenways, and paths that allow children to travel safely to school, families to stroll or bike through neighborhoods, and seniors to walk. Implement the Emerald Necklace vision of an interconnected network of parks, multiuse trails, and open space along the Rio Hondo and San Gabriel Rivers and tributaries that connect to regional resources. Green El Monte through greenways, miniparks, a community forest, and other green infrastructure that will clean the air and water, improve health, and beautify the city. The implementation of this Project achieves all of these goals.

As described in Item E. below, the project is included in the SGV Regional Bicycle Master Plan. This Plan necessitated extensive public outreach to identify corridors such as Valley Boulevard that are considered "Priority" for improved bicycle infrastructure improvements. Outreach activities engaged the participating communities of the San Gabriel Valley in identifying issues and solutions to expanding the existing bikeway network, closing key gaps within the project cities, and connecting to bicycle facilities in adjacent cities. Among the locations suggested by respondents were major arterials (especially Valley Boulevard).

SCAG's El Monte Vision Plan also identifies Valley Boulevard as a "Transit Priority Corridor" and as a potential street for protected/buffered bicycle lanes.

The project is the culmination of years of the public expressing desire for a more walkable, bikeable corridor that services the economic hub of the City. The alternatives being developed incorporate community feedback and a variety of infrastructure and green elements to transform Valley into a "complete street."

B. Who: Describe who was/will be engaged in the identification and development of this

The Feasibility Study for the Valley Boulevard Complete Street project was finalized in December 2023. At the cornerstone of the process was a multi-pronged community engagement strategy that provided opportunities for members of the community to provide their input virtually, through a project website, or in-person. This project is a reflection of the concerns and

project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe any unique engagement challenges that the community faced and how they were addressed. (0-3 points)

priorities expressed by the community and will create a true transformation that aims to shift traveler behaviors and encourage people to walk, ride, roll or stroll to the many activity centers along Valley Boulevard. There were no restrictions placed on who from the community could provide input regarding project development, and information was shared through several highly public means. Outreach efforts began in March 2023 and concluded in December 2023. The following engagement types were employed:

Fact Sheets/Business Cards: A project fact sheet was developed that included project overview, project map, timeline, and contact information for the project team. The fact sheet was the primary material distributed to interested parties and stakeholder groups and was available in physical and digital formats and posted on the project website. Fact sheets were translated in English, Spanish, Chinese and Vietnamese. Similarly, a project business card was developed that included a QR code which redirected stakeholders to the project StoryMap.

StoryMap: An interactive StoryMap was developed to expand the range of project details offered on the City's project webpage. This tool offered an easy way to illustrate project information, including an interactive map and the use of multi-media tools highlighting the existing conditions and proposed concepts. The tool was linked from the project website for easy access. All messaging and project materials were translated in English and Spanish.

Community Advisory Committee (CAC): CAC meetings were held to discuss the public's perception of the corridor and to help identify key improvements that will allow for safe travel along and across Valley Boulevard for all users. Members of the CAC included ActiveSGV, El Monte Police Department, Metro, Metrolink, Downtown El Monte Business Association, and local residents/business owners. Three virtual meetings were held; meetings were recorded and made available in English and Spanish to all CAC stakeholders, even those not in attendance.

Public Meetings: The El Monte and San Gabriel Valley community was invited to participate in public meetings to disseminate project information and garner additional community input. These meetings were advertised via e-blasts, social media content (in English and Spanish), the City's website, and a business corridor walk on June 14, 2023, where the outreach team visited over 200 businesses along Valley Boulevard to promote public engagement. Meetings were held both virtually and in-person.

Pop-Up Events: The project team coordinated a series of informational booths at the City's most public events including the Main Street Farmers Market and holiday events.

Door-to-Door Noticing: A meeting flyer was developed in English, Spanish, Chinese, and Vietnamese to promote upcoming public meetings. 1,600 meeting notices were distributed at properties and parked cars along the project corridor. Additionally, the flyer was distributed at key informational locations such as the City of El Monte offices, El Monte Aquatic Center, El Monte Public Library, and El Monte Community Center.

Overcoming Challenges: Workshops were poorly attended despite mass messaging, mail campaigns, and door to door noticing. The team pivoted to

add multiple touch points through pop-up events, allowing them to reach hundreds of community members in a short time period. Initial on-line meetings with business owners were not well attended. Therefore, early morning in-person events were hosted instead at local restaurants, which financially benefited local businesses and attracted attendees due to the convenience of the timeframe for retail workers.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (0-2 points)

Public participation has significantly shaped the preferred concepts that have been developed for this complete street project. Feedback from stakeholder engagement resulted in valuable takeaways that have been incorporated into project development. The primary feedback that shaped the viability of this project is that there is a general discomfort, even fear, of utilizing bicycles to travel up and down Valley Boulevard - it is universally recognized as a congested, vehicle-prominent corridor. However, nearly 75% of community respondents also noted that a bike path with physical separation from the roadway would improve the experience for people traveling along Valley. Nearly 70% of residents/stakeholders noted that if sidewalks, bike lanes and bus stop improvements were made along this corridor then they would be "very likely" to choose bicycling over driving on Valley, and nearly 45% would be very likely to choose walking and/or public transit over driving. Feedback provided indicates that there is a desire for alternative options to move through this critical corridor, and by installing multimodal infrastructure the City has a constituency that is eager and willing to mode shift.

The community's primary concerns with utilizing Valley Boulevard revolved around several recurring themes: traffic congestion/speeds (Valley Boulevard is considered an alternate route to I-10 during peak travel hours, but traffic on Valley can be significant, leading to congestion); pedestrian/cyclist access (a separated path is more appealing to cyclists and would improve overall traffic flow); safety (particularly for children crossing Valley near schools); parking; and improved transit stops. Outreach efforts universally indicated that the community's top priority is ensuring that Valley Boulevard is a safe and user-friendly street.

The proposed concepts survey that was shared with the public indicated that nearly 85% of residents/stakeholders prefer a Class IV facility. Nearly 60% preferred to eliminate parking along the corridor altogether.

Residents/stakeholders were also able to express their preferences regarding the Santa Anita Mini Park concepts. The City, along with its residents, has long expressed the need for urban open space alternatives in the downtown area. While the city boasts several parks, none are currently situated within the downtown vicinity. Feedback continues to be received for this park and a preferred concept has not been finalized, however, through the engagement performed thus far, a memorial-themed park has received the most positive feedback featuring a fountain and seat wall that matches with the neighboring Veteran's Memorial Park across Valley Boulevard.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (0-1 points)

As funding is secured and the project is able to be moved forward into environmental and final design phase, the preferred concepts that have been identified thus far will continue to be refined, and community input will continue to be a critical component of that refinement. Business owners along Valley Boulevard in particular will continue to have a voice in project development, and as the City desires to improve access to businesses, issues regarding on-street parking removal will continue to be refined with the local community as well. The Santa Anita Mini Park final preferred concept has not been determined, so residents/stakeholders will continue to be engaged utilizing the same methods noted in Section C above to garner input.

Key outreach activities to be included in the final design and PA/ED phases include:

- Ongoing updates to the project website
- Online presentations
- Pop-up events to present project updates
- Small, group meetings as needed to resolve access and/or parking changes
- Presenting to and soliciting input from the City's Traffic Safety Committee, Planning Commission, and City Council

Continued door-to-door notices to local business owners to solicit their participation in public outreach efforts will continue as the project moves into pre-construction phases. This proved to be an effective means of involving the public during the Feasibility Study phase.

It is also anticipated that the City will host a new website for the project as pre-construction activities get underway. Currently, the project is hosted on a shared web page that showcases all of the City's ongoing complete street projects. As the project moves into design, it will likely be housed as a standalone website. This will help provide clarification for members of the community so that they understand the independent nature of the project and its details.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan. (0-1 points)

Yes. The project is included in the San Gabriel Valley (SGV) Regional Bicycle Master Plan (Plan). The Plan provides a broad vision, as well as strategies and actions, to improve conditions for bicycling throughout the region as well as in each partner city (including El Monte, Baldwin Park, Monterey Park, San Gabriel, and South El Monte). The Plan provides direction for expanding the existing bikeway network, closing gaps within the project cities, and connecting to bicycle facilities in adjacent cities and unincorporated Los Angeles County communities. Due to the unique partnership between the cities and BikeSGV, community outreach for the Plan was extensive. During fall 2013 through winter 2014, outreach activities engaged the participating communities. Public outreach was conducted at community events through “pop-up booths” staffed by BikeSGV volunteers and members of the Bicycle Master Plan project team. Members of the public reviewed maps and provided input on challenges and opportunities for bicycling in their respective cities and throughout the region. In December 2013, the project team facilitated five public Jurisdictional Meetings (one in each participating city) to present an overview of the plan and gather input. All five meetings took place at centrally located public facilities, following an Open House format, where staff and volunteers from BikeSGV answered questions and prompted community members to provide ideas for how to create a more bike-friendly region. An information kiosk was created for each city. Kiosks were strategically placed in areas of high foot traffic with high visibility such as city hall, community centers, libraries, schools, day care facilities, senior centers, etc. and moved to different locations each month. Digital and hard copy surveys were also provided to community members to gather input for the creation of the Plan. Between October 2013 and January 2014, 487 survey responses were received.

Attach the applicable plan page with the project highlighted:

[SGV_Bicycle_Master_Plan.pdf](#)

Attach any applicable public participation & planning documents:

[Appendix_I_Public_Outreach_Summary_Report_for_Valley_Boulevard_Complete_Street.pdf](#)

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?

Valley Boulevard is a four-lane arterial roadway with a posted speed limit of 35mph. In general, speeds along Valley Boulevard exceed the posted 35 mph speed limit. The City’s Engineering and Speed survey prepared in May 2023 suggests that the prevailing speed along the corridor ranges from 41mph to 42mph. This indicates that drivers traveling along Valley Boulevard feel comfortable traveling at speeds higher than the posted speed limits. The project implements several complete street features that will maximize user comfort of the roadway for all.

Evaluating Stressors to Increase Bicyclist Comfort: A Level of Traffic Stress (LTS) analysis was conducted for Valley during the preparation of the project Feasibility Study. For this analysis, a roadway with a speed of 20mph, street width of two lanes, and a residential functional class was assigned a value of LTS 1. A roadway with speed greater than 35mph is categorized as LTS 4. The lack of dedicated existing bicycle facilities on Valley Boulevard results

in a high level of bicycle stress (LTS 4), which indicates that only the most confident bicyclists (categorized as “Strong and Fearless”) would more likely ride on the roadway, and not those with less capabilities and confidence. In addition, high bus activity and on-street parking along the curb creates conflict for cyclists, further increasing the complexity of bicycle travel along Valley Boulevard. Addressing the location of the bus stops, and removing or modifying on-street parking will help to reduce these conflicts by providing a continuous and consistent travel way for bicyclists. The addition of dedicated facilities and the incorporation of traffic calming features would improve the bicycle environment along Valley Boulevard, making the corridor more accessible to less confident cyclists - this includes children, the elderly, and the disabled, as well as those who simply do not ride a bicycle as frequently.

Improving Pedestrian Amenities: Pedestrian crossings along the corridor are generally located at signalized intersections, but due to the skewed alignment of Valley Boulevard many of the crossings are angled, leading to long crossing times and longer periods of pedestrian exposure in the intersection. At the six mid-block marked crosswalks along Valley, there are typically overhead streetlights, RRFBs, and signage. Community members still expressed concerns about these crossings, indicating they felt uncomfortable crossing as vehicles failed to stop for them or the speed and volume of traffic made crossing challenging.

Raised Medians to Reduce Vehicle & Pedestrian Conflict Points: The existing medians along Valley consist of striped center turn lanes or striped medians with left turn pockets at intersections. The project will add raised landscaped medians in the sections where striped medians currently exist. Providing curbed medians improves safety along the corridor by separating the two opposing directions of travel and by reducing the number of left turns from the side streets and driveways which are potential conflict points. The medians also improve the pedestrian crossing comfort by providing a refuge from oncoming vehicular traffic if crossing actions are particularly slow.

Road Diet Still Accommodates Various Travel Modes: Current lane widths along the corridor are 12' but the project proposes to reduce this to 11'. In accordance with best practices for traffic calming and pedestrian safety, wider lanes are directly correlated to higher prevailing speeds and reducing lanes to 11' wide does not decrease safety. The lane width reduction will also provide additional space within the right of way for the buffered Class II and Class IV bicycle facility, while still providing adequate width for truck travel, which is prevalent along this corridor due to Valley's proximity to the I-10.

Adding Streetscape and Landscape Elements to Beautify the Community and Slow Traffic: As a Complete Street project, Valley Boulevard offers the benefit of a holistic improvement to this critical east-west travel route. Improvements will include streetscape and landscape elements, in addition to infrastructure improvements. Providing a consistent landscape palette along the corridor, both in the median and along the curb in the parkway, will create an inviting and consistent travel experience. This visual modification along with physical modifications will help keep drivers engaged while traveling along Valley Boulevard, which will lead to slower speeds (in line with posted speed limits) and awareness of other users along the corridor.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.

The project proposes to add 11,000 linear feet of Class II and 24,800 LF of Class IV bikeways to Valley Boulevard, where currently no bicycle facilities exist. Additionally, although the region has Class I, II, and III bicycle lanes in the vicinity of the project, a buffered Class IV path will be unique to Valley Boulevard and the only separated Class IV path in the City. According to the City's General Plan, as a disadvantaged community with a large population without vehicle access, a higher percentage of El Monte residents walk (3.4%), take public transportation (5.5%), or travel by other means than a single-occupant vehicle (2.7%) than in the United States as a whole (2.9%, 4.8%, and 1.7% respectively). A quarter of the population of El Monte lives below the poverty line, this complete street approach with dedicated Class II and Class IV bikeways represents an innovative approach to create a more connected City and region. This complete street project sets the tone for future innovative corridor enhancements both on Valley and on surrounding corridors, including potential future mixed flow lanes on Valley and potential future BRT infrastructure planned for adjacent Garvey Avenue as proposed in the San Gabriel Valley Council of Governments most recent Transit Feasibility Study. Signal timing enhancements and bus islands are innovative solutions to improving flow and on-time performance for transit. Reliable on-time transit performance is essential to encouraging mode shift from single-occupancy vehicle usage to walk/bike to transit.

QUESTION #6: TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment:

The El Monte General Plan Housing Element, adopted in 2022, outlines the current land use policy plan for the City. There are a variety of land uses along the 3.3-mile Valley Boulevard corridor, including: Regional Commercial, Urban Multiuse, Neighborhood Commercial, General Commercial, Industrial Business Park, Public/Institutional, and Downtown Core. While seemingly highly commercial at first glance, Valley Boulevard is also a route that directly serves existing High, Medium, and Low-Density Residential developments. Through understanding the Housing Element and characteristics of the City's population, it is clear how the Valley Boulevard Complete Street project supports the transformation of the non-motorized environment, in alignment with the current and anticipated demographics of the City.

In El Monte, population growth is close to average compared to neighboring cities in the San Gabriel Valley. The region overall saw an increase in population of 4.6 percent from 1980 to 2019. Population growth remains slight and steady. According to the 2019 American Community Survey, Hispanic or Latino residents continue to comprise the largest racial or ethnic group at 65.7% of the total population. Interestingly, the City's population is also aging. The population of those over the age of 45 increased from 30.8% in 2010 to 38.1% in 2019, resulting in the median age of the City's population increasing from 31.6 years in 2010 to 35.7 years in 2019, an increase of four years in just one decade. The median age of residents in El Monte will likely continue to increase as the Baby-Boomer generation ages, indicating the City will experience an increased demand for senior housing. These projections necessitate infrastructure improvements that can accommodate an aging population, including ADA accessible facilities, and infrastructure that is safely accessible by those who may not have access to a vehicle, often including the elderly who no longer drive but may require

walking, rolling, or utilizing public transit to reach community destinations. Improving sidewalks to meet ADA standards is one way in which the Valley Boulevard project can help transform the non-motorized environment to accommodate an aging population. Improved signal timing and the installation of refuge islands through the corridor is another means by which the project considers seniors and the disabled who require more time to cross the busy intersections along Valley.

According to the City's 2021-2029 Housing Element Update, the City has been allocated a total production goal of 8,502 housing units for the period of 2021–2029. Approximately 2,650 of those units must be attainable by low and/or very low-income residents. To further these goals, urban housing will be promoted along Santa Anita Avenue, both sides of Valley Boulevard and around the El Monte Metrolink Station. The El Monte Community Development Downtown Specific Plan, adopted in 2022, also provides standards and guidelines to revitalize the Downtown El Monte area into a pedestrian-oriented environment with increased housing density. The Specific Plan area encompasses approximately 115 acres within the City's Downtown area, inclusive of a 0.6-mile segment of Valley Boulevard (from the Rio Hondo River to Ramona Boulevard). Within the Downtown Area are designated sub-areas (Main Street 1, Main Street 2, Station, Monte Vista, and Zocalo). These sub-areas also have specific housing needs based on downtown growth projections. The Zócalo Sub-Area is envisioned to transform underutilized parking areas into retail and housing opportunities centered around outdoor open space. The Station Sub-Area is envisioned to include a complementary mix of retail, urban housing, and transit uses. Stand-alone multi-family residential uses such as townhomes, studio flats, and apartments up to six stories will provide housing opportunities for transit users in close proximity to Downtown. Many of these housing improvements in the Downtown Core require the development of currently vacant/underutilized land. In order to continue to draw the population to the Downtown area to live, work, and play, multimodal infrastructure must be installed to accommodate a variety of users of a variety of abilities and socioeconomic status.

Located within or directly adjacent to the Downtown area, the El Monte Metrolink Station and El Monte Bus Station facilities have seen increased activity due to expanded services and a number of recently completed facility enhancements. Both of these transit facilities provide the Specific Plan area with a number of opportunities to diversify existing land uses within the Downtown including a broader range of housing. The Valley Boulevard project improves first/last mile connections to these transit facilities, further promoting transit use which will keep transit investments robust and encourage the continued buildout of various housing and mixed-use developments near these transit destinations.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will contribute to the transformative nature of this project.

In 2020, the Metro Board of Directors approved an independent feasibility study specifically for the San Gabriel Valley (SGV) communities along the State Route 60 (SR-60) and I-10 corridors. The importance of the SR-60 corridor and the surrounding communities emphasizes a need for high-quality transit service in the SGV. Through a partnership with the San Gabriel Valley Council of Governments (SGVCOG) and the Los Angeles Metropolitan Transportation Authority (Metro), this Transit Feasibility Study (the Study) identifies short-term project opportunities and a long-term Vision Plan to

create an integrated transit network for the entire San Gabriel Valley (SGV). The Technical Advisory Committee (TAC) that collaborated to provide input for the Study consisted of 27 cities, including El Monte.

The Study represents an important first step at developing a plan to prioritize projects that will create a more interconnected SGV region. Many communities within SGV are disadvantaged and lack equitable and accessible transit services. The Valley Boulevard Complete Street project shares the same goals as the Study in encouraging connectivity within the SGV by providing reduced travel times and a means to manage roadway congestion while enhancing connections to regional/local transit networks. The region's interest in investing in Valley Boulevard as a potential future route for BRT/mixed flow lanes and Transit Signal Priority features will be enhanced by the Valley Boulevard Complete Street Project. Currently, funding is being pursued and some funding has already been awarded through the Reconnecting Communities Grant Program, that would help move these future improvements forward. These two visions will work in tandem to create an inviting corridor with a sense of place in not only the City of El Monte but as an example to the region that aligns with Metro's goals as outlined in the Study.

The City also recently self-funded the Feasibility Study for the Main Street Complete Street project that runs parallel to and just south of, but independent from the Valley Boulevard project. Main Street is within the City's Downtown Core and as such the improvements along Main Street focus on making the corridor more accessible and welcoming to both residents and visitors through improving the visibility of storefronts, pedestrians, and bicyclists. There are key linkages between Valley Boulevard and Main Street that contribute to the transformative nature of this project. For instance, the pedestrian paseo along El Monte Avenue is a key linkage that will connect Main Street to Valley Boulevard and the nearby Metrolink station. There are improvements at the Main Street/Santa Anita and Valley Boulevard/Santa Anita intersections that will improve pedestrian access and safety that benefit both projects. Overarching improvements along both corridors include signage and monumentation to clearly convey to the public they are in "Downtown" El Monte.

The projects mentioned in this section all provide significant benefit to users of all abilities, and particularly provide improved access to transit systems. El Monte has significant transit hubs including the El Monte Bus Station (the largest bus station west of Chicago), the El Monte Trolley, and the El Monte Metrolink Station. The overall non-motorized environment will be positively impacted as well by the Valley Boulevard project, alongside the project investments mentioned above, which will ultimately ease automobile congestion through the City by offering alternative modes of transportation a safe corridor for multimodal travel. Ultimately these proposed funded projects will transform this disadvantaged community and bring equity to this Los Angeles suburb.

Please attach documentation that supports the transformative nature of the project:

[Executive_SummaryTransit_Feasibility_Study_SGVCOG.pdf](#)

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-7 POINTS)

The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist and cost effectiveness Complete project schedule

QUESTION #8: LEVERAGING FUNDS (0-5 POINTS)

- A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands? No
- B. Does the applicant have any leveraging funds? No

QUESTION #9: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

- Please select one of the following: Applicant is not requesting construction funds from the ATP, so Corps consultation is not required. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

Attach submittal email, response email, and any attachment(s) from the CALCC:

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

Applicant is not requesting construction or non-infrastructure funds (0 points)

QUESTION #10: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

[Attachment_A_-_Signature_Page.pdf](#)

Attachment B: Engineer's Checklist

[Attachment_B_-_Engineers_Checklist.pdf](#)

Attachment C: Project Location Map

[Attachment_C_-_Project_Location_Map.pdf](#)

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[Attachment_D_-_Project_Layout_Plans.pdf](#)

Attachment E: Photos of Existing Conditions

[Existing_Conditions_Photos.pdf](#)

Attachment F: Project Estimate

[Attachment_F_-_Project_Estimate.pdf](#)

Attachment G: Non-Infrastructure Work Plan Not applicable to this application type.

Attachment H: Plan Scope of Work Not applicable to this application type.

Attachment I: Letters of Support (10 maximum) and Support Documentation

[Attachment_I_-_Letters_of_Support.pdf](#)

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments

[Attachment_K_-_Additional_Attachments_-_Valley_Boulevard_Complete_Street_Feasibility_Study_Report.pdf](#)

Internal Form

Score n/a

CTC Application ID 7-EI Monte, City-3