

El Monte Vision Zero Action Plan



SCAG

VISION ZERO
Safer Streets for El Monte

Agenda

1. Introduction
2. Existing Conditions
3. Stakeholder Outreach
4. El Monte Vision and Goals
5. Planning & Policy Context
6. Recommendations
7. Next Steps & Discussion

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1. Introduction and Overview of Project

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What is Vision Zero?

Introduction

- It's worldwide effort to **eliminate traffic fatalities & serious injuries.**
- A resolution was **passed by the El Monte City Council** in Feb 2017.
- Developed in Sweden and the Netherlands **in the 1990s.**
- Has been widely embraced around **the world and across the US.**
- Vision Zero or Zero Deaths **has been adopted by:**
 - Los Angeles,
 - Los Angeles County,
 - Long Beach,
 - SCAG, and
 - Caltrans.

APPROACHES TO TRAFFIC SAFETY

Vision Zero Approach



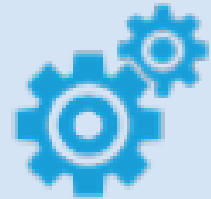
Traffic deaths are
PREVENTABLE



Integrate
IMPERFECT human
behavior



Prevent **FATAL &
SEVERE** collisions



Utilizes a **SYSTEMS**
approach



Saving lives is **NOT
EXPENSIVE**

Traditional Approach



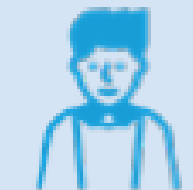
Traffic deaths are
INEVITABLE



Assumes **PERFECT**
human behavior



Aims to **PREVENT**
collisions



INDIVIDUAL
responsibility



Saving lives is
EXPENSIVE

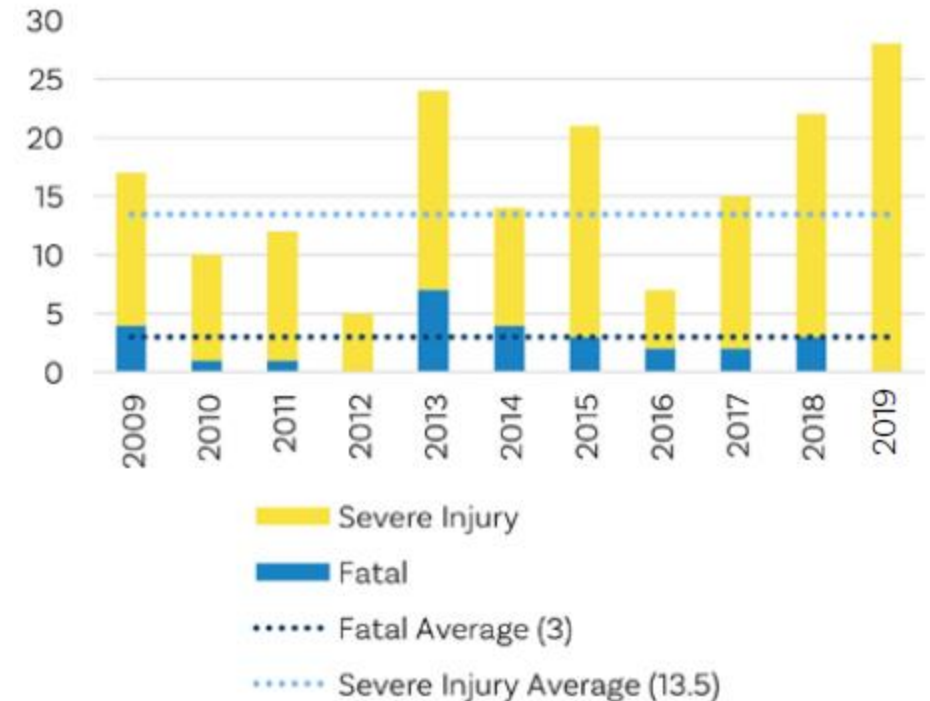
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City of El Monte - 9.65 Square Miles, 115,000 Population (2010 Census 113,475)

1,543 Vehicle Related Collisions (between 2009 & 2019)

- 72 Fatalities/Severe Injuries in auto v auto collisions
 - 953 total collisions
- 39 Fatalities/Severe Injuries in bicyclist collisions
 - 341 total collisions
- 54 Fatalities/Severe Injuries in pedestrian collisions
 - 249 total collisions

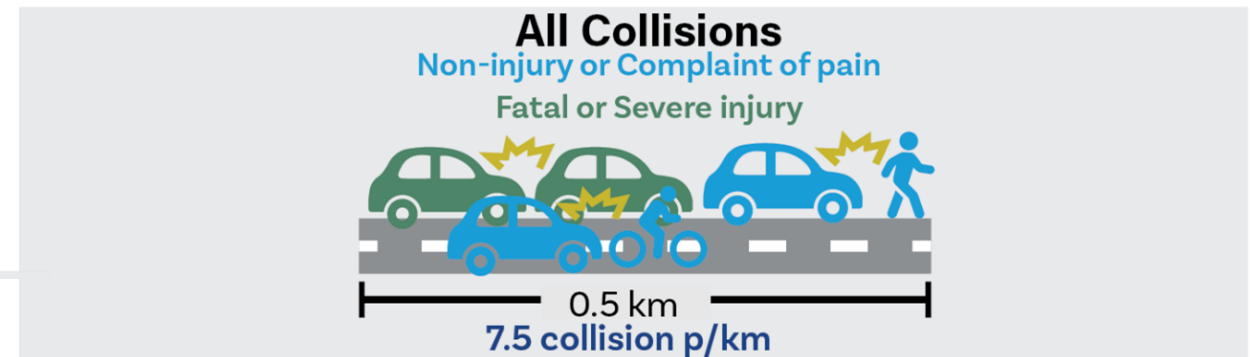
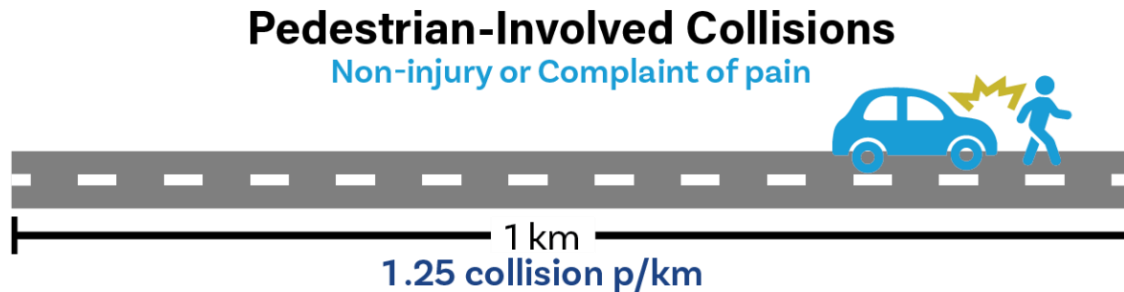
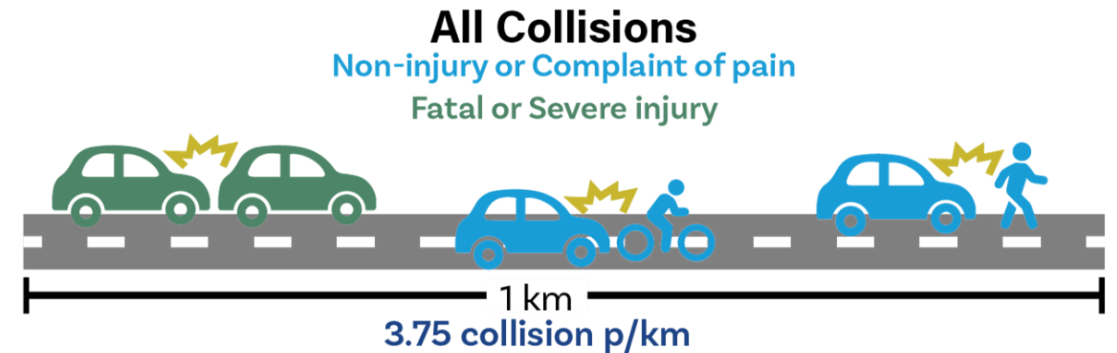
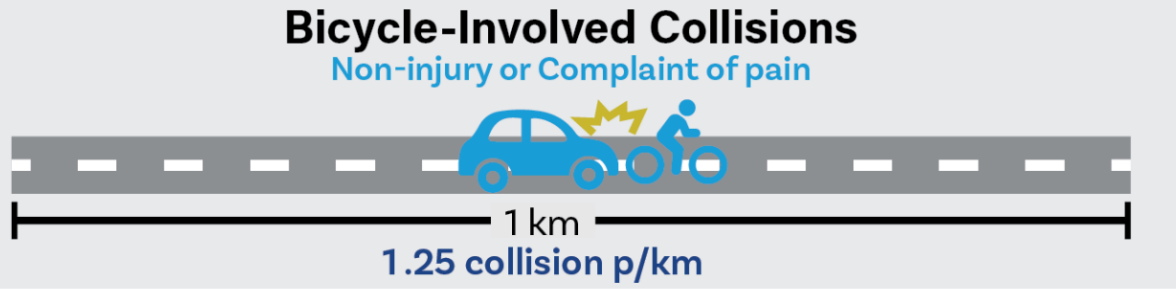
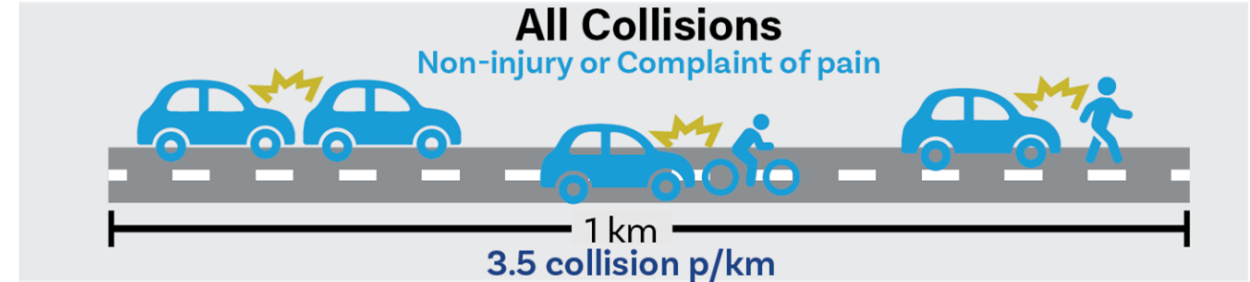
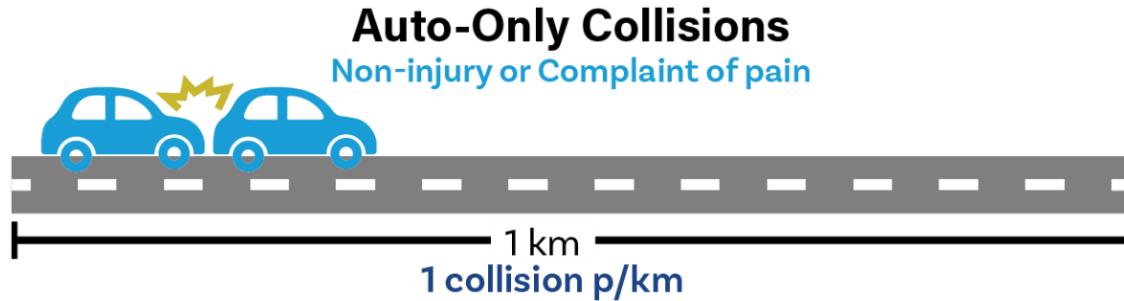


Collisions data was mapped on the road network to identify high collision rate locations that need traffic safety countermeasures. These high collision rate locations are labeled as **High Injury Networks** as explained on the next slide.

What is the High Injury Network (HIN)?

1. Network of designated corridor-level segments where the highest concentrations of collisions occur
1. Higher consideration to fatal or severe injury auto-only collisions, pedestrian-involved collisions, and bicyclist-involved, and collisions.
1. Represents a defined prioritized subset of the overall transportation network

Collision categories include the following:



HOW AN HIN IS IDENTIFIED: COLLISION TRESS & MAPPING

HOTSPOTS

1. Categorize collision locations

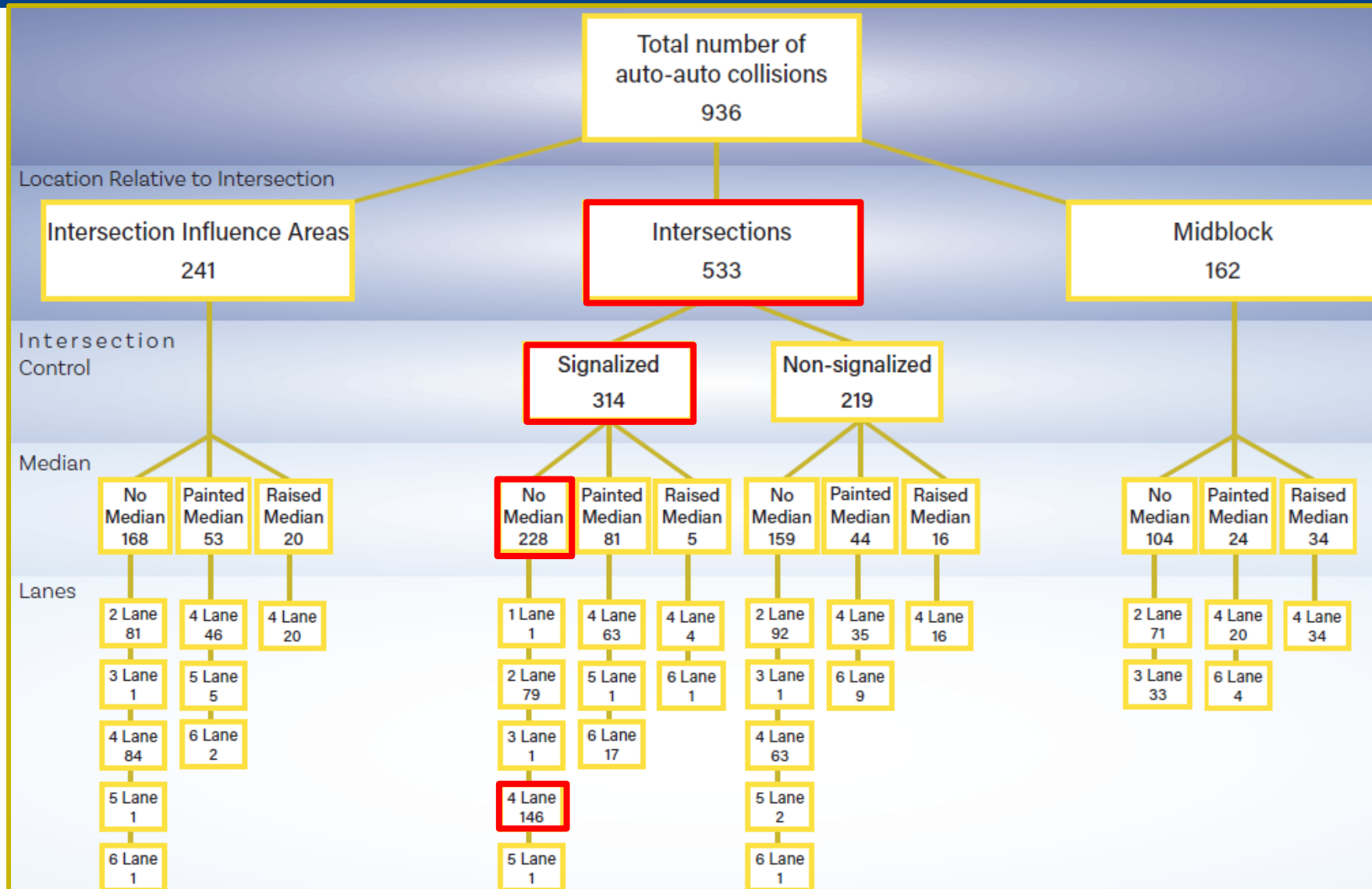
- Intersections
- Intersection “influence areas”
- Midblock

2. Map roadway characteristics

- Intersection control (signal)
- Median type
- Number of lanes

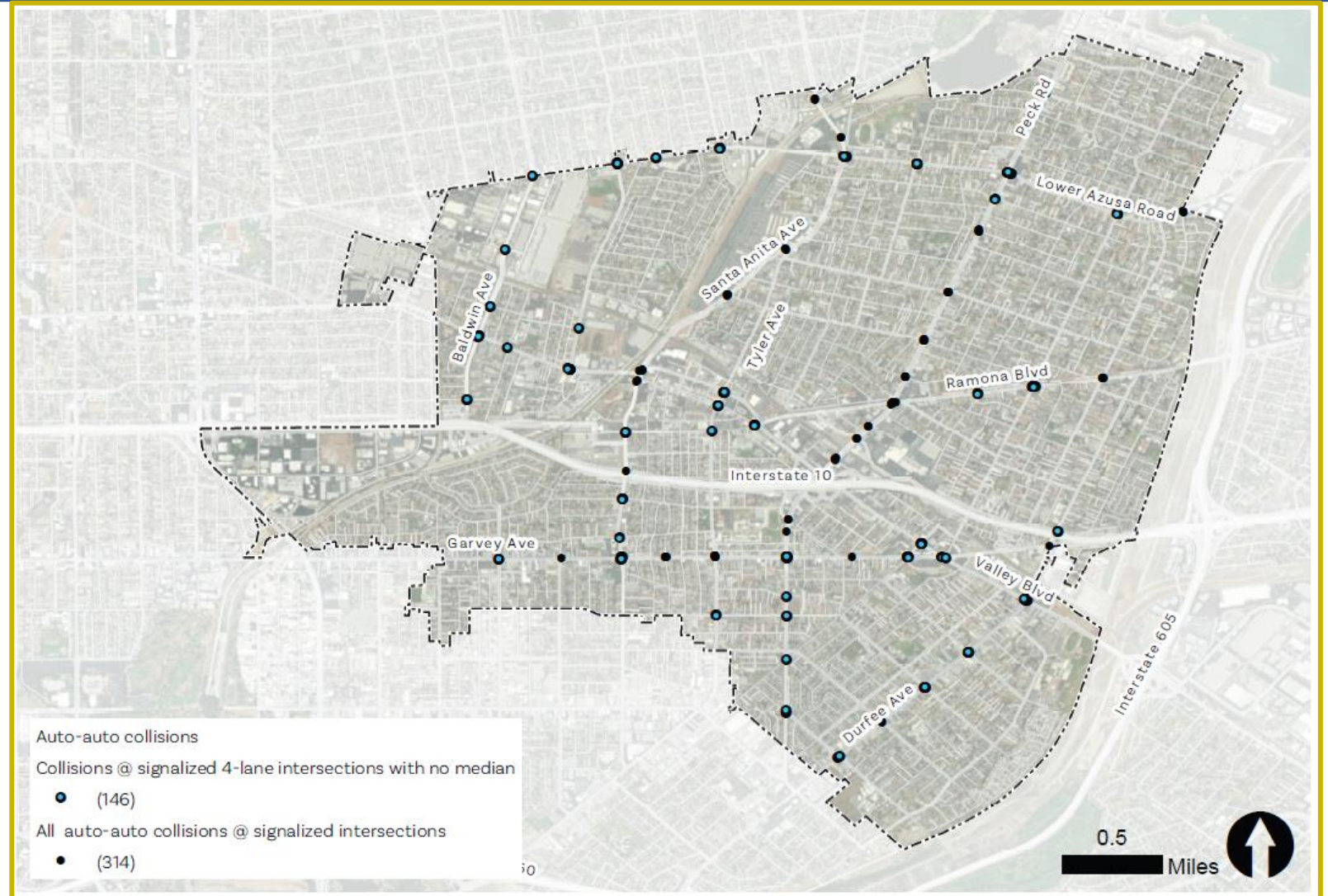
3. Map collisions with *most common combination of location & road characteristics* (highest number)

- Intersection control (signal)
- Median type
- Number of lanes



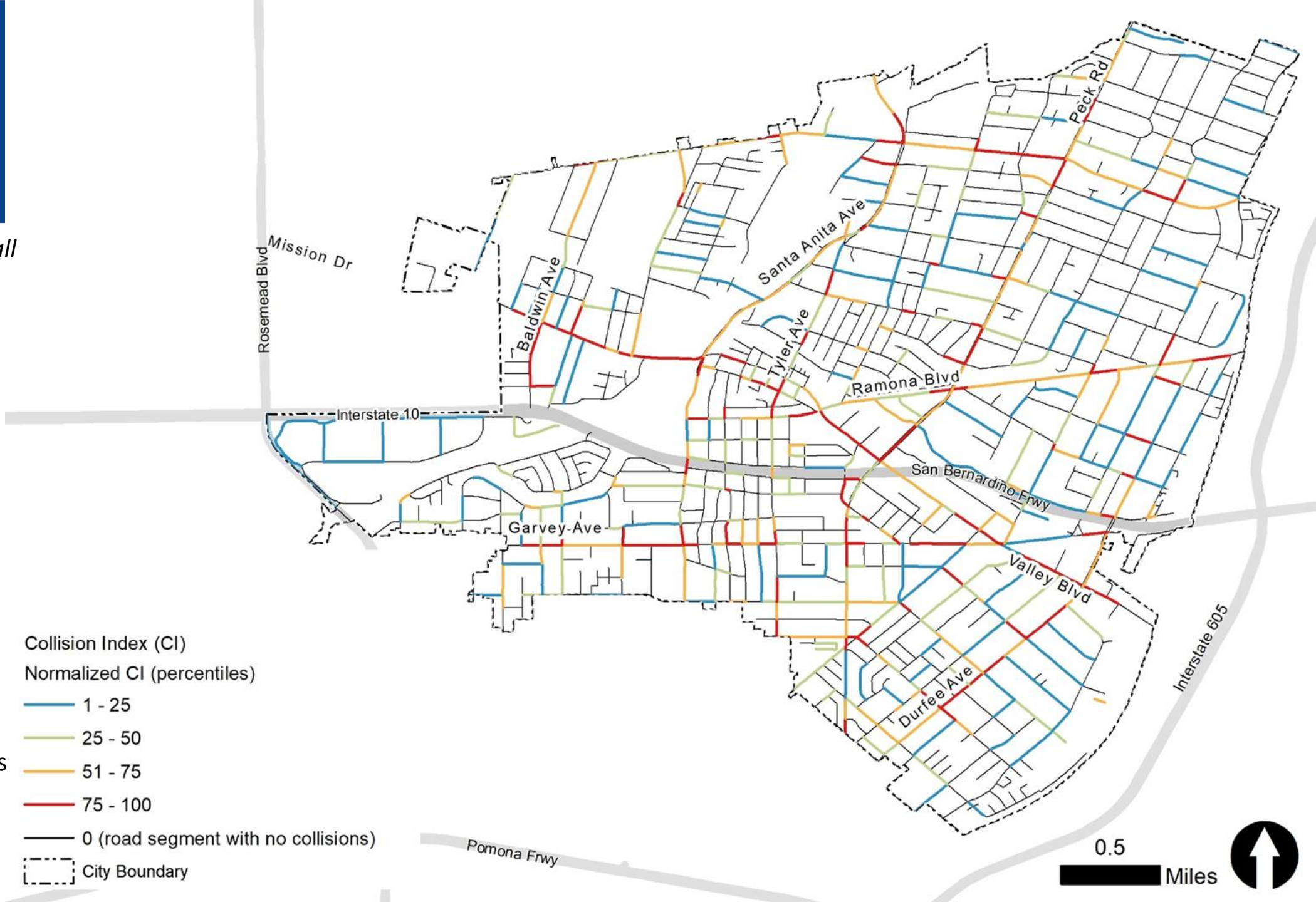
MAPPING HOTSPOTS

- This map shows that most auto-only collisions occur at **4-lane signalized intersections with no median**.



EXISTING CONDITIONS: HIGH-INJURY NETWORK (HIN)

- The HIN summarizes *all* collisions per road segment (~1 km or less)
- Weights *bike and pedestrian-involved* collisions 25% more than auto-auto
- Weights *fatal and severe collisions* 25% more than injury-only
- 75th - 100th-percentile road are HIN (red lines on map)



3. Public Outreach Tools and Events

03

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1. StoryMap and online survey
2. Sidewalk decals
3. Educational video
4. Farmer's Market #1 (August 19)
5. Farmer's Market #2 / GoHuman (September 30)
 - Voting boards, surveys, draft recommendations
 - Coordinated surveys & demos with GoHuman campaign
6. Public presentations on January 27 and February 8
7. Four (4) TAC Meetings - the final TAC meeting will be Feb 10th



4. Vision and Goals

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Vision:

There is no acceptable number of traffic deaths, and deaths caused by traffic collisions **are preventable**.

Goals:

- Improve infrastructure to increase **roadway safety for all users**
- Prioritize road safety investments through an **equitable lens**
- Enhance **safety education** programs for all ages and abilities

5. Best Practices & Policies

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- California Assembly Bill 43 allows for **setting speed limits based on the consideration of safety for people walking and biking**, not on the 85th percentile rule.
- **20 MPH zones recommended** in:
 - Streets with high collision rates
 - Near schools and parks
- **30 MPH**, or lower, zones recommended **on arterial roadways**
- Jurisdictions with defined safety corridors (like HINs) may lower speeds along them (at the latest, by June 2024)



25 MPH
PED-VEHICLE
COLLISIONS

FATAL & SERIOUS
INJURIES



6. Recommendations & Implementation

A. Systemic Recommendations

A. Concept Designs

A. Funding Sources

A. Performance Measures

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6. Recommendations & Implementation

A. Systemic Recommendations

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Key Facility Types (intersections)



Hardened Centerline and High Visibility Crosswalks



2 Curb Ramps



Roundabout or Traffic Circle



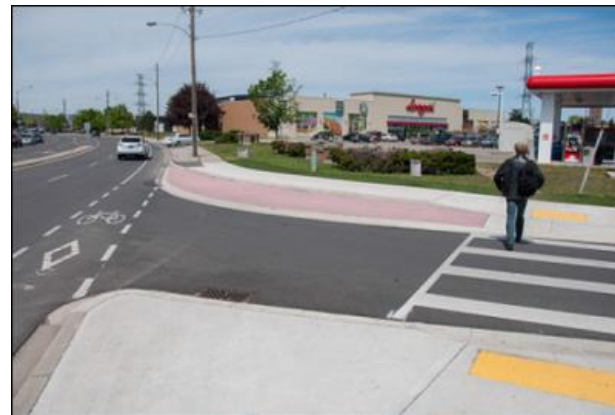
Flashing Yellow Arrow



Turn Wedges



Raised Crosswalk



Truck Apron and Reduced Radius Corner to Reduce Walking Distance



Yellow Backplates



Low Cost Bulb Outs



Concrete Bulb Outs

Key Facility Types (midblock)



Pedestrian Refuge and Rectangular Rapid Flashing Beacon



Pedestrian Signal



Pedestrian Hybrid Beacon



Speed Feedback



Bike Priority Lanes



Advisory Bike Lanes and Speed Cushions

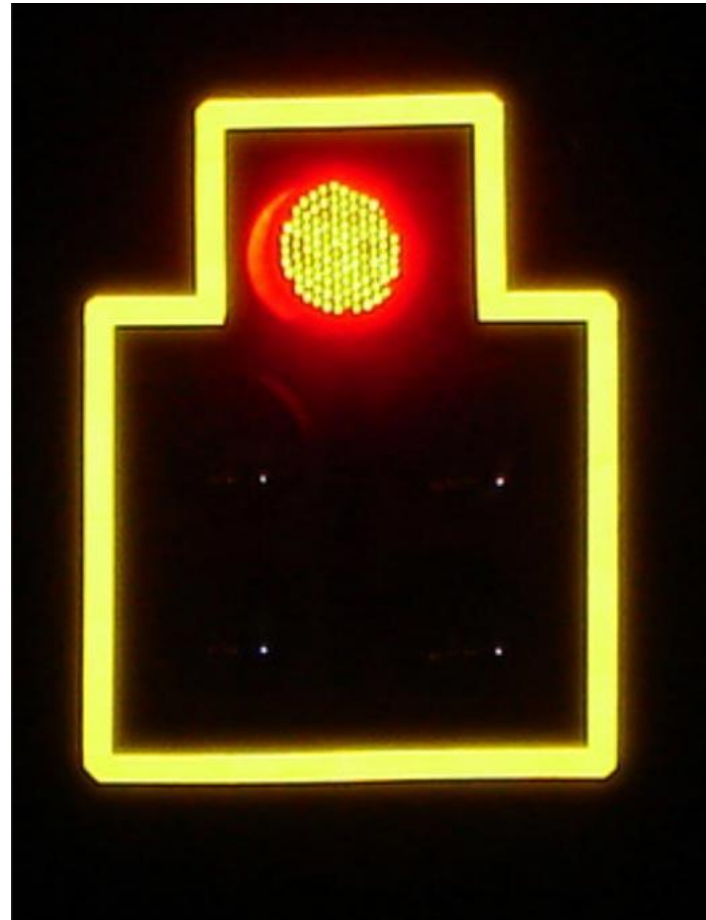


Bike Conflict Marking

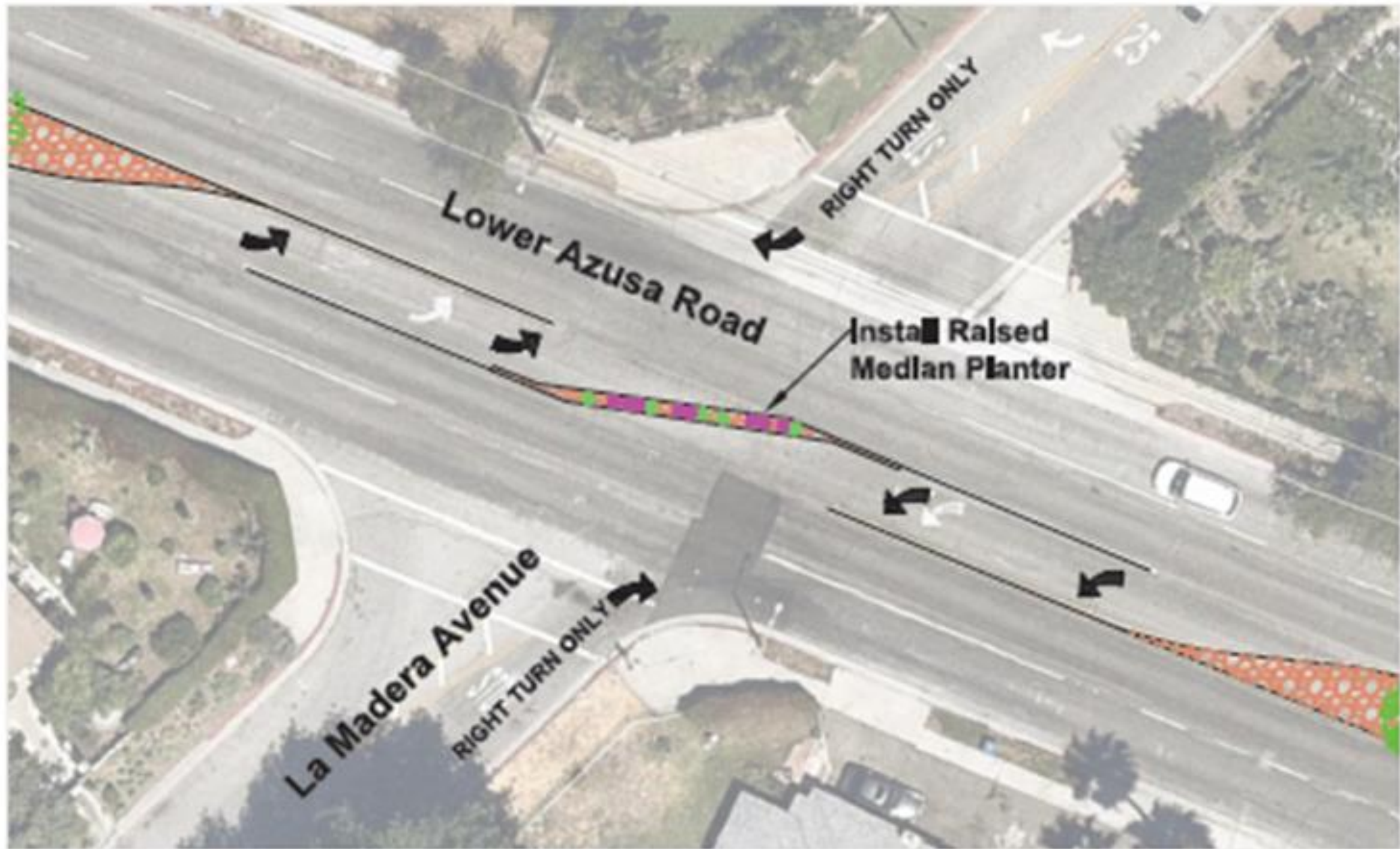


Buffered Bike Lane

Reflective Signal Backplates



- 15 percent reduction in total crashes



Lower Azusa Road

RIGHT TURN ONLY

Instal Raised Median Planter

La Madera Avenue

RIGHT TURN ONLY

6. Recommendations & Implementation

A. Systemic Recommendations

A. Concept Designs

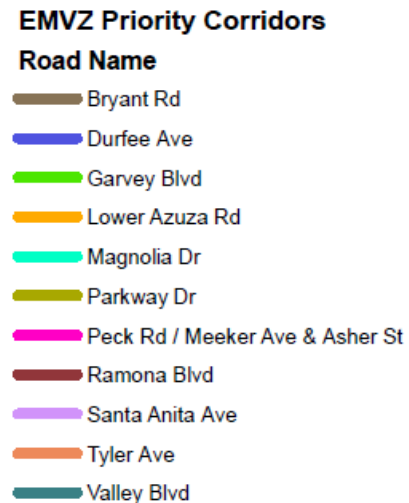
A. Funding Sources

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ANALYSIS: PRIORITY CORRIDORS

- The HIN analysis identified 11 priority corridors for road safety improvements
- A ¼-mile road segment per corridor with the highest HIN score was used for cutsheets that show application of road design improvements



Key Locations for Top 10 Projects

- **Bryant Road:** Tyler Ave – Cypress Ave
- **Durfee Ave:** Magnolia St – Denholm Dr
- **Garvey Blvd:** Central Ave – Santa Anita Ave
- **Lower Azusa Road:** Elrovia Ave – Peck Rd
- **Magnolia St:** Allgeyer Ave – Durfee Ave
- **Peck Road:** Ranchito St – Lower Azusa Road
- **Ramona Blvd:** Ferris Rd – La Madera Dr
- **Santa Anita Blvd:** Ranchito St – McGirk Ave
- **Tyler Avenue:** Ramona Blvd – Valley Blvd
- **Valley:** Ramona Blvd – North Peck Rd

Durfee Avenue

Recommended Improvements

Figure 6-5 provides concept level improvements with numbered call-outs and corresponding sample pictures below the map. Landuse on the north and south side of the road is commercial retail with numerous driveways accessing Durfee Ave. A concept level cost estimate is shown in Table 6-4.



A **FIGURE 6-5:** Durfee Avenue Project Sheet: Between Magnolia Street and Denholm Drive

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



Pedestrian Signal



Bicycle Lane



High Visibility Crosswalks



Low Cost Bulb Outs



Crossing Island



Conflict Striping

Tyler Avenue

Recommended Improvements

Figure 6-12 provides concept level improvements with numbered call-outs and corresponding sample pictures below the map. Landuse on the north and south side of the road is commercial office and retail with numerous driveways accessing Tyler Avenue. A concept level cost estimate is shown in Table 6-11.



H **FIGURE 6-12:** Tyler Avenue Project Sheet: Between Ramona Boulevard and Valley Boulevard



1 Corner Radius Reduction with Truck Apron



2 Yellow Backed Signal Heads



3 Pedestrian Scale Lighting



4 Speed Feedback Signs



5 NoTOR Sign



6 High Visibility Crosswalk

6. Recommendations & Implementation

A. Systemic Recommendations

A. Concept Designs

A. Funding Sources

A. Performance Measures

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

6. Recommendations & Implementation

A. Systemic Recommendations

A. Concept Designs

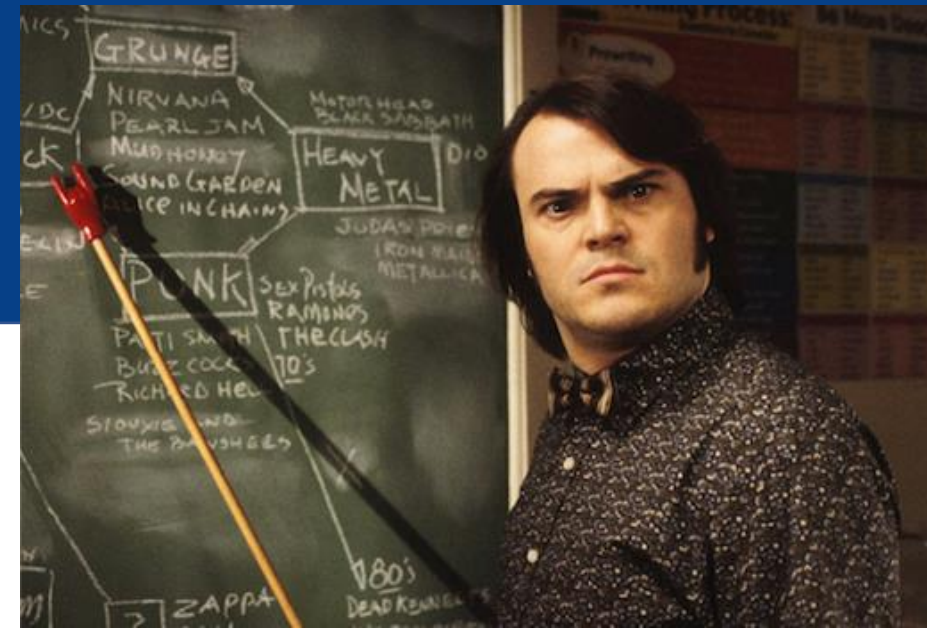
A. Funding Sources

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7. Performance Measures

- Number of **Safe Routes to School** events
- Number of bike facilities
- Number of pedestrian **facilities**
- Number of motorist fatalities and serious injuries
- Number of pedestrian fatalities and serious injuries
- Number of bike **fatalities and serious injuries**
- **Percent** of students/staff commuting **without a car**
- Number of streets with **reduced posted speed limits**
- Number of **traffic calming measures installed**
- **Number of traffic safety grants funded**



Timeline, Next Steps, & Discussion



Project Completed



Questions or Comments?

Project Contacts

Name: Tom Bertulis

Email: tom@ktua.com

Name: Alex Samarin

Email: alex@ktua.com