MAIN STREET

COMPLETE STREETS

Feasibility Study Report

April 2024

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INTERNATIONAL



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1.0 Executive Summary

INTRODUCTION

The City of El Monte (City) commissioned this Feasibility Study to evaluate opportunities and constraints surrounding the integration of mobility improvements that will transform Main Street into a Complete Street Corridor. This Feasibility Study provides a comprehensive overview of the process the City undertook in developing this Complete Street plan. At the cornerstone of the process was a multi-pronged community engagement strategy that provided opportunities for the community to provide their input either virtually, through the website or in person through pop up events, workshops and focused advisory committee meetings. As such, this plan is a reflection of the concerns and priorities expressed by the business owners and members of the community and will create a true transformation that aims to improve the walking, bicycling, and traveling experience along the City's historic Main Street business district.

GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this project are to:

- provide multi-modal accommodations,
- improve safety and access for all users,
- ensure the corridor is fully accessible for users of all ages and abilities,
- identify ways to incorporate low impact development through drainage improvements, and
- improve corridor aesthetics through landscape and streetscape enhancements.

EXISTING CONDITIONS

Main Street, previously known as the Valley Mall, is the City's historic downtown district which runs parallel to Valley Boulevard. The needs along the Main Street corridor focus on connecting the businesses and activities along Main Street with the public right of way (street, sidewalk, parkway, etc). The key issues identified in the development of this study were access and visibility of local businesses, safety related to parking and driving along the corridor, and existing landscaping. Therefore, the first phase of the project focused on the physical existing conditions including an evaluation of parking, roadway conditions, and collision data, as well as the physical conditions of existing bicycle, transit and pedestrian facilities.

Main Street includes one vehicular lane per direction, angled parking, and wide sidewalks. Sidewalks exist on both sides of the street with large shade trees, benches, and trash receptacles to create a space for pedestrians and shoppers. Main Street currently lacks bicycle facilities and amenities for the majority of the project limits and moderate pedestrian activity was observed along the corridor. Access to transit is limited to roadways intersecting Main Street including Tyler Avenue and Santa Anita Avenue. However, Main Street is in close proximity to regional transit centers including the El Monte Metrolink Station and Busway Station. The proximity of these regional transit centers to the corridor makes the first/last mile connections between the corridor and the transit stations vital to mode selection in the community.

The posted speed limit along Main Street is 15 miles per hour (mph), which is a compatible speed for the interactions between vehicles, bicycles and pedestrians along this commercial corridor. There are signalized pedestrian crossings at Santa Anita Avenue and at Tyler Avenue and marked crosswalks at all other intersections along Main Street.

A comprehensive review of the plans, codes and policies influencing this Complete Street plan was conducted including but not limited to the; Vision El Monte General Plan, Vision Zero Action Plan, Main Street Specific Plan, and the Streetscape Beautification Master Plan. These plans influenced the options evaluated and the recommendations of this Feasibility Study.

ALTERNATIVES CONSIDERED

The key objectives for Main Street were developing concepts that will make the corridor a destination for the community, create a cohesive space, and provide opportunities to walk and cycle to the already popular community events. A pedestrian paseo option was explored to create an inviting downtown space that is dedicated for pedestrians, cyclists, and community activities. With this option, the pedestrian paseo would extend from Lexington Avenue to Center Avenue, which is the core of the City's downtown district. The community was divided on this option but some residents and business owners expressed their support and the need for drastic changes on Main Street, particularly focused around safety for the businesses. Other stakeholders had concerns that there is not sufficient vehicle and pedestrian traffic on Main Street to support the businesses with this change. The option of a permanent closure to create the paseo was dismissed from further evaluation, however the recommended Complete Street plan does include features that will allow the temporary and long-term closure of parts of the corridor.

ELEMENTS OF COMPLETE STREET PLAN

The selected alternative will convert Main Street into a bike boulevard, which is a shared facility between cyclists and vehicles that uses signage, pavement markings, and traffic calming measures to delineate the route and ensure it is comfortable for mixed flow. Bike boulevards are appropriate on streets with low vehicular volumes and speeds. To promote slower speeds and ensure that Main Street is a comfortable environment for mixed flow cycling, neighborhood traffic circles are included at Tyler Avenue, El Monte Avenue and Lexington Avenue. Preliminary design concepts were developed that illustrate the recommended improvements.

The Complete Street plan includes high visibility striping at all crosswalks on Main Street and a streetscape design that creates a cohesive and elevated look in the downtown space. To connect Main Street to Valley Boulevard, adjacent parking lots, and the Metrolink Station, El Monte Avenue will be converted to a pedestrian paseo. This will restrict vehicular access and create opportunities for sustainable designs by encouraging people to walk or cycle, providing shade and spaces to enjoy the community space, and opportunities for permeable pavers and low-level pedestrian lighting.

Removal of the existing angled parking is part of the Complete Street plan for Main Street. Removal of parking will create space for wider sidewalks in front of the local business, which in turn creates opportunities for integrating outdoor dining, public art, landscaping and low impact development. There was overwhelming support for removing on-street parking for the added benefits it provides along Main Street, however there is a general concern with the safety of and available parking in the adjacent public parking lots. The existing public parking lots are largely underutilized and frequently have available capacity. Access to and safety of these parking lots will be addressed as part of this plan.

Main Street serves as a community gathering space for events like the Farmer's Market and holiday events throughout the year. Currently, the City and local business district install temporary barricades for these events, which can take time and City resources to install. While creating a permanent pedestrian paseo was not the preferred alternative for the corridor, installation of removable bollards at key locations will allow the City and business district to create a pedestrian paseo for short-term periods. This phased approach will allow the City to trial the dismissed option of pedestrianizing Main Street and see if there are commercial and behavioral changes to support this transformation permanently. Other

components considered as part of this study include landscaping enhancements, surface water quality improvements, incorporating gateway features and utility impacts.

COMMUNITY ENGAGEMENT

Input from the community was a cornerstone of the concept development for the Main Street Complete Street plan. A series of community engagement activities were held to spread project awareness and gather community feedback on the concepts. A Community Advisory Committee (CAC) was developed to provide more guided feedback in small group settings before taking the concepts to the public. The CAC for Main Street consisted of Downtown El Monte Business Association (DEMBA), Active San Gabriel Valley (Active SGV), El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink and a small group of engaged residents and business owners.

Two rounds of public meetings were hosted to hear existing concerns about Main Street and get feedback on the proposed concepts.

Pop-up events where the project team hosted an informational booth at a City organized event were used for the project because of the high levels of public attendance and participation at these events. The project team attended four pop-up events throughout the course of the project. Other tools for engagement included an online survey tool, with an explanation video, and photo renderings to demonstrate the changes along the corridor.

RECOMMENDATIONS

Based on the corridor needs, alternatives analysis, mobility assessment, and community engagement, the Main Street Complete Street Concept plan was developed. The Complete Street plan included within this Feasibility Study Report should be carried forward for design and construction. However, additional consideration should be given to the streetscape design, the Tyler Avenue intersection roundabout, the Main Street bypass closure, and the parking lot improvements as the design progresses.

IMPLEMENTATION AND NEXT STEPS

There are various options to be considered for implementing the project. Flexibility will be needed in the implementation process, with the consideration of timing, to maximize available funding, including grant funding. Potential funding opportunities have been identified for the project and are outlined in detail below.

The Complete Street plan was presented to City Council in January 2024 for consideration and comment. Next steps will be for City Council to adopt a resolution of this Feasibility Study Report and Final Complete Street Plan in March 2024; condition development projects to implement the elements of the Final Complete Street plan where applicable; and pursue grant funding to funding the Preliminary Engineering and Construction costs. The timeline for the next phases of the project are contingent upon receipt of funding.

2.0 Introduction

SCOPE AND PURPOSE OF THE COMPLETE STREET PLAN

The City of El Monte (City) commissioned this Feasibility Study to evaluate opportunities and constraints surrounding the integration of mobility improvements that will transform Main Street into a Complete Street Corridor. Main Street, previously known as the Valley Mall, runs parallel to Valley Boulevard from Santa Anita Avenue to Ramona Boulevard. It is the City's downtown district that includes local shops, community spaces and the farmer's market.



Photo 1: Main Street near Palm Court

The study area for the Main Street Complete Street plan extends from the intersection with Santa Anita Avenue to the intersection with Ramona Boulevard. The typical cross section of Main Street is 76', which encompasses one vehicular lane per direction, angled parking, and wide sidewalks. On the eastern end of Main Street, east of Tyler Avenue, on-street parking transitions from angled to parallel parking and intermittent raised medians are present. The cross-sectional width changes from approximately 76' (from right of way to right of way) with a 30' roadway to a 90' right of way to right of way width with a 60' roadway and 10' raised median with mature pine trees.



Photo 2: Existing conditions on eastern end east of Tyler Avenue

Sidewalks exist on both sides of Main Street, which are approximately 10' to 15' wide and in good condition with some cracking. Large shade trees, benches, and trash receptacles are provided to create a space for pedestrians and shoppers. A tiny tot lot is located within the parkway near Cleminson Street and there is a pocket park near Lexington Avenue both of which provide community spaces for patrons, families and community activities.

Along Main Street, the on-street parking alternates from the northern to the southern side, creating a chicane effect that reduces vehicular speeds. All intersections along Main Street, except for Tyler Avenue are three leg intersections, with bulbouts and high visibility crosswalks. The intersection with Tyler Avenue is a four-leg signalized intersection with two lanes on each approach for Tyler Avenue.



Photo 3: Main Street sharrows near Ramona Boulevard

Main Street lacks bicycle facilities and amenities, except for the eastern end of the project near Ramona Boulevard where sharrows and signage were added as part of the recently completed project to install a raised median on Ramona Boulevard.

Moderate pedestrian activity was observed along Main Street to access shops and restaurants. Based on the public feedback during community engagement events, most people drive to Main Street and walk to their final destination along the corridor.

Transit service along Main Street is limited but includes two routes operated by LA Metro and routes operated as part of the City's local trolley service. El Monte's transit centers are situated within walking distance of the corridor with the El Monte Metrolink Station 0.25-miles north of Main Street near El Monte Avenue and the El Monte Busway Station located approximately 0.30-miles south of Main Street on Santa Anita Avenue. These two routes connect El Monte to the greater Los Angeles region. The Metrolink station connects El Monte with Downtown LA and San Bernardino County and the El Monte Busway Station is the terminus for the Metro J Line (Silver Line), an express bus services that connects El Monte to Downtown LA and San Pedro. The proximity of these regional transit centers to the corridor makes the first/last mile connections between the corridor and the transit stations vital to mode selection in the community.

GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this project are to:

- provide multi-modal accommodations,
- improve safety and access for all users,
- ensure the corridor is fully accessible for users of all ages and abilities,
- identify ways to incorporate low impact development through drainage improvements, and
- improve corridor aesthetics through landscape and streetscape enhancements.

The Main Street Complete Street plan meets these objectives by:

- providing a bike boulevard and Class III bicycle facilities with traffic calming measures such as neighborhood traffic circles,
- removing on-street parking to provide expanded sidewalks for pedestrian accommodations,
- introducing a single lane roundabout at Tyler Avenue to improve safety for all users,
- providing a cohesive and enhanced streetscape design including bicycle parking, new benches, public art, lighting, and decorative pavers,
- converting El Monte Avenue to a pedestrian paseo, removing vehicular access which allows for additional seating and landscaping enhancements,
- introducing additional planting and shade trees with a cohesive plant palette,
- providing removable bollards that make closing the street for community events efficient and seamless, and
- integrating sustainable solutions including drainage infrastructure to capture and treat street run off, integration of new street lighting (solar where feasible), and creating more permeable surfaces.



Photo 4: Rendering of proposed concepts

This Feasibility Study Report provides a comprehensive overview of the process the City undertook in developing this Complete Street plan. 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 either virtually, through the website or in person. As such, this plan is a reflection of the concerns and 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 destinations along Main Street.

3.0 Existing Conditions

Main Street, previously known as the Valley Mall, is the City's historic downtown district which runs parallel to Valley Boulevard as shown in blue in **Figure 1**. Small, local businesses flank both sides of the street which are fronted by angled parking and wide sidewalks. During the summer months, Main Street is home to the City's farmer's market which occurs every Thursday and draws large crowds from the surrounding community. DEMBA (Downtown El Monte Business Association) organizes the Farmers Market and other community based events such as Christmas market, Day of the Dead Parade and other holiday celebrations.

Figure 1: Corridor Overview Map

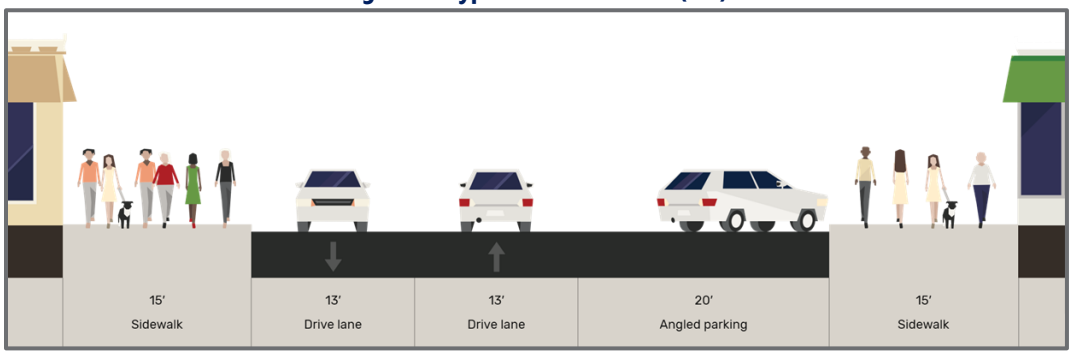


The needs along the Main Street corridor focus on connecting the businesses and activities along Main Street with the public right of way (street, sidewalk, parkway, etc.). During outreach meetings with the Community Advisory Committee (CAC) established specifically for this study, the key issues raised were access and visibility of their businesses, safety related to parking and driving along the corridor, and existing landscaping. Therefore, the first phase of the project included analysis of the physical existing conditions including an evaluation of parking, roadway conditions, and collision data, as well as the physical conditions of existing bicycle, transit and pedestrian facilities.

VEHICULAR CONDITIONS

Throughout the project limits, Main Street is a two-lane undivided roadway, angled parking is provided along one side of the street and alternates between the northern and southern side between blocks. **Figure 2** below shows the existing cross section. On the eastern end of the corridor approaching Ramona Boulevard, angled parking transitions to parallel parking and there is a 10' raised median with large, established trees in the center of the roadway. The cross section widens from 46' to 60' east of Tyler Avenue.

Figure 2: Typical Cross Section (76')



The posted speed limit along Main Street is 15 miles per hour (mph), which is a compatible speed for the interactions between vehicles, bicycles and pedestrians along this commercial corridor. Field observations of Main Street indicate that this speed limit is generally adhered to, given the existing traffic calming measures, such as chicanes, bulb outs and high visibility crosswalks. The angled on-street parking also contributes to the slower travel speeds along Main Street as drivers are either looking for parking spaces or are aware of the potential for vehicles backing out of spaces.

The 73 existing on-street parking spaces were observed to be heavily used along Main Street, however the parking turnover is relatively low with vehicles often parked for multiple hours. Based on feedback from the CAC and at pop-up events in the community, the general perception is that this parking is primarily used by business owners and employees rather than patrons shopping along Main Street.

In addition to the 73 parking spaces along Main Street, there are large public lots available both north and south of the corridor, which provide free parking. Parking utilization signs were installed in some of the parking lots and signage is provided indicating the public is welcome to parking in these areas. Outside of the farmers market, these parking lots are generally underutilized. Key issues expressed by the community were safety, lighting, and lack of connectivity between the corridor and the parking.



Photo 6: Free public lot signage on Valley Boulevard



Photo 5: Example of parking utilization on Main Street

Vehicular Safety Assessment

Crash data is a key metric when assessing the safety and reliability of the overall transportation system. Crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2018 to December 2022. The data was used to determine the emphasis areas where safety measures could be recommended along Main Street to address localized and systemic crash trends. **Figure 3** is a heat map that shows where the highest concentration of vehicle-involved crashes occurred along Main Street. The top two crash locations are at Santa Anita Avenue and Tyler Avenue, which are also highlighted in green on the tables below.

During this study period, a total of 19 crashes were reported, which is a low number of crashes. Due to the low speed and low volume along the corridor, the accident severity is also very low with 10% of the crashes resulting in a severe injury and 47% resulting in a visible injury. **Table 1** and **Figure 4** illustrate the location of the severe injury crashes and locations of crashes resulting in visible injuries, all of which occurred at signalized intersections (Tyler Street and Santa Anita Avenue). The most common crash type was a broadside collision, and the most common cause was unclear traffic

signals and signs and automobile right of way violation, as illustrated in **Figure 5**. The types and severity of crashes reported along Main Street are common for low volume, low speed roadways. A summary of crash type by location is provided in **Table 2** and crash cause in **Table 3**.

Table 1: Crash Severity by Location on Main Street

Crash Locations	Number of Crashes (2018 – 2022)	Crash Severity				
		Fatal	Severe	Other Visible Injury	Complaint of Pain	Property Damage Only
Santa Anita Avenue	10	0	0	9	5	0
Monterey Avenue	1	0	0	0	2	0
El Monte Avenue	1	0	0	0	1	0
Tyler Avenue	6	0	2	4	2	0
Ramona Boulevard	1	0	0	0	1	0
Total	**19**	**0**	**2**	**13**	**11**	**0**

1) Green text indicates top two intersections with highest number of crashes

Table 2: Crash Type by Location on Main Street

Crash Locations	Number of Crashes (2018 – 2022)	Broadside	Head-On	Other	Rear-End	Sideswipe	Vehicle/ Pedestrian
Santa Anita Avenue	10	5	2		2		1
Monterey Avenue	1				1		
El Monte Avenue	1	1					
Tyler Avenue	6	2	1	1		1	1
Ramona Boulevard	1	1					
Total	**19**	**9**	**3**	**1**	**3**	**1**	**2**

1) Green text indicates top two intersections with highest number of crashes

Table 3: Crash Cause by Location on Main Street

Crash Locations	Number of Crashes (2018 – 2022)	Automobile ROW	Following too Closely	Improper Turning	Other Hazardous Violation	Pedestrian ROW	Traffic Signals and Signs	Unknown/Not Stated	Unsafe Lane Change	Unsafe Speed
Santa Anita Avenue	10	2	1	1			3	1	1	1
Monterey Avenue	1			1						
El Monte Avenue	1	1								
Tyler Avenue	6				1	1	3	1		
Ramona Boulevard	1						1			
Total	**19**	**3**	**1**	**2**	**1**	**1**	**7**	**2**	**1**	**1**

1) Green text indicates top two intersections with highest number of crashes



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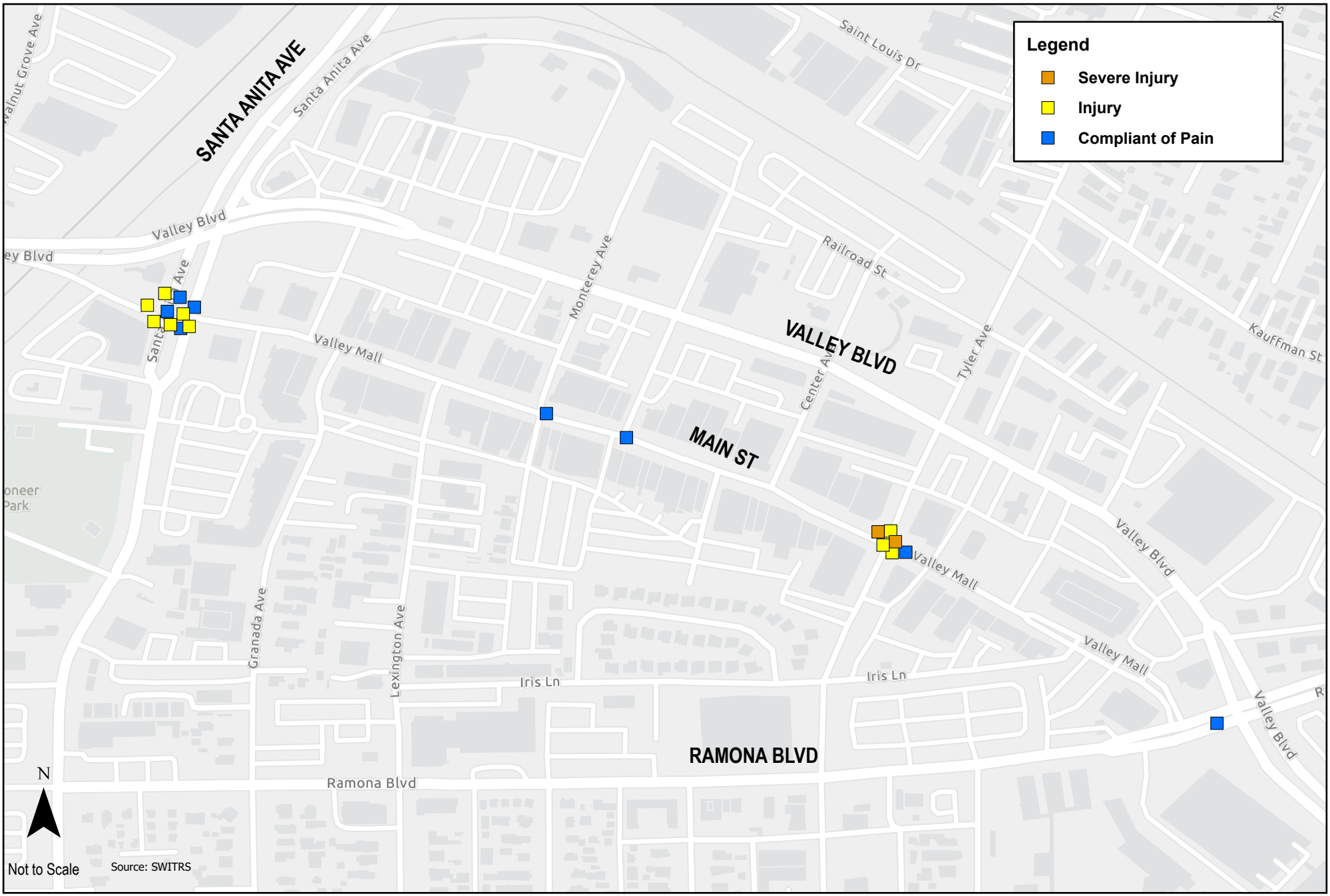
Vehicle Collision Heat Map (2018-2022)

Figure 3



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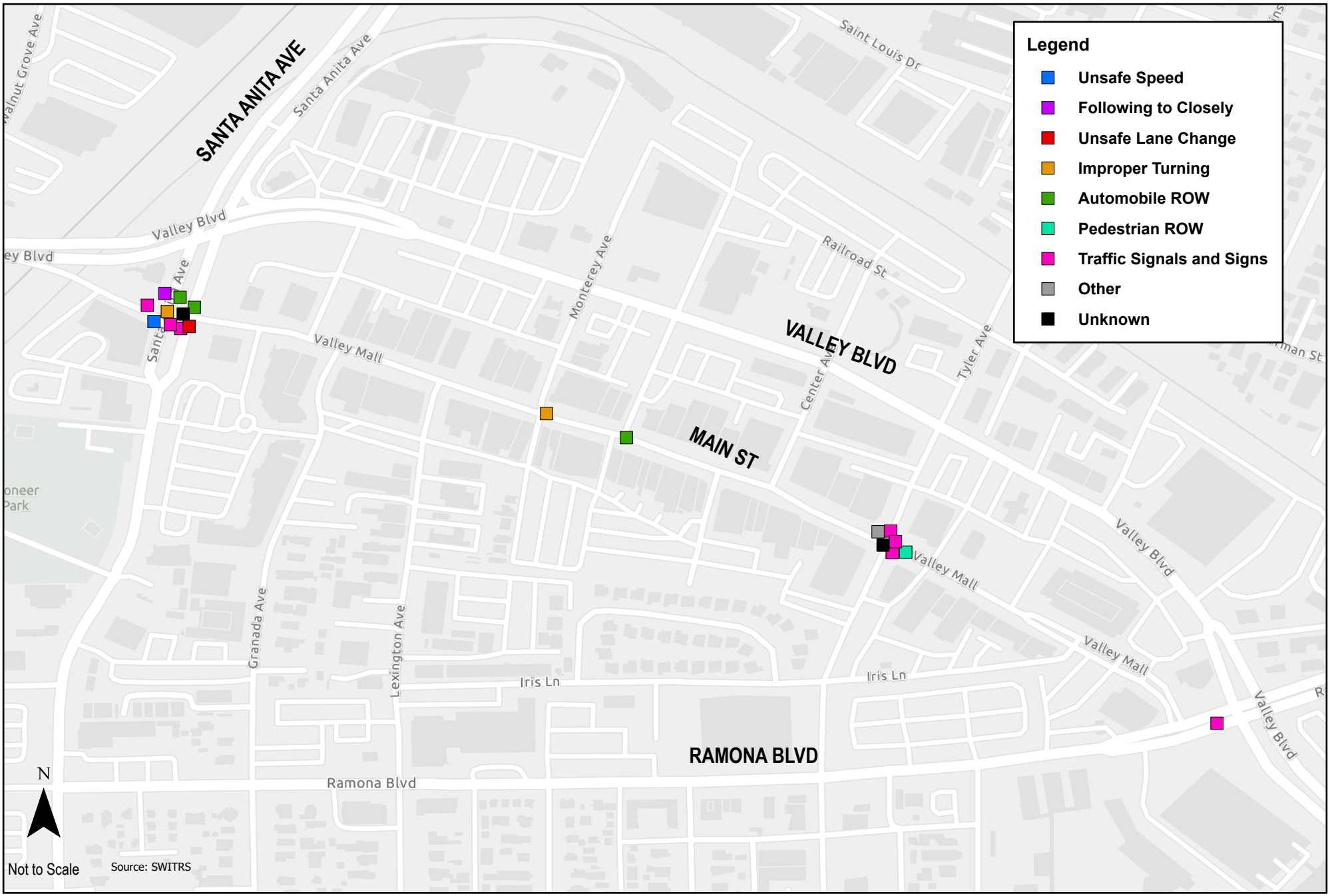
Crash Severity (2018-2022)

Figure 4



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Cause of Crash (2018-2022)

Figure 5

PEDESTRIAN AND BICYCLE CONDITIONS

There are existing 10' to 15' sidewalks on each side of Main Street. Most of the sidewalks are in good condition with minor locations of lifting or deterioration due to age or landscaping. Benches and shade trees are provided intermittently along the corridor that help provide a reasonable environment for pedestrians.

There are signalized pedestrian crossings at Santa Anita Avenue and at Tyler Avenue and marked crosswalks at all other intersections along Main Street. The marked crosswalks generally coincide with bulbouts so the crossing distance is approximately 30'. Some of the crosswalks have decorative painted patterns to increase visibility or decorative pavers that contrast with the surrounding asphalt, but the majority are a standard striped crosswalk.

There are no bicycle facilities provided along Main Street except at the eastern end where the recently completed Ramona Boulevard project installed Class III signage and pavement markings (sharrows). Given the 15mph speed limit and traffic calming measures already in place, the environment along the corridor is favorable for bicyclists and vehicles sharing the roadways. There are limited locations where bicycle racks are provided at or near local businesses.



Photo 7: Example of marked crosswalk on Main Street

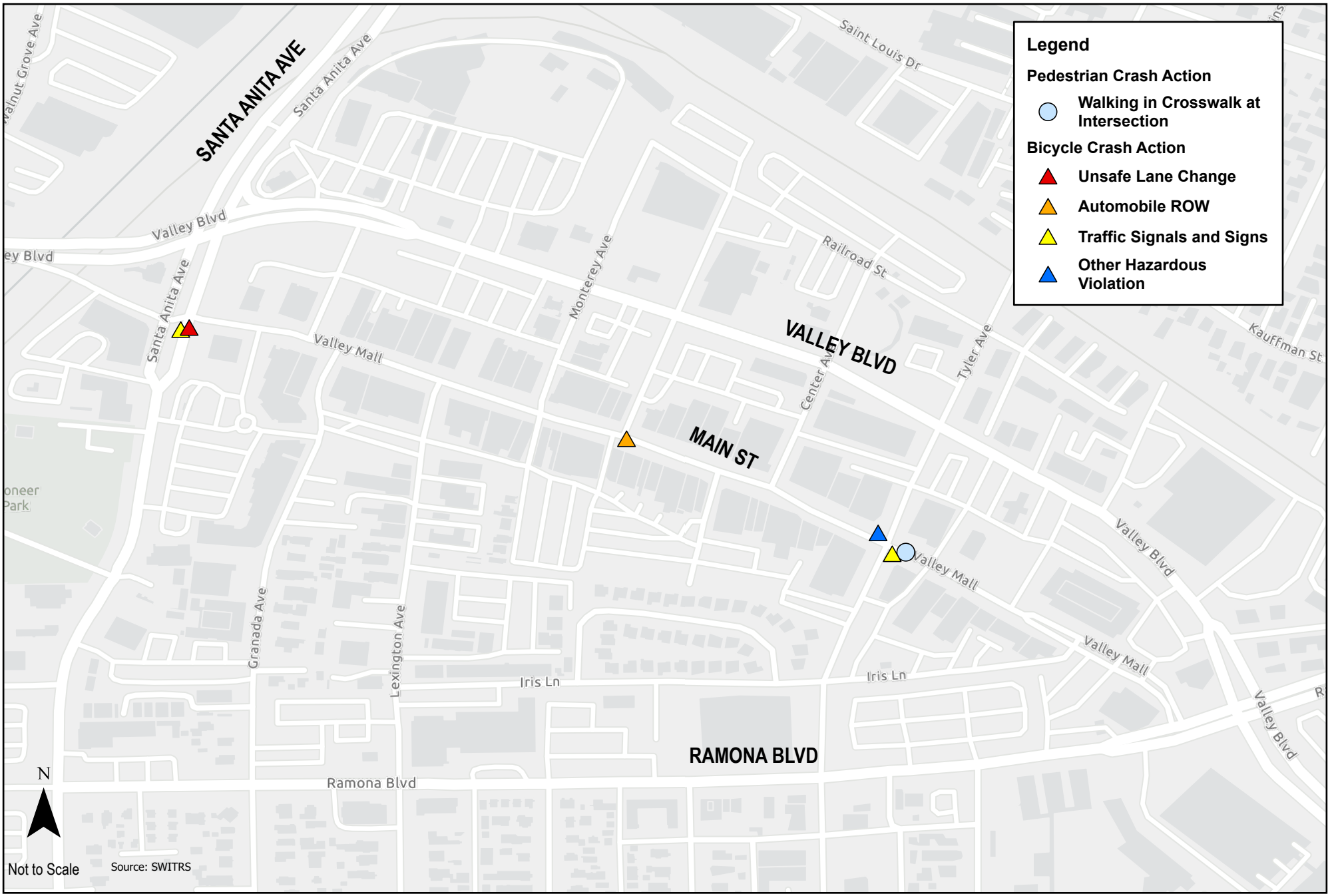


Photo 8: Sidewalk and crosswalk conditions on Main Street

Bicycle and Pedestrian Involved Collisions

Using SWITRS data for the period from January 2018 through December 2022, a total of 19 crashes were reported. Of those crashes 26% (5 crashes) involved a bicyclist and 5% (1 crash) involved a pedestrian. **Figure 6** shows the location of and cause of bicycle and pedestrian-involved crashes.

Of the bicycle and pedestrian involved crashes reported during this time period, one crash resulted in severe injuries, two crashes resulted in visible injuries and three crashes results in complaints of pain. Most crashes involving a bicycle were broadside collisions caused due to unclear traffic signals/signs or a right of way violation. The crash involving a pedestrian occurred when the pedestrian was walking inside a crosswalk, indicating that the pedestrian's right of way may have been violated.



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Bicycle and Pedestrian-Involved Crashes (2018-2022)

Figure 6

TRANSIT CONDITIONS

Transit is a key consideration along Main Street because it provides both regional and local access to the downtown district. Regional access is provided to the El Monte Metrolink (0.25-miles north of Main Street near El Monte Avenue) and the Busway Station (0.30-miles south of Main Street along Santa Anita Avenue). These two facilities connect El Monte with Downtown LA, San Bernardino County and the South Bay.

In addition to the regional transit connections, the following local bus routes are provided on Main Street:

- LA Metro (Routes 76, 267)
- El Monte Shuttle Services



Photo 9: Bus stop on Ramona Boulevard

Valley Boulevard, which runs parallel to Main Street, has an extensive transit network including service from LA Metro, Foothill Transit, Norwalk Transit and the City's Shuttle Services, which offer direct access to Main Street. Multiple routes also run north/south on Santa Anita Avenue, Tyler Avenue and Ramona Boulevard that offer further connections to the project area. The only bus stop on Main Street is located along the Valley Boulevard-Main Street bypass south of the vacant lot located on the corner of Santa Anita Avenue and Main Street. This vacant lot is being considered for a mini-park, which may close this portion of Main Street. Therefore, the existing bus stop will need to be relocated to Santa Anita Avenue in the future.



Photo 10: Bus stop on Main Street near Santa Anita Avenue

The City's Green Fixed Route Trolley, organized by the City of El Monte's Shuttle services, has a portion of the route on Main Street which eventually connects with the Civic Center. **Appendix A** includes overview maps that illustrate the bus routes and stops along the corridor. The City's Transit Division was consulted in the development of this study and it was discussed that with the Complete Street plan, the City would be open to expanding the service along Main Street.

4.0 Plans, Codes & Policies Influencing Complete Street Plan Development

The following documents were consulted as part of the Complete Street Feasibility Study. These sections include explanations of how these existing documents and guidelines relate to components of the Complete Street plan.

VISION EL MONTE GENERAL PLAN (2022)

El Monte adopted their award winning "Vision El Monte General Plan" in 2011 and updated it in 2022. The General Plan provides a blueprint to create and sustain a community that appreciates its heritage, respects its culture, and is a place of opportunity and achievement. The Plan's goals and policies serve as the foundation for local decision making and community engagement.

Connectivity Goals

- Work with partners to capitalize on freeway access, regional bus transit, commuter rail, and City fixed route bus transit to improve mobility.
- Design and retrofit roadways where feasible to allow for multiple uses and improve the aesthetics and safety of roadways.
- Create a walkable and bikeable city with a network of sidewalks, greenways, and paths to encourage residents to walk, bike, and move about El Monte without a car.

VISION ZERO ACTION PLAN (2022)

Adopted in 2022, the Vision Zero Action Plan, provides the City with the tools and guidance to reduce (with the ultimate goals of zero) traffic fatalities and serious injuries on city streets by 2028.

The Vision Goals are:

- Enhance safety education programs for all ages and abilities.
- Employ quick-build bicycle and safety projects.
- Provide for a safe and comfortable safe route to schools.
- Design and promote human-centered streets.
- Partner with the Police Department to focus on traffic safety enforcement and educational safety campaigns.
- Improve infrastructure to increase roadway safety for all users.
- Lower vehicle speeds.
- Prioritize road safety investments through an equitable lens.
- Monitor and evaluate success of investment for vulnerable roadway users.

MAIN STREET SPECIFIC PLAN

The City adopted their "Main Street Transit-Oriented District Specific Plan and Master Plan" in 2017. The plan provides an outlines improvements along Main Street to make the corridor safer for cyclists and pedestrians. Pedestrian paseos are discussed with an enhanced crossing on Valley Boulevard and distinct paving along El Monte Avenue, focusing on converting El Monte Avenue into a pedestrian focused promenade linking the Metrolink Station to the Downtown Core. The plan also identifies the need to convert Main Street to Class III bicycle facility and improve the existing paseos

connecting Main Street to the adjacent parking areas. Primary entryways are identified at Santa Anita Avenue, Tyler Boulevard, and Ramona Boulevard. The Plan's goals and recommendation are in-line with the recommendations of this Complete Street plan.

STREETSCAPE BEAUTIFICATION MASTER PLAN (2022)

The City of El Monte developed the Streetscape Beautification Master Plan in 2022 that will provide a general guidance for streetscape elements as they relate to different street types throughout the City.

SAN GABRIEL VALLEY BICYCLE MASTER PLAN (2014)

In 2014, Bike San Gabriel Valley partnered with five cities to develop a regional bicycle master plan that will guide the development and maintenance of a comprehensive bicycle network in the San Gabriel Valley for the next 20 years. Within the Bicycle Master Plan, a Class III bike lane was recommended along Main Street.

PAVEMENT MANAGEMENT PLAN (2023)

The Highway Performance Monitoring System (HPMS) is a federally mandated planning study designed by the Federal Highway Administration (FHWA). It is implemented as a continuing information system that includes data collection, analysis, and analytical modeling, which is based on the 2017 California Public Road Data by the State of California Department of Transportation, Division of Transportation System Information.

On the local level, cities also put in place methodologies to prioritize roadway maintenance needs through the use of a Pavement Management System (PMS). In addition, Proposition C requires that cities develop a PMS and update it triennially in order to use Proposition C funds for street improvement projects.

The purpose of this program is to outline consistent and efficient implementation of annual pavement projects based on pavement degradation analysis from the PMS Report and to move forward with a systemic program of preservation, repair and improvement of the local, collector and arterial streets in the City. There will be three components to each annual street maintenance program, which consists of the following:

- Improvements on prioritized arterial streets (roadway overlay, Americans with Disabilities Act (ADA) ramps, curb and gutter repairs and median island upgrades).
- Improvements on prioritized areas (local street slurry seals and cap seals).
- Miscellaneous repairs (slurry seals, miscellaneous roadway and concrete repairs on an as-needed basis).

SIDEWALK INVENTORY REPORT

It is the City's goal to perform a complete Citywide inventory and assessment of the City's sidewalk network resulting in a web-based GIS application database of the City's sidewalk network, which will identify the location and condition of sidewalks and provide the capabilities to process and analyze the recorded data and actively manage, track and update ongoing sidewalk and curb ramp maintenance programs and conditions.

SYSTEMIC SAFETY ANALYSIS REPORT

Caltrans established the Systemic Safety Analysis Report Program (SSARP) in 2016 to provide funding for local agencies to identify safety needs and recommend projects to address these needs. The systemic analysis is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. It looks at crash history on

an aggregate basis to identify high-risk roadway characteristics, rather than looking at high-collision concentration locations through site analysis. The systemic analysis acknowledges that crashes alone are not always sufficient to prioritize countermeasures across a system.

The City developed a City-wide SSARP in February 2020 to understand the existing safety needs and recommend countermeasures to address these concerns. The SSARP proposed countermeasures at two of the intersections within this project limits including Santa Anita Avenue and Tyler Avenue. The countermeasures include installing additional signal heads for clarity and better visibility, high visibility crosswalks, additional signage, and replacing the ADA ramps at the Santa Anita Avenue intersection. At Tyler Avenue, the recommendations include adding countdown pedestrian signal heads. The Santa Anita Avenue intersection recommendations are consistent with the recommendations of this study but at Tyler Avenue, this study recommends a different approach.

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The California Manual on Uniform Traffic Control Devices (MUTCD-CA) establishes uniform policies and procedures for roadway design including signage, striping, and traffic signal warrants. These design standards were integrated into the conceptual design for the corridor and will be integrated to a greater extent during the final design phase of the project.

URBAN BIKEWAY DESIGN GUIDE – NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS

This guide provides cities and counties with state of the art and state of the practice design guidance for multimodal roadways. It includes unique solutions for bicycle facilities rooted in local agency experience from across the United States and is largely consistent with the MUTCD-CA and American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. To create the guide, city officials conducted an extensive worldwide literature search from design guidelines and real-life experience. Authors of the guide worked closely with a panel of urban bikeway planning professionals from National Association of City Transportation Officials (NACTO) member cities, as well as traffic engineers, planners, and academics with deep experience in urban bikeway applications. This guide was used in the designing the bike boulevard and Class III facilities for Main Street.

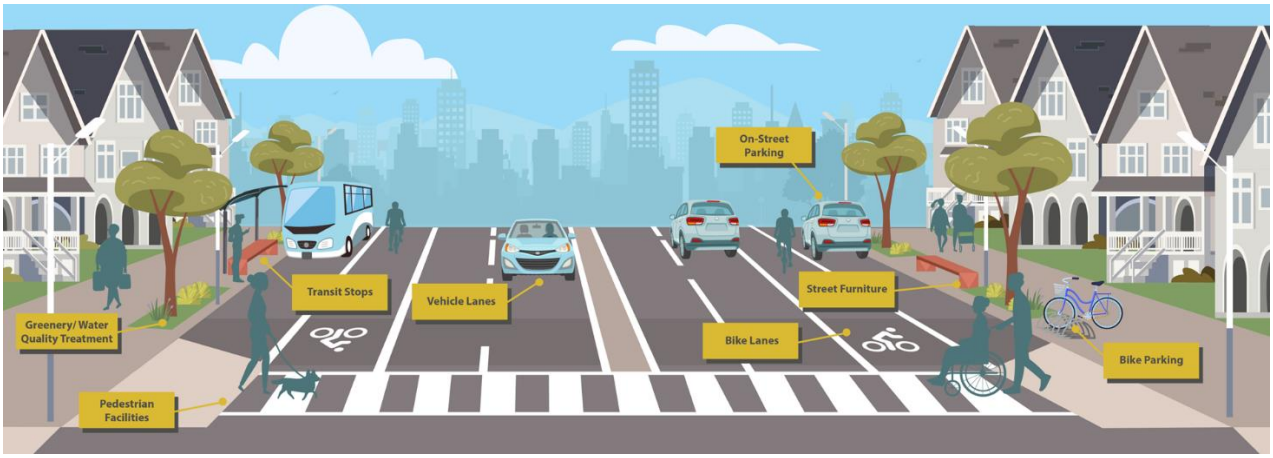
5.0 Complete Street Plan Development

Preliminary design concepts were developed that incorporate complete streets elements and address the identified corridor needs. The overall objective of the Complete Street plan is to formalize recommendations that improve access and mobility for users of all abilities. The following sections discuss elements of a complete street, the existing corridor needs and deficiencies, the alternatives considered throughout this study, and the elements of the preferred concept.

ELEMENTS OF A COMPLETE STREET

Complete Streets is a concept used to describe planning and design for roadways that considers all users such as cyclists, pedestrians, transit users, and drivers. Per the FHWA, "Complete Streets are streets designed and operated to enable safe use and support mobility of all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders". Elements that define a complete street depend heavily on the community context and identified gaps in connectivity, safety, walkability or bikeability, and accessibility. **Figure 7** highlights below different elements of a complete street that should be considered when developing solutions for a corridor. Incorporating complete streets elements on Main Street is a cornerstone of the concept development.

Figure 7: Complete Streets Elements



CORRIDOR NEEDS

Based on the findings of the existing conditions assessment and input from the community, the following issues and needs, organized by mode, were identified along the corridor:

Auto: In general, speeds along the corridor are in line with the posted 15mph speed limit. There are limited crashes and the majority of them occurred at the intersections of Santa Anita Avenue and Tyler Avenue. Crash data suggests that broadside collisions are the most common type of crash occurring along the corridor. There are several causes of broadside collisions, with speed and traffic control at intersections as the key factors in most instances. Changing the geometrics of the Santa Anita Avenue and Tyler Avenue intersections to clarify right of way and reduce potential conflicts will be a key safety improvement on Main Street. The primary concern from the public along Main Street is the visibility for drivers pulling out of the angled parking spaces, who find it difficult to see oncoming vehicles or pedestrians crossing Main Street. The Complete Street plan will also address this concern.

Bicycles: There are no bicycle facilities along the majority of Main Street and bicyclists are expected to mix with vehicles. While the current speeds support mixed flow cycling, additional measures such as signing, striping and traffic calming could be implemented to enhance the facility for cyclists.

Pedestrians: Pedestrian crossings along the corridor are located consistently at all intersections and generally include bulbouts to shorten pedestrian crossing distances. The majority of the crosswalks are uncontrolled but given the low-speed environment, this is appropriate for the downtown setting. At the intersection with Tyler Avenue, the crosswalks are signalized. The sidewalks along Main Street are wide and offer ample space for pedestrians to walk along the corridor and explore the shops. The Complete Street plan will focus on minor modifications to the pedestrian accommodations.

Transit: Transit is limited along Main Street. There are two LA Metro routes that service Main Street but their stops are located outside of the downtown district, on Ramona Boulevard north of Main Street and on Main Street west of Santa Anita Avenue. El Monte's Trolley service stops along the corridor at Center Avenue, Monterey Avenue, Lexington Avenue and Granada Avenue, however there are no formal bus stops or amenities.

In addition to the issues and opportunities related to each mode, there are several issues that were considered when developing the Complete Street plan, as described below:

Streetscape and Landscape: There are existing street trees along much of the corridor but one of the primary concerns from business owners was that the large trees are overgrown and block the visibility of business signage. Providing a consistent landscape palette along the corridor, will create an inviting and consistent travel experience and visually connect the businesses along Main Street to the public right of way.

Branding and Monumentation: There is an existing monument on the eastern end of Main Street and existing signage near El Monte Avenue highlighting the "Valley Mall". The monumentation throughout the City highlighting Main Street is sporadic and inconsistent. Providing a cohesive branding throughout the corridor will create a sense of space and a visual queue for drivers that they are approaching a point of interest.

Parking: Connecting the existing parking lots to Main Street will improve visibility of and access to the local businesses. Improvements to the alleys that connect these spaces through street lighting, paseos or other features will enhance the safety and comfort for pedestrians walking from their vehicles to the corridor.

Utilities: There are extensive utility lines running under both sidewalks and within the roadway on Main Street. Many of the lines under the sidewalk are situated close to the existing curb lines, making it very expensive to relocate. The Complete Street plan should minimize utility relocations where possible so the improvements are not cost prohibitive.

Water Quality: The existing wide sidewalks and catch basins create opportunities for parkway landscaping strips, dry wells and permeable pavements which treat water before entering the storm drain system. Finding ways to provide water quality treatment within the existing footprint of the sidewalk and roadway is a key consideration of the Complete Street plan.

Sustainable Design Considerations: Looking for ways to implement sustainable design considerations is an important aspect of the Complete Street plan. Pedestrian paseos create opportunities for sustainable designs by encouraging people to walk or cycle, providing shade and spaces to enjoy the community space, and opportunities for permeable pavers and low-level pedestrian lighting. A pedestrian paseo is planned north of Valley Boulevard on El Monte Avenue as part of the City's Area Y Project, the Complete Street plan considered ways to make this final connection from Main Street to the planned paseo and the Metrolink Station.

ALTERNATIVES CONSIDERED

One of the key focuses for Main Street was developing concepts that will make the corridor a destination for the community, create a cohesive space, and provide opportunities to walk and cycle to the already popular community events. The following section describes the other alternatives that were considered in the development of the Complete Street plan but dismissed from further evaluation.

Median Parking

Addressing the visibility of businesses was a primary concern for the community during the engagement. Because the existing on-street parking is heavily used, this limits the visibility of the businesses on Main Street. One option that was explored was moving parking to the center of the roadway and expanding the sidewalks so the parking does not limit the visibility of the businesses. Lancaster Boulevard in the City of Lancaster is an example of where this application is used in a downtown district (shown in **Photo 11**). This option was ultimately dismissed because it did not align with the City's Vision for Downtown El Monte or address the visibility concerns of vehicles reversing out of parking spaces.



Photo 11: Median parking example Lancaster Boulevard

Pedestrian Paseo

A pedestrian paseo option (example shown in **Photo 12**) was explored on Main Street to create an inviting downtown space that is dedicated for pedestrians, cyclists, and community activities. With this option, the pedestrian paseo considered would extend from Lexington Avenue to Center Avenue, which is the core of the City's downtown district. Outside of the paseo area, Main Street would be converted to one-way eastbound from Santa Anita Avenue until Lexington Avenue and one-way westbound from Ramona Boulevard to Center Avenue. With this layout, drivers would be directed to approach the paseo and would have easy access to the adjacent parking areas to then complete their ending trip by foot. A two-way cycle track would be provided on the south side of Main Street to allow cyclists to travel in both directions and access the paseo area. The majority of on-street parking would be removed with this option apart from some angled parking that remains near Granada Avenue and Center Avenue.



Photo 12: Pedestrian paseo in Glendale (photo courtesy of Downtown Glendale Association)

The community was divided on this option. Some residents and business owners expressed their support for this option and the need for drastic changes on Main Street, particularly focused around safety for the businesses. Other stakeholders had concerns that there is not sufficient foot traffic on Main Street to support the businesses. The option of a permanent closure to create the paseo was dismissed from further evaluation, however the recommended Complete Street plan does include features that will allow the temporary and long-term closure of parts of the corridor to create this pedestrian paseo during special events. Should the community embrace the temporary paseo condition, then future phases of this project may consider a more permanent option. The full plan set with this dismissed option is included in **Appendix B.**

ELEMENTS OF COMPLETE STREET PLAN

This section focuses on the detailed design descriptions for each element of the Complete Street plan. The full plan set with the proposed Complete Street plan is included in **Figure 10** at the end of this section.

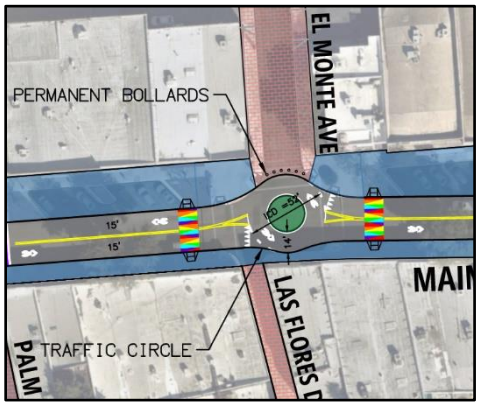
Bicycle Facilities

The project will convert Main Street into a bike boulevard, which is a shared facility between cyclists and vehicles that uses signage, pavement markings, and traffic calming measures to delineate the route and ensure it is comfortable for mixed flow. Sharrow pavement markings are used to highlight the shared use roadway for cyclists and indicate that it is a Class III facility. Bike boulevards are appropriate on streets with low vehicular volumes and speeds. Branding is key for bike boulevards, including signage and pavement markings to reinforce the priority for cyclists along the route and identify other destinations for cyclists. **Photo 13** to the right is an example of bike boulevard branding on the Morro Street bike boulevard in the City of San Luis Obispo.



Photo 13: Example of bike boulevard branding in San Luis Obispo

Figure 8: Neighborhood Traffic Circle



The Complete Street plan also includes neighborhood traffic circles located at Lexington Avenue and El Monte Avenue to promote slower speed and ensure that Main Street is a comfortable environment for mixed flow cycling. Although speeding is not currently an issue on Main Street, the removal of on-street parking removes the conflict points with vehicles reversing and could lead to faster travel speeds. The proposed traffic circles (shown in **Figure 8**) will break up the vehicular line of sight and force vehicles to travel at lower speeds. They will also visually break up the corridor and allow for additional greenery and streetscape enhancement.

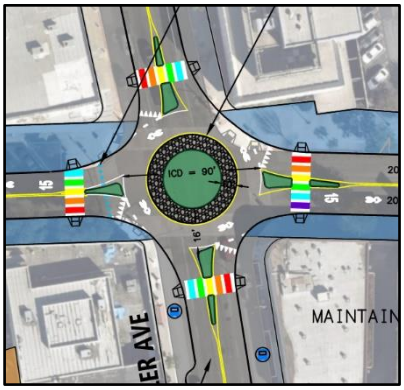
Pedestrian Crossings

Pedestrian crossings are provided along Main Street at all unsignalized intersections. The majority of the crossings are uncontrolled, except at the intersection of Lexington Avenue which is all-way stop-controlled. Given the low volumes and speeds on Main Street, these uncontrolled crossings are appropriate for this condition. Additionally the majority of the intersections are only three-leg intersections and include bulbouts, meaning crossings for pedestrians are short and have limited pedestrian-vehicle conflict points.



Photo 14: DuraTherm crosswalk example

Figure 9: Pedestrian Crossings Example at Tyler Avenue



The crossings in the downtown core (Palm Court and El Monte Avenue) have decorative striping patterns that increase the visibility of the crosswalk but the remainder of the corridor has only standard crosswalk striping. The Complete Street plan includes high visibility striping at all crosswalks on Main Street and a consistent design that creates a cohesive and elevated look in the downtown space. DuraTherm crossing treatments (shown in **Photo 14**) or a similar treatment, are recommended which are embedded into the asphalt material which are durable over time and can be modeled to custom patterns and colors.

At the intersections with the neighborhood traffic circles (Lexington Avenue and El Monte Avenue) and the roundabout at Tyler Avenue, the crossings are set back from the intersection to improve visibility for pedestrians crossing and allow adequate space for vehicle to stop in advance of the crosswalks after exiting the intersection. An example of the setback crossing locations is shown in **Figure 9**.

El Monte Avenue Pedestrian Paseo

The Complete Street plan includes converting El Monte Avenue to a pedestrian paseo which will permanently restrict vehicular access and create opportunities for sustainable designs by encouraging people to walk or cycle, providing shade and spaces to enjoy the community space, and opportunities for permeable pavers and low-level pedestrian lighting. This paseo will connect with the already planned pedestrian paseo on El Monte Avenue, north of Valley Boulevard, which is included in the City's Area Y Project. This will provide a continuous connection for cyclists and pedestrians to travel from the Metrolink Station to the City's downtown district. Along the way, additional enhanced signage will be added to highlight Main Street and create opportunities for the community to enjoy the space. **Photo 15** gives a glimpse of the northern end of the pedestrian paseo from Valley Boulevard.



Photo 15: Pedestrian paseo at El Monte Avenue

Parking Lot Improvements

Removal of the existing angled parking is part of the Complete Street plan for Main Street to create wider pedestrian spaces and opportunities for other amenities such as outdoor dining, public art, landscaping and low impact development. This removal will also increase visibility of the business adjacent to Main Street. There is overwhelming support for removing on-street parking for the added benefits it provides along Main Street, however there is a general concern with the safety of and available parking in the adjacent public parking lots. The existing public parking lots are largely underutilized and frequently have available capacity. Community members expressed concerns about the safety in these parking lots due to recent crime activity and low lighting levels. To address these concerns, improvements to the existing public parking lots are included in the Complete Street plan. These include improvements to the alleys that connect the parking lots to Main Street (lighting, street furniture, streetscape features), signing and striping modifications in the parking lot to improve access and circulation, lighting upgrades, and monumentation and signage upgrades.

Removable Bollards / Temporary Pedestrian Paseo (Main Street)

Removable bollards are included in key locations of the Complete Street plan east of Granada Avenue and west of Tyler Avenue and on the side streets to make set up for the Farmer's Market efficient and seamless. The City currently sets up temporary barricades weekly during the Farmer's Markets season and for City events so the use of removable lockable bollards will make this event set up quicker and more cost effective. The City can also explore the option to create a pedestrian paseo for short-term periods, such as weekends, to gauge public support of the idea. This phased approach will allow the City to trial the dismissed option of the pedestrian paseo on Main Street and see if there are commercial and behavioral changes to support this transformation permanently.

Gateway Features

The Complete Street plan includes gateway features in key locations along the corridor that will help connect the corridor to the surrounding activity centers. Santa Anita Avenue and Main Street, Valley Boulevard and El Monte Avenue, and Valley Boulevard and Monterey Avenue the four locations where gateway features are recommended, which may range from small signs along the side of the road to overhead entryways that span the width of the roadway. The intent of the gateway feature is to create a sense of place and alert the driver and visitors that you are near the downtown district (Main Street). A design for the gateway features has not been solidified, however a potential design is shown in **Photo 17** which is a photo rendering developed near El Monte Avenue. This design drew inspiration from the gateway feature that the City recently installed on Ramona Boulevard at the Eastern City limits (shown in **Photo 16**). The design of the gateway features will need to be coordinated in future project phases and should include community input.

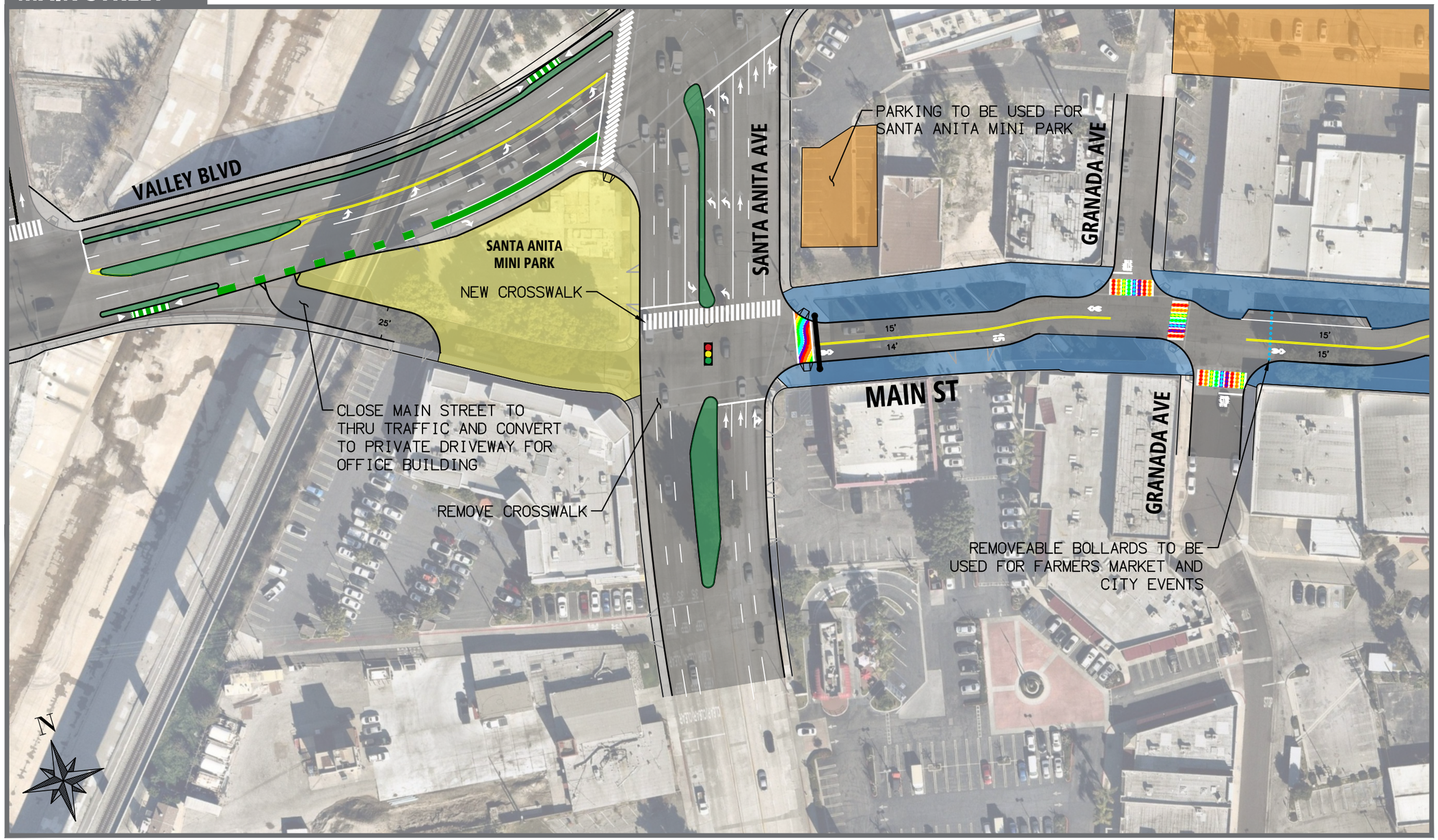


Photo 17: Main Street gateway feature potential design



Photo 16: Gateway feature at Ramona Boulevard

MAIN STREET



MATCHLINE SEE SHEET 2

LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- EXISTING BUS STOP
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- TRUCK APRON
- TRAFFIC SIGNAL
- PUBLIC PARKING
- SIDEWALK/LANDSCAPING /COMMUNITY SPACE
- EXISTING CURB RAMP
- PROPOSED CURB RAMP
- GATEWAY SIGN
- REMOVEABLE BOLLARDS
- PERMANENT BOLLARDS

80 40 0

SCALE: 1"=80'

Main Street Corridor Concept Plan

Sheet 1 of 3

Figure 10

Michael Baker INTERNATIONAL

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MAIN STREET

REMOVEABLE BOLLARDS TO BE USED FOR FARMERS MARKET AND CITY EVENTS

TRAFFIC CIRCLE

MONTEREY AVE

PERMANENT BOLLARDS

PLANNED PEDESTRIAN PASEO

EL MONTE AVE

EXISTING TINY TOT LOT

REMOVEABLE BOLLARDS TO BE USED FOR FARMERS MARKET AND CITY EVENTS

CENTER AVE

MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 3

MAIN ST

LEXINGTON AVE

PALM CT

TRAFFIC CIRCLE

LAS FLORES DR

REMOVEABLE BOLLARDS TO BE USED FOR FARMERS MARKET AND CITY EVENTS

CLEMINSON ST

REMOVEABLE BOLLARDS TO BE USED FOR FARMERS MARKET AND CITY EVENTS

N

LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- EXISTING BUS STOP
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- TRUCK APRON
- TRAFFIC SIGNAL
- PUBLIC PARKING
- SIDEWALK/LANDSCAPING /COMMUNITY SPACE
- EXISTING CURB RAMP
- PROPOSED CURB RAMP
- GATEWAY SIGN
- REMOVEABLE BOLLARDS
- PERMANENT BOLLARDS

80 40 0

SCALE: 1"=80'

Michael Baker INTERNATIONAL

Main Street Corridor Concept Plan

Sheet 2 of 3

Figure 10

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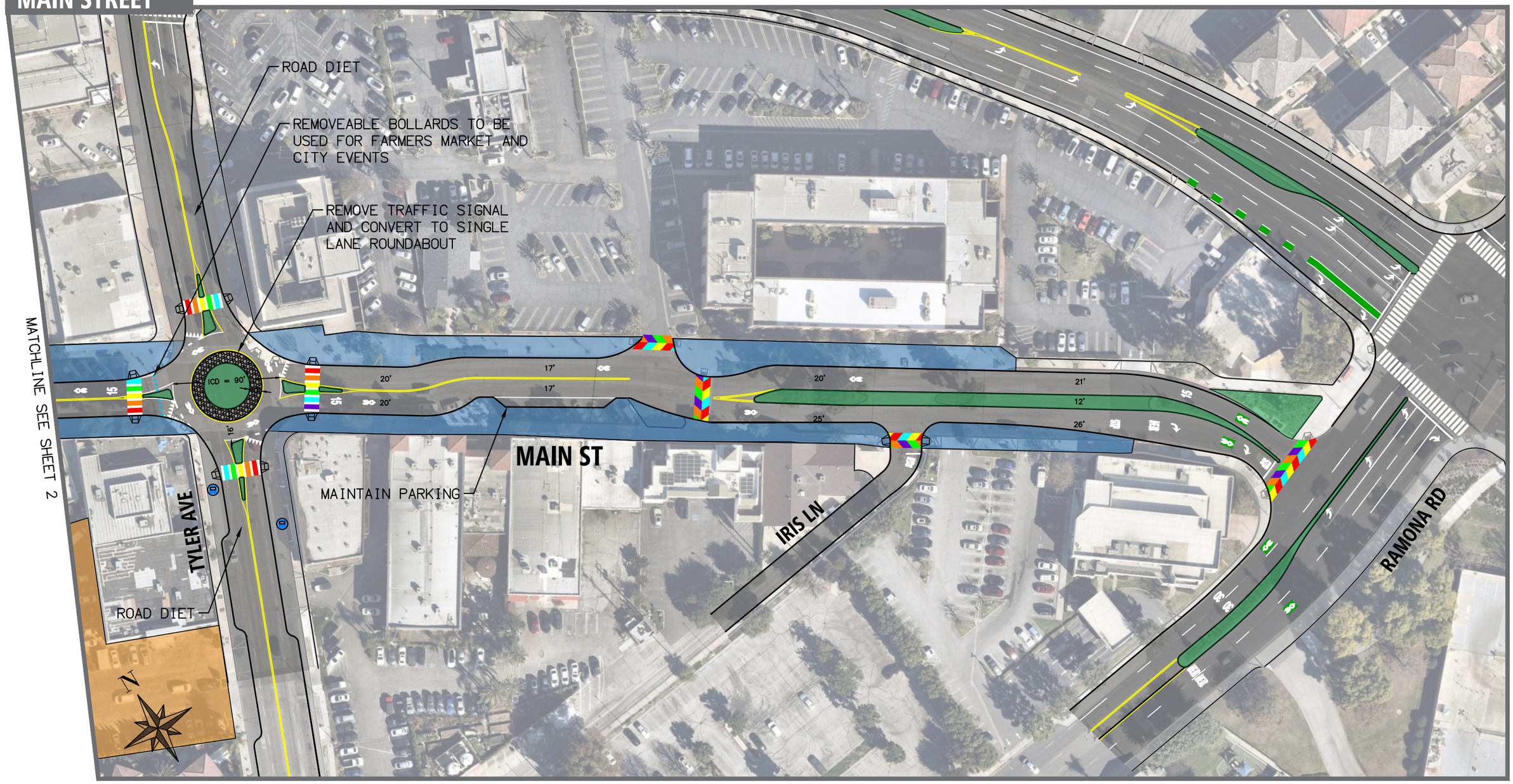
MAIN STREET



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- EXISTING BUS STOP
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- TRUCK APRON
- TRAFFIC SIGNAL
- PUBLIC PARKING
- SIDEWALK/LANDSCAPING /COMMUNITY SPACE
- EXISTING CURB RAMP
- PROPOSED CURB RAMP
- GATEWAY SIGN
- REMOVEABLE BOLLARDS
- PERMANENT BOLLARDS

80 40 0

SCALE: 1"=80'

Main Street Corridor Concept Plan

Sheet 3 of 3

Figure 10

Michael Baker INTERNATIONAL

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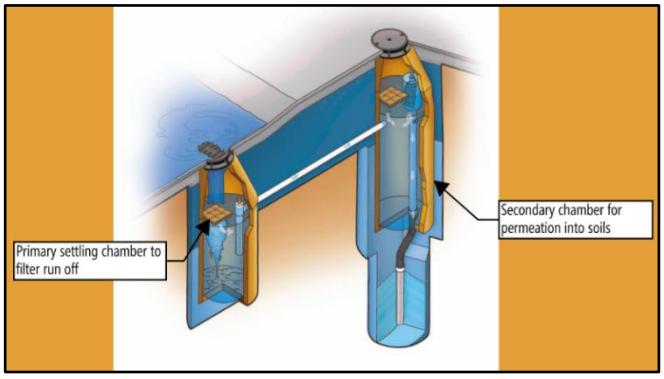
Surface Water Quality Improvements

Finding ways to integrate elements in the Complete Street plan that reduce stormwater and urban runoff, reduce the impervious surface areas, and create a green environment within the public right of way was a primary focus of the plan development. After completing the conceptual design for the corridor, potential locations for installing Best Management Practices (BMPs) that incorporate stormwater quality improvement were identified in parallel to developing the landscape plan. While this section includes suggestions for stormwater treatment options, specific proposals for stormwater treatment will be further refined during final engineering to address the evolving nature of stormwater regulations and the need to factor in analysis that occurs during the final engineering design stage of the corridor study.

There are many options for BMPs. Due to the available space and the proximity to the travel way, the Torrenet MaxWell Plus Drywell System (drywell system) (shown in **Figure 11**) was selected as the ideal BMP to be placed in roadways, parking lots, and sidewalks because they are designed to withstand traffic loading and have a small footprint. The drywell system design includes a low-flow catch basin inlet, a primary settling chamber that removes pollutants through settling, screening, and hydrocarbon absorption, and a drywell chamber that recharges groundwater aquifers. The three drywell chamber elements are connected via inlet and crossover pipes.

Figure 11: Torrenet MaxWell Plus Drywell System



While the drywell systems can be installed within the existing catch basins, vegetated swale BMPs may be incorporated to provide additional pollutant removal. These vegetated swales could be constructed along the corridor to feed water into the parkway and through settling and infiltration on the proposed widened sidewalk areas. Other BMPs for consideration on Main Street are permeable pavements (shown in **Photo 18**) which can be either pervious asphalts and concrete surfaces or permeable modular block. Unlike traditional pavements that are impermeable, permeable pavements reduce the volume and mitigate pollutants from stormwater runoff. Permeable pavements are proposed in select areas of Main Street near the landscaping areas.

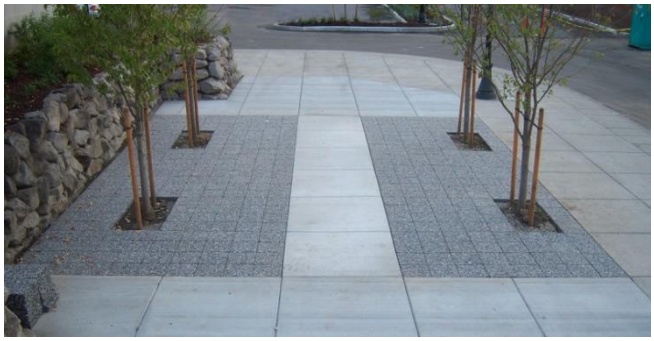


Photo 18: Pervious paving example

In the next phase of the design process, it is recommended that the following steps are taken for the Low Impact Development sites:

- Delineate total drainage area for each potential site.
- Verify utility locations (including depth).
- Perform Geotechnical study to determine soil type, conditions and infiltration rates.
- Confirm configuration of each BMP location with vendor and geotechnical engineer.

Landscaping Enhancements

The Main Street Landscape Concept Plan (Landscape Concept Plan) illustrates the proposed streetscape design including decorative pavers, public art pieces, new street furniture, the tree layout, and planting palette. The Landscape Concept Plan aligns with the objectives outlined in the City of El Monte Streetscape Beautification Master plan and the Main Street Specific Plan which strategically aims to elevate Main Street as a destination, and highlight it as the heart of the City. The City's vision for Main Street is to provide a sense of place while maintaining the existing historical significance. The Landscape Concept Plan is thoughtfully aligned with the overarching aim of fostering climate resilience by integrating trees and plants suited to the local climate and region. Mindful of the goal to streamline maintenance, the proposed tree spacing and plant selections are tailored for simplicity and efficiency, addressing the need for increased tree canopy coverage while providing essential shade for people.



Photo 20: Pedestrian paseo with string lighting example



Photo 19: Decorative pavers and street furnishings example

The design focuses on pedestrian comfort and safety and expanding the streetscape amenities on Main Street. Wide sidewalks create opportunities to introduce planting, site furnishings, decorative pavers, outdoor dining, upgraded lighting, and public art. The concepts build on the existing network of pedestrian paseos on Las Flores Drive and Palm Court and expand this concept to El Monte Avenue. The paseos offer a flex space which can be used for seating, outdoor dining or community events. Decorative pavers and overhead string lighting were selected to elevate the space. **Photos 19 and 20** are examples of a pedestrian paseo with outdoor dining and widened sidewalks with decorative pavers and street furnishings.

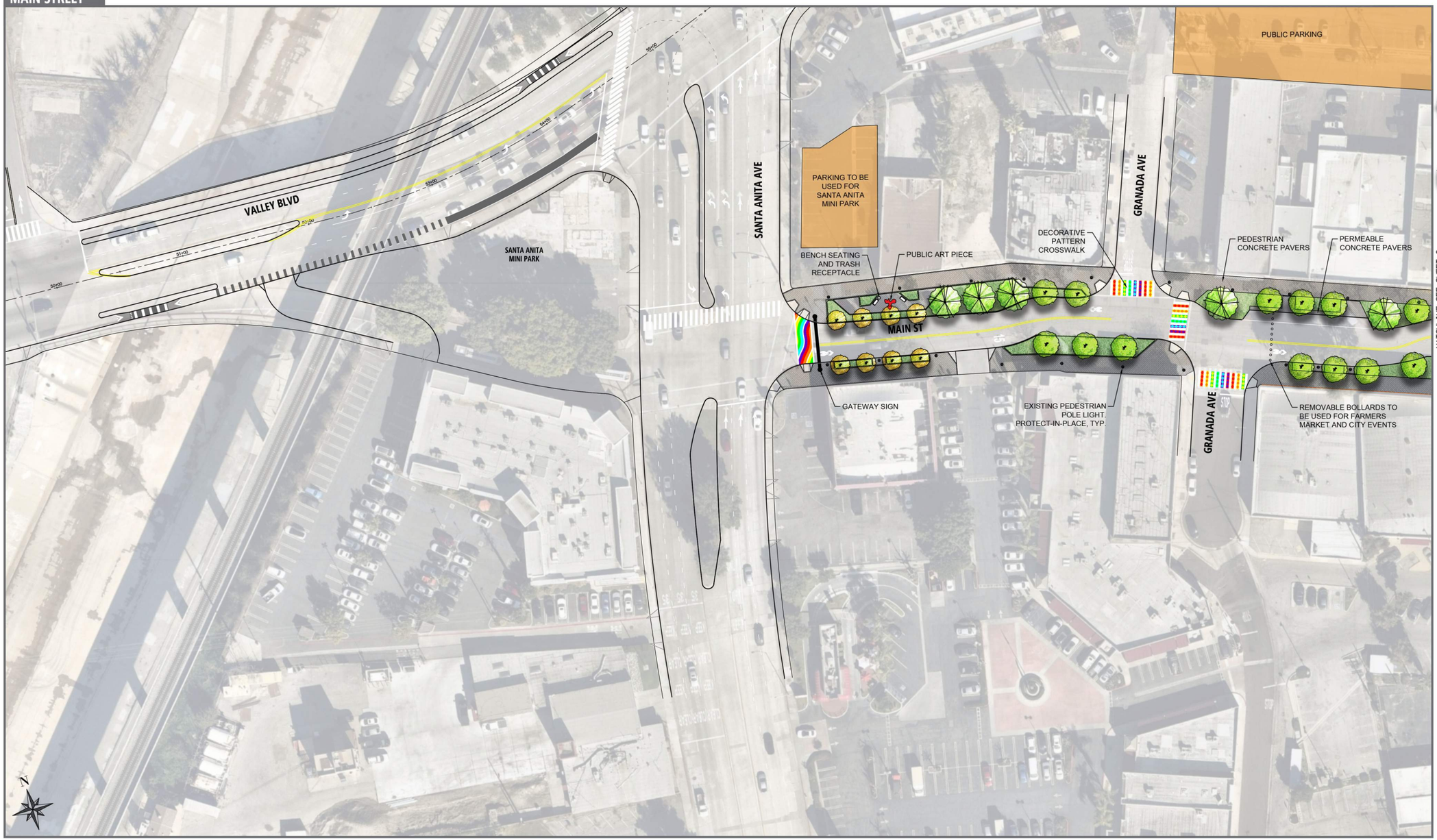


Photo 21: Example of parkway landscaping with trees

The planting selections play a pivotal role in softening the streetscape, introducing an array of colorful flowers that add vibrancy and charm to the urban environment. Beyond their visual appeal, these plants serve a dual purpose by treating stormwater runoff and promoting environmental sustainability. Curb inlets (such as those shown in **Photo 21**) and permeable pavers are proposed near the landscaping strips, to allow for stormwater to flow into and infiltrate the planting area. To align with local and state water conservation requirements, the proposed shrubs and groundcovers are selected for their low-water usage. Trees selected are canopy trees to provide shade on the sidewalks, but include a mix of specimen trees and accent trees to create a contrast and visual interest. Specimen trees are proposed at key locations including the neighborhood traffic circles and the Tyler Avenue roundabout.

The goals of the Landscape Concept Plan are to reflect the City's commitment to aesthetic enhancement and also advocate for sustainability, practicality and a welcoming ambiance for both residents and visitors. The full Landscape Concept Plan is included in **Figure 12**.

MAIN STREET



PLANTING LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME	WUCOLS
	SPECIMEN TREE (72" BOX MIN. SIZE):	
	QUERCUS AGRIFOLIA COAST LIVE OAK	LOW
	QUERCUS ENGELMANII ENGELMANN OAK	LOW
	TREES (24" BOX MIN.):	
	CINNAMOMUM CAMPHORA CAMPHOR TREE	MOD
	GINKGO BILOBA GINGKO TREE	MOD
	GEIJERA PARVIFLORA AUSTRALIAN WILLOW	MOD
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MOD
	TABEBUIA IMPETIGINOSA PINK TRUMPET TREE	MOD
	TIPUANA TIPU TIPU TREE	MOD
	ACCENT TREES (24" BOX MIN.):	
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	MOD
	CERCIS OCCIDENTALIS WESTERN REDBUD	LOW
	LAGERSTROEMIA INDICA CRAPE MYRTLE	MOD
	EXISTING TREES:	
	PROTECT-IN-PLACE	
	SHRUBS & GROUNDCOVER	
	ALOE STRIATA CORAL ALOE	LOW
	BOUTELOUA GRACILIS 'BLONDE AMBITION' BLUE GRAMA	LOW
	CALLISTEMON VIMINALIS 'LITTLE JOHN' LITTLE JOHN BOTTLEBRUSH	LOW
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	LOW
	LANTANA 'NEW GOLD' NEW GOLD LANTANA	LOW
	MUHLENBERGIA DUBIA PINE MUHLY	LOW
	MYOPORUM PARVIFOLIUM MYOPORUM	LOW
	RHAPHIOLEPIS UMBELLATA 'MINOR' DWARF YEDDA HAWTHORNE	LOW
	ROSA 'CARPET ROSE' RED CARPET ROSE	LOW
	SALVIA LEUCANTHA 'SANTA BARBARA' SANTA BARBARA MEXICAN SAGE	LOW
	SENECIO SERPENS BLUE CHALKSTICKS	LOW
	WESTRINGIA FRUTICOSA 'MORNING LIGHT' COAST ROSEMARY	LOW

0 20' 40' 80'
SCALE: 1" = 40'

WATER EFFICIENT LANDSCAPE NOTE

THE FOLLOWING MEASURES WILL BE INCORPORATED INTO THE PROJECT TO CONSERVE WATER:

1. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS OF LOCAL ORDINANCES FOR WATER EFFICIENT LANDSCAPES.
2. THE ESTIMATED APPLIED WATER USE ALLOWED FOR THE LANDSCAPE SHALL NOT EXCEED THE MAWA CALCULATION.

NOTE: THIS PRELIMINARY PLANT PALETTE IS INTENDED TO REPRESENT A TYPICAL SAMPLE OF THE PROPOSED PLANTS BUT DOES NOT INDICATE THE EXACT SPECIES WHICH WILL BE DEVELOPED ON THE DETAILED PLANS.

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Main Street Landscape Concept Plan

Sheet 1 of 4

Figure 12

MAIN STREET



Main Street
Landscape Concept Plan
Sheet 2 of 4

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Figure 12

MAIN STREET



Main Street
Landscape Concept Plan
Sheet 3 of 4

Figure 12

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TREES


ARBUTUS X 'MARINA'


CERCIS OCCIDENTALIS


CINNAMOMUM CAMPHORA


GINKGO BILOBA


LAGERSTROEMIA INDICA


GEIJERA PARVIFLORA


PLATANUS RACEMOSA


QUERCUS AGRIFOLIA


QUERCUS ENGELMANNII


TABEBUIA IMPETIGINOSA


TIPUANA TIPU

SHRUBS


ALOE STRIATA


BOUTELOUA GRACILIS 'BLONDE AMBITION'


CALLISTEMON VIMINALIS 'LITTLE JOHN'


DIANELLA REVOLUTA 'LITTLE REV'


LANTANA 'NEW GOLD'


MUHLENBERGIA DUBIA


MYOPORUM PARVIFOLIUM


RHAPHIOLEPIS UMBELLATA 'MINOR'


ROSA 'RED CARPET'


SALVIA LEUCANTHA 'SANTA BARBARA'


SENECIO SERPENS


WESTRINGINA FRUTICOSA 'MORNING LIGHT'

MATERIALS & SITE AMNEITIES

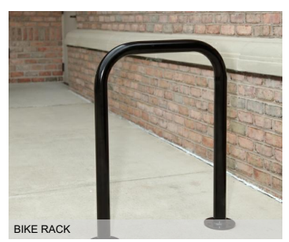

CONCRETE PAVERS


PERMEABLE CONCRETE PAVERS


SHREDDED BARK MULCH


BENCH


TRASH RECEPTACLE


BIKE RACK

Michael Baker INTERNATIONAL

Main Street
Landscape Concept Plan
Sheet 4 of 4

Figure 12

6.0 Mobility Assessment of Complete Street Plan

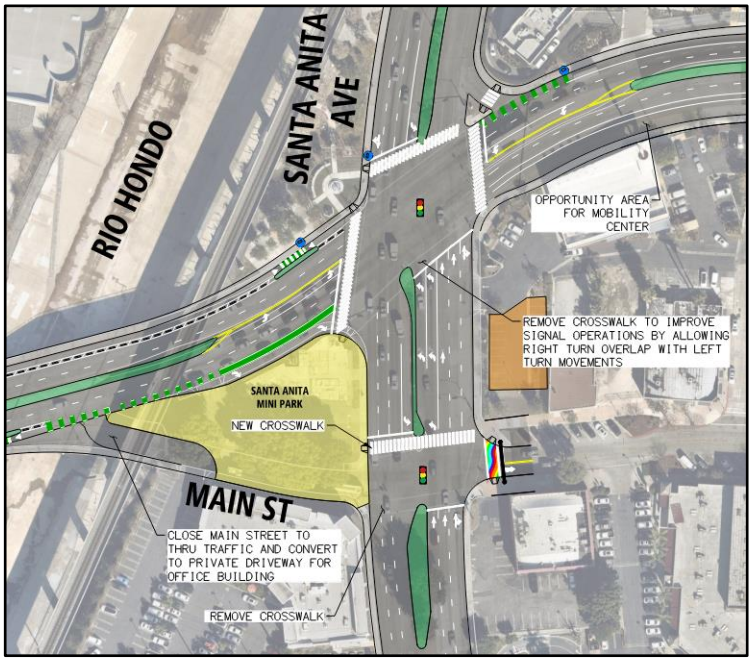
VEHICULAR CONDITIONS

The Complete Street plan does not include significant changes to the capacity or operations on Main Street. The one existing through lane per direction will remain in place. On the eastern end of the corridor, the concept plan proposes to extend the existing raised median to 500' near Iris Lane which will convert Iris Lane to a right-in/right-out only movement. The only other proposed changes along the corridor that will affect operations or capacity are the changes at the Santa Anita Avenue intersection and Tyler Avenue intersection, which are described in the following section.

Santa Anita Avenue and Main Street

At the Santa Anita Avenue and Valley Boulevard intersection, the existing Main Street bypass lane that connects Valley Boulevard to Main Street is removed. A dedicated eastbound right turn lane is added at the Santa Anita Avenue and Valley Boulevard intersection to accommodate the diverted traffic. The benefits of closing this bypass include dedicating additional space to the Santa Anita Mini Park, reducing through traffic adjacent to the park, and improved traffic flow on Santa Anita Avenue. The improved traffic flow is a result of removing the eastbound signal phase from the Main Street intersection. Additional signa timing changes can be explored during future phases to enhance the safety and operations of the intersection.

Figure 13: Proposed Santa Anita Avenue Intersection Layout



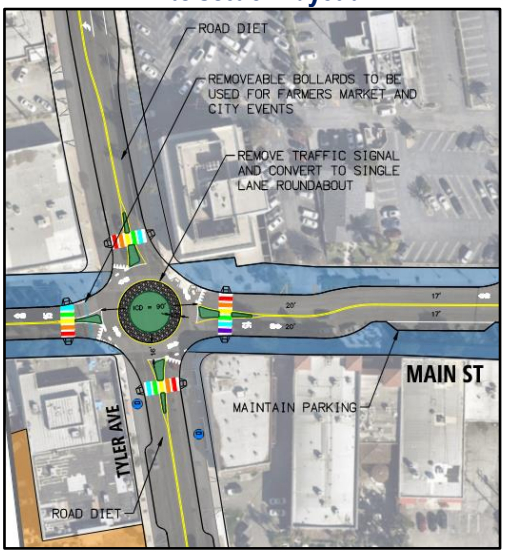
Additional striping modifications at this intersection include relocating the existing crosswalk across the south leg to the north leg. This removes the westbound Main Street left turn and crosswalk conflict allowing those movements. Because of the proximity of Main Street and Valley Boulevard, the existing crosswalk on the south leg of the Santa Anita Avenue and Valley Boulevard intersection is removed. This will improve the flow of the diverted traffic from the bypass to the new right turn lane. **Figure 13** shows the proposed layout of the Santa Anita Avenue intersections with Main Street and Valley Boulevard.

Main Street and Tyler Avenue

At the Main Street and Tyler Avenue intersection, the preferred Complete Street plan recommends converting the existing signalized intersection into a single lane roundabout (shown in **Figure 14**). A lane reduction is also recommended on Tyler Avenue, from Valley Boulevard to Ramona Boulevard, to convert the roadway from two lanes in each direction to one lane. Roundabouts align with the objectives of this Complete Street Study by introducing the following changes:

- **Improving Safety:** Reduces the number of vehicle-to-vehicle conflict points within the intersection from 32 to 8 and the number of vehicle-to-pedestrian conflict points from 16 to 8. Also reduces the severity of the conflict points by eliminating head-on and broadside collisions.
- **Slower Speeds and Traffic Calming:** Intersection geometry, such as curb extensions, the center island, and median islands force vehicles to travel at slower speeds while navigating the intersection.
- **Pedestrian Crossings:** Feature shorter, set-back pedestrian crossings which allow pedestrians to only cross one direction of travel at a time and significantly reduce their exposure time in the intersection.
- **Aesthetic Enhancements:** Creates opportunities for aesthetic enhancements such as a gateway entry feature or artwork in the center median and additional greenery/landscaping on the parkway strip and islands.
- **Reduced Delay:** Converting the intersection from signal controlled to a roundabout will likely improve the operations and reduce the overall delay.

Figure 14: Proposed Tyler Avenue Intersection Layout



If this preferred concept is carried forward to the next phase, additional operational analysis should be conducted to study the impacts of reducing the number of lanes on Tyler Avenue and the overall delay at the intersection to ensure a single-lane yield-controlled roundabout can process adequate vehicular volumes.

BICYCLE AND PEDESTRIAN CONDITIONS

The Complete Street plan includes significant improvements for bicycle and pedestrian accommodations along Main Street. For cyclists, the proposed bike boulevard will create a more appealing route, with increased signage and slower speeds, that is more comfortable for cyclists. Other improvements for cyclists include the additional bicycle storage, making it easier for cyclists to safely store their bikes while accessing nearby destinations. Additionally, the streetscape improvements such as added landscaping, shade trees, pedestrian paseos, outdoor dining, and improved connections to adjacent parking lots are aimed to enhance the pedestrian experience along Main Street. The "blue space" shown on the preferred Complete Street plan will be shared for a mix of the above uses with a primary goal of reenergizing the space. Making Main Street more appealing as a destination for pedestrians and cyclists will draw people to the area and create the feeling of a safer environment with increased foot traffic.

7.0 Cost Estimate

Rough Order of Magnitude (ROM) cost have been developed to provide a general idea of costs to implement the Complete Street plan. See Section 9 for additional details on implementation options. Assumptions and methodologies used to develop the ROM costs are described below, and followed by a table with the ROM cost details.

The ROM cost includes general overhead related items such as mobilization, traffic control, stormwater protection plan, monument preservation, and utility relocation/coordination; general construction items including contingency; and project delivery costs such as engineering, right of way coordination and construction engineering.

General lump sum and assumptions included in the cost estimate are as follows:

- Mobilization – 5% of total construction cost rounded to the nearest $1,000
- Traffic control – 4% of total construction cost rounded to the nearest $1,000
- Stormwater protection plan – lump sum of $25,000 based on similar project costs
- Monument preservation and restoration – lump sum of $25,000 based on similar project costs
- Utility relocation coordination – lump sum of $50,000 based on similar project costs
- Contingency – 30% of general and overhead construction items
- Preliminary engineering (environmental studies and permitting) – 1% of general and overhead construction items
- Preliminary engineering (plans, specifications and estimates) – 10% of general and overhead construction items
- Construction engineering – 10% of general and overhead construction items

General construction assumptions included in the estimates are as follows:

- **Full depth asphalt concrete (AC) pavement removal and replacement:** Assumes approximately 33% of the roadway will be removed and replaced with a full depth AC pavement section.
- **Grind and overlay AC pavement:** Assumes remaining approximately 67% of the roadway area will be grind and overlayed.
- **Curb and gutter:** Assumes all existing curb and gutter requires replacement due to realignment from parking removal.
- **Curb ramps:** Assumes all curb ramps within project limits will be replaced.
- **Decorative sidewalk pavers:** Assumes all widened sidewalk area and the pedestrian paseo on El Monte Avenue will be constructed with decorative pavers.
- **Sidewalk:** Assumes all sidewalk on side streets connecting with Main Street will be replaced to ensure ADA compliance at driveways and repair damaged areas.
- **Single lane roundabout:** Assumes a lump sum based on past projects of similar size. Includes medians, curb extensions and center median island with landscaping.
- **Street furniture:** Assumes a lump sum based on past projects. Cost for this could vary widely depending upon the design of the furniture selected.
- **Public art:** Assumes a lump sum based on past projects. Cost for this could vary widely depending upon the number and type of art pieces selected.
- **Decorative crosswalks:** Assumes the use of decorative DuraTherm crosswalks or similar treatment which are high visibility and a pattern embedded into the asphalt.

- **Signing and striping:** This item includes both signing and striping as well as the installation of raised pavement markings.
- **Parking lot improvements:** Assumes 50% of the areas in the parking lot will require grind and overlay improvements. Other improvements including lighting and signage upgrades based on feedback from public engagement. Lump sum costs used from previous projects of a similar size.
- **Drainage and water quality treatment:** Assumes lump sum based on past projects. Drainage improvements will be required to account for new curb lines and widened sidewalk area. Drainage improvements may include bioswales, dry wells, permeable pavers or new catch basins with filtration systems.
- **Gateway feature:** Estimated based on discussion with City staff about cost of recently installed gateway features on Ramona Boulevard. Cost for this could vary widely depending upon the design of the feature.
- **Landscaping and irrigation:** Assumes cost per square foot taken from past projects. Higher cost assumed to account for large number of trees proposed and using more mature trees from the start. This also includes the cost of landscaping in the neighborhood traffic circles.
- **Street lighting:** Assumes majority of existing street lighting will remain as it is part of the history on Main Street. Additional street lighting will include solar string lights on the pedestrian paseo and connections to the parking lot areas.

Table 5 summarizes the ROM Construction Costs cost estimate and **Table 6** summarized the ROM Support Costs for the Complete Street plan. It was assumed that no right of way acquisitions are required to implement the Complete Street plan.

Table 5: Rough Order of Magnitude Cost Estimate - Construction Costs

Item No.	Item	Unit	Estimated Quantity	Unit Cost	Cost
1	Mobilization	LS	1	$300,000	$300,000
2	Monument Preservation And Restoration	LS	1	$25,000	$25,000
3	Utility Relocation Coordination	LS	1	$50,000	$50,000
4	Storm Water Pollution Prevention Plan	LS	1	$25,000	$25,000
5	Traffic Control	LS	1	$230,000	$230,000
6	Construct Full Depth Ac Replacement	SF	53,000	$7	$371,000
7	Remove Existing Full Depth Pavement	SF	53,000	$3	$159,000
8	Grind And Overlay Hot Mix Asphalt	SF	106,000	$2.25	$238,500
9	Construct Curb And Gutter	LF	11,300	$30	$339,000
10	Construct Curb Ramp	EA	48	$7,500	$360,000
11	Construct Sidewalk Decorative Pavers	SF	100,000	$20	$2,000,000
12	Construct Sidewalk	SF	43,000	$15	$645,000
13	Landscaping And Irrigation	SF	33,000	$10	$330,000
14	Drainage And Water Quality Treatment	MI	0.52	$750,000	$390,000
15	Install Gateway Features/Monument	EA	1	$100,000	$100,000
16	Street Lighting Upgrades	LS	1	$25,000	$25,000
17	Single Lane Roundabout	LS	1	$350,000	$350,000
18	Street Furniture	EA	25	$2,700	$67,500
19	Public Art	EA	4	$20,000	$80,000
20	Decorative Crosswalk	SF	9,900	$15	$148,500
21	Signing And Striping	LS	1	$25,000	$25,000
22	Parking Lot Grind And Overlay	SF	161,200	$2.25	$362,700
23	Parking Lot Lighting	LS	1	$50,000	$50,000
24	Parking Lot Signing And Striping	LS	1	$25,000	$25,000
				Subtotal	$6,697,000
				30% Contingency	$2,009,000
				Grand Total	**$8,706,000**

Table 6: Rough Order of Magnitude Cost Estimate- Support Costs

Type of Project Cost		Cost $
Preliminary Engineering		
Environmental Clearance And Support	1%	$87,000
Plans, Specifications And Estimate (PS&E)	10%	$871,000
Total Preliminary Engineering		$958,000
Construction Engineering		
Construction Engineering And Management	10%	$871,000
Total Project Delivery		**$1,829,000**
Total Construction Cost		**$8,706,000**
Total Project Cost		**$10,535,000**

8.0 Community Engagement

Input from the community was a cornerstone of the concept development for the Main Street Complete Street plan. A series of community engagement activities were held to spread project awareness and gather community feedback on the concepts, the full Public Outreach Summary Report is included in **Appendix C**. The following section summarizes the engagement strategies for the project and key messaging/feedback from the public:

COMMUNITY ADVISORY COMMITTEE

A CAC was developed to provide more guided feedback in small group settings before taking the concepts to the public. The CAC for Main Street consisted of DEMBA, Active SGV, El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink and a small group of engaged residents and business owners. Three CAC meetings were hosted over the course of the project with the following approach for each round:

- **CAC Meeting 1:** Hosted early in the project development to listen to the Community's concerns on Main Street and understand the barriers to walking and cycling and outline the community's objectives for the study. Key themes included: visibility concerns for businesses due to mature trees, safety concerns with vehicles reversing out of parking spaces and a general desire to improve Main Street and make it a destination for residents.
- **CAC Meeting 2:** Held in person at the Golden Ox Burgers. Over 20 business owners attended the meeting. Presented both options for Main Street at the meeting. Results were split between two groups. One group was strongly in favor of pedestrian paseo option and significant changes on Main Street. The other group was strongly opposed to pedestrian paseo because of concerns of impacts to their businesses because there is not enough foot traffic on Main Street. This group also had concerns about the loss of on-street parking. Both groups agreed that improvements to the adjacent parking lots such as lighting and increased surveillance are key for the public to feel safe parking in these areas.
- **CAC Meeting 3:** Presented the preferred Complete Street plan including changes made based on feedback from the CAC and the public. The meeting had less participation than previous meetings with only four attendees but attendees were generally in favor of the changes being proposed. Some had concerns that the pedestrian paseo option was not selected but understood that the preferred option is a potential stepping stone to a permanent pedestrian paseo and saw the benefits of the concept. There were concerns with the roundabouts proposed and the public understanding how to use them.

PUBLIC MEETINGS

Two rounds of public meetings were planned throughout the project. Meeting information was posted on decals around the project site, fact sheets distributed at pop-up events, the City website, the City's social media pages to promote public awareness of the meeting. Additionally, the outreach team conducted a business corridor walk visiting over 50 businesses along Main Street to inform owners of upcoming project meetings. The first round included one virtual and one in-person community meeting. The second round included one virtual meeting.

- **Virtual Public Meeting #1:** Hosted early in the project development to listen to the Community's concerns and understand the barriers to walking and cycling. Also included polling to understand the draws to Main Street and potential improvements the public would like to see. The majority of attendees go to Main Street for community events and like that the Farmer's Market offers a dining experience, opportunities for exercise, it is

a fun activity and opportunities to be outdoors. Attendees voted that fewer cars, more amenities and improved sidewalks would improve the travel experience along Main Street.

- **In Person Public Meeting #1:** Hosted in person at the El Monte Aquatic Center. Presented two corridor concepts to the public and asked them to vote for a favorite. There was limited attendance from the public at this meeting and those in attendance were split on the preferred option for the Main Street concepts.
- **Virtual Public Meeting #2:** Presented the preferred Complete Street plan to gauge public reaction. Some attendees at the meeting were concerned that the pedestrian paseo option was not selected. These attendees were business owners who participated in the CAC Meeting #2 (discussed above) and were part of the group that supported the pedestrian paseo. The design team explained that the selected option allows for a phased approach to creating a permanent pedestrian paseo if there is increased activity to support the change.

Given the limited participation from the in-person public workshop in round 1, the approach towards public outreach was revisited to use more pop-up events in lieu of a second in-person public workshop. The pop-up events reached a wider audience and were more effective at collecting feedback.

POP-UP EVENTS

Pop-up events where the project team hosted an informational booth at a City organized event were used for the project because of the high levels of public attendance and participation at these events. The project team attended the following pop-up events:

- **June Farmer's Market:** Held early in the design process to understand how the public currently used Main Street and what they view as the main barriers to walking, cycling and transit. The majority of people visit Main Street for the Farmer's Market. Key priorities and concerns were making the corridor more of a destination, addressing safety concerns with on-street parking, and providing better visibility for businesses.
- **August Farmer's Market:** Presented two corridor concepts to the public and asked them to vote for a favorite. The public was split on a preferred option but leaned slightly in favor of the pedestrian paseo.
- **Howl-O-Ween Bark Bash Dog Parade:** Presented the preferred Complete Street plan to the public for input. The public was very supportive of the plan and liked the proposed changes on Main Street, especially the beautification improvements and added amenities. There were roughly 100 booth attendees.
- **DEMA Day of the Dead:** Presented the preferred Complete Street plan including changes made based on feedback from the CAC and the public. The public was generally supportive of the plans and had positive feedback regarding the transformation along Main Street. There were roughly 80 booth attendees.

ONLINE SURVEY

An online survey tool was developed to compare two options for Main Street. The tool was accompanied with a video which explained the rationale between each of the concepts for members of the public who were not able to attend the project meetings. Postings on the City's website and social media pages, as well as paid advertisements, were pushed to raise awareness and encourage public participation. Over 300 survey responses were received with the following feedback:

- Slight majority of voters (55%) were in favor of the pedestrian paseo but 45% were opposed
- Majority of visitors park in public lots off-street when travelling to Main Street

PHOTO RENDERINGS

Photo renderings were developed for two locations to highlight the changes proposed and demonstrate the transformation along Main Street. These renderings were used as a tool during public outreach to show the changes and gauge the public's reaction. **Figure 15** below includes the photo renderings and a corridor overview map to help the viewer orient themselves in the corridor. The existing conditions photo is shown on the left the proposed photo is shown on the right.



Photo Renderings

Sheet 1 of 3

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Figure 15

Location 1 Monterey Avenue Facing West

Before



After



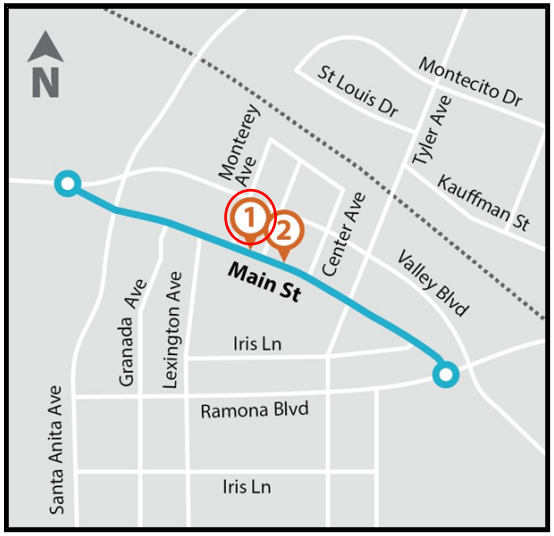


Photo Renderings

Michael Baker INTERNATIONAL

Figure 15

Location 2 El Monte Avenue Facing East

Before



After



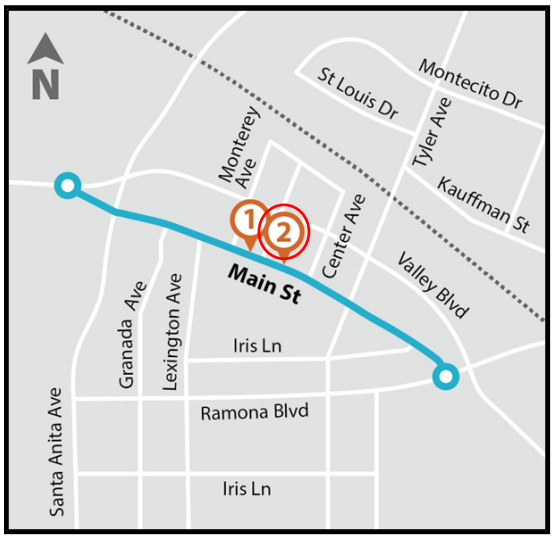


Photo Renderings

Michael Baker INTERNATIONAL

Figure 15

9.0 Implementation Plan

There are various options to be considered for implementing the project. Flexibility will be needed in the implementation process, with the consideration of timing, to maximize available funding, including grant funding. Upon adoption of a Final Complete Street plan by the City, development projects along the corridor could be conditioned for conformance (e.g., projects with frontage on the corridor or that impact intersections and segments of the corridor), including contributing to a proportion share of the buildout.

PHASING

The Main Street Complete Street plan requires a delicate balance between community input on aesthetics and future functionality. Because many of the changes proposed are a dramatic change from the existing condition, such as the conversion of El Monte Avenue to a pedestrian paseo and the introduction of a single lane roundabout at Tyler Avenue, it is not recommended to phase the Main Street project. One item that could be phased separately from the work on Main Street are the proposed improvements to the adjacent public parking lots.

FUNDING PROGRAMS

Funding for planned improvements could require a combination of grants, fee programs and/or developer contributions. As discussed in this section, a number of grant programs are available to public agencies in Los Angeles County from local programs, state funded programs and federally funded programs that have been leveraged to construct street improvements projects similar to the scope of this corridor study. Most projects of this magnitude will leverage multiple funding sources to see the project from planning through construction.

Table 7 includes a brief description of potential funding programs that may be applicable for the Main Street Complete Street plan. The purpose of identifying funding sources is to provide the City of El Monte with a forecast of reasonably available funding from traditional revenue sources for funding transportation improvements along Main Street. The following table outlines federal, state, and local sources of revenue for funding transportation improvements. It should be noted that funding programs change after each funding cycle and are depending upon the agency and funding source. Therefore, this list should be reviewed and updated as the corridor study moves from this concept development phase to final engineering design and construction.

Grant Programs

The state of California and the federal government award grants for transportation projects ranging from water conservation to active transportation. Caltrans has developed a California Grants Portal that is an effective tool for researching and planning for grant opportunities. The link can be found here: https://www.grants.ca.gov/

The following grant programs may be applicable to the Complete Street plan for Main Street.

Measure M

LA County voters approved Measure M with 71.15% support in 2017. The no sunset half-cent sales tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities.

Measure R

A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs, and accelerate those already in the pipeline. The Measure R Expenditure Plan devotes its funds to seven transportation categories: 35% to new rail and bus rapid transit projects; 3% to Metrolink projects; 2% to Metro Rail system improvement projects; 20% to carpool lanes, highways and other highway related improvements; 5% to rail operations; 20% to bus operations; and 15% for Local Return programs.

Safe Streets and Roads for All

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over $3 billion is still available for future funding rounds.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. With the latest award announcement in December 2023, SS4A has provided $1.7 billion in federal funding to over 1,000 communities in all 50 states and Puerto Rico. SS4A funding awarded to date will improve roadway safety planning for about 70 percent of the nation's population.

Stormwater Improvement Grants

The California Water Board has issued two rounds of grant programs that fund planning and implementation of multi-benefit stormwater management projects which may include, but shall not be limited to, green infrastructure, rainwater and stormwater capture projects and stormwater treatment facilities. Round 2 grants were funded in 2019. Future grants through this program are uncertain, however the improvements within the sidewalks may be funded through grants in this program as long as improvements aim to capture and treat stormwater or improve existing stormwater treatment infrastructure.

Rebuilding American Infrastructure with Sustainability and Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is the latest US Department of Transportation funding program aimed at improving safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Previously known as TIGER and BUILD grant programs, the latest grant program focuses on projects that demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs. Over $1 billion in funding was issued with a maximum of $100 million per the state. Grants through the TIGER, BUILD and RAISE programs have been issued annually since 2010. This is a highly competitive program but many of the improvements proposed within the Main Street Complete Street plan meet the objectives of the grant requirements.

Active Transportation Grant Program

The California Transportation Commission (state) issues Active Transportation Program (ATP-CA) grant funding opportunities bi-annually. The objective of the corridor study is to increase the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goal of the ATP includes advancing the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established

pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009). Successful grant applications through this program tend to focus on disadvantaged communities and safe routes to school at the state level. Bicycle facilities, sidewalk and curb ramps improvements of the Complete Street plan may be eligible.

Development Fee Programs

A development fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. A development fee is not a tax or special assessment and must be reasonably related to the cost of the service provided by the local agency. If a development fee does not relate to the impact created by development or exceeds the reasonable cost of providing the public service, then the fee may be declared a special tax. For this Complete Street plan, impacts associated with future development may be mitigated by improving pedestrian, bicycle and transit connections along the corridor and in the community.

Development Frontage Improvements

Based on the intended adoption process for this Complete Street plan, the City will be able to condition future private development projects along the corridor, for conformance with the Final Complete Street plan as adopted by the City Council (later in the process). Either through developer contribution programs (described in fee programs above) or through physical improvements, projects may be responsible for constructing improvements such sidewalk and driveway improvements, striping and multimodal improvements.

Public Works Projects

Roadway improvements along the corridor to repair or slurry seal pavement, replace or repair utilities or other roadway repairs may result in resurfacing the roadway, which provides an opportunity to couple the restriping the Class III bicycle facility with a public works project. As projects are identified and planned for the corridor, opportunities should be identified to integrate curb modifications and striping to align with the corridor study.

Table 7: Potential Funding Sources

Funding Source	Title	Description	Grant Type	Next Cycle Opens/ Due Date
US Department of Transportation (US DOT)	Safe Streets and Roads for All	$5 billion in appropriated funds over 5 years, 2022-2026. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries involving all roadway users, including pedestrians, bicycles, public transit, and micromobility	Competitive	July 2024
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Funds for the FY 2023 RAISE grant program. will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Competitive	Jan. 2024 – Feb. 28, 2024
Federal Highway Administration (FHWA)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.	Formulaic	
US Department of Housing and Urban Development (HUD Exchange)	Community Development Block Grant	The Community Development Block Grant (CDBG) Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.	Formula	January 2024
National Endowment for the Arts	Our Town	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes	Competitive	Summer 2024
Federal Transportation Administration (FTA)	Accelerating Innovative Mobility (AIM)	AIM will highlight FTA's commitment to support and advance innovation in the transit industry	Competitive	NA
	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Part of FTA's Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards	Competitive	Fall 2024
	All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	Competitive	January 30, 2024
	Enhancing Mobility Innovation	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive	Early 2024
	Surface Transportation Block Grant Program	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.	Formula	

Funding Source	Title	Description	Grant Type	Next Cycle Opens/ Due Date
Federal Transportation Administration (FTA)	Access and Mobility Partnership Grants	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services	Competitive	February 2024
	Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	Competitive	Fall 2024
	Enhanced Mobility of Seniors and Individuals with Disabilities	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Competitive	Exp. August 2024
	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Formula	
	Pilot Program for Transit Oriented-Development Planning – Section 20005 (b)	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	Competitive	Exp. Fall 2024
Air Resources Board	Sustainable Transportation Equity Project (STEP)	Provides financial support for projects intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. (California Climate Investments)	Competitive	September 2024
Office of Traffic Safety	Office of Traffic Safety Grant Program	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Competitive	January 2024
National Association of Realtors	Placemaking Grants	Placemaking means many things to different people, but NAR looks as placemaking as a way to make communities better places to live by transforming unused and underused sites and "eyesores" into welcoming destinations accessible to everyone in a community	Competitive	October 2024
California Transportation Commission (CTC)	Local Streets and Roads (LSR) Program	The purpose is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and road systems.	Formula	NA
	State Transportation Improvement Program (STIP)	The STIP is the biennial five-year plan adopted by the Commission for Future Allocations of certain state transportation funds, state highway improvements, intercity rail, and regional highway and transit improvements.	Competitive	
California Department of Transportation (Caltrans)	Active Transportation Planning Grants (ATP)	Funding for sidewalks, bike lanes, trails, Safe Routes to School programs, and bicycle and pedestrian plans.	Competitive	June 17, 2024
	Highway Safety Improvement Program (HSIP)	The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors.	Competitive	
	Cooperative Implementation Agreement (CIA)	Provide capital funding and support for planning, design, environmental studies, right of way acquisition and construction of stormwater treatment facilities for drainage areas that capture Caltrans right of way runoff. Project details must be submitted for consideration prior to March and funding determinations are made by June annually.	Formula	March 2024

Funding Source	Title	Description	Grant Type	Next Cycle Opens/ Due Date
	Financial Contribution Only (FCO)	Provide capital funding for construction costs only of stormwater treatment facilities. Funds are available two years after the project initiation report (PIR) approval and projects must be federalized unless an exceptions is obtained from Caltrans. Project details must be submitted by May of even years to reserve funds and additional project details must be submitted by March of the odd years for Caltrans to develop a PIR.	Formula	May 2024
California Public Utilities Commission	Access for All Program	The California Public Utilities Commission created the TNC Access for All Program to implement Senate Bill (SB) 1376 (Hill: 2018) which directed the Commission to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV).	Competitive	Early 2024
Strategic Growth Council and Department of Housing and Community Development	Affordable Housing and Sustainable Communities Program	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included $550M in its latest round. (California Climate Investments)	Competitive	Est. April 2024
Southern California Association of Governments (SCAG)	Sustainable Communities Program	Technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions. The SCP provides opportunities to secure resources to meet diverse planning needs of local communities.	NA	Est. June 2024
	GoHuman Community Streets Program	In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Community Streets Program supports projects that facilitate community resiliency, recovery and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities. Community-based organizations, nonprofits and social enterprises are eligible to submit a Community Streets Program proposal.	Competitive	Jan. 2024 – Feb. 2024
Los Angeles County	Measure A	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 space	NA	Annual
	Measure M	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.	NA	Annual
	Measure M Subregional Program	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.	NA	Annual
	Measure R	A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs and accelerate those already in the pipeline.	NA	Annual
	Measure W (LA County Safe Clean Water Program)	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. Prioritizes projects that assist in achieving MS4 permit compliance, utilize Nature Based Solutions and/or provide benefits to Disadvantaged Communities with funds up to $285 Million per year. Upon approval of Stormwater Investment Plans, project developers enter into Fund Transfer Agreements with the district and receive funds.	NA	April 2024

10.0 Recommendations

Based on the corridor needs, alternatives analysis, mobility assessment, and community engagement, the Main Street Complete Street Concept plan was developed. It is recommended that the final Complete Street plan (**Figure 10** included in **Section 5**) is carried forward for funding allocation, design and construction. The elements of this plan are described in detail in Section 5 but key aspects are described below:

- Bike boulevard with Class III bicycle facilities and traffic calming measures,
- Removal of on-street parking to provide expanded sidewalks for pedestrian accommodations and reenergize downtown space,
- Single lane roundabout at the Tyler Avenue intersection,
- cohesive and enhanced streetscape design including bicycle parking, new benches, public art, lighting, and decorative pavers,
- Pedestrian paseo on El Monte Avenue, by removing vehicular access which allows for additional seating and landscaping enhancements, to connect the downtown area to the El Monte Metrolink station,
- Additional planting and shade trees with a cohesive plant palette,
- Removable bollards that make closing the street for community events efficient and seamless, and
- Sustainable solutions including drainage infrastructure to capture and treat street run off from wet or dry weather conditions, integration of new street lighting (solar where feasible), and creating more permeable surfaces.

ADDITIONAL CONSIDERATIONS

Before finalizing the designs for the Main Street Concept Plan, some elements require additional considerations as follows:

- **Streetscape design:** The Complete Street plan includes recommendations for the streetscape design such as a proposed planting palette, street furniture designs, and public art. Although these concepts considered and are aligned with the City's Beautification Master Plan, additional outreach should be undertaken in future project phases to obtain community input on the use of this space. Elements such as the gateway signs, artwork, decorative pavers, and street furniture can vary greatly in style and pieces should be selected that align with the community's vision.
- **Tyler Avenue roundabout:** Operational analysis should be conducted to study the impacts of the proposed lane reduction on Tyler Avenue and changing the intersection control to a roundabout. Although roundabouts can generally process adequate volumes, it is recommended to collect traffic count data and study the impacts of this change before proceeding with final design.
- **Parking lot improvements:** To offset the parking removal on Main Street, improvements are recommended to the public parking lots north and south of Main Street which are generally underutilized. Community feedback indicated that these areas are underutilized because there are concerns about the safety and availability of parking in these spaces. Additional consideration should be given to the paseo connections, lighting upgrades, monumentation and signage upgrades within the parking lots to make them an appealing option for parking. Additionally, the layouts of these spaces should be studied to ensure the number of parking spaces and circulation is maximized.
- **Main Street Bypass:** Consider the closure of the Main Street bypass with the future Santa Anita Mini Park. This is discussed in more detail under in the Valley Boulevard Complete Street Feasibility Study Report.

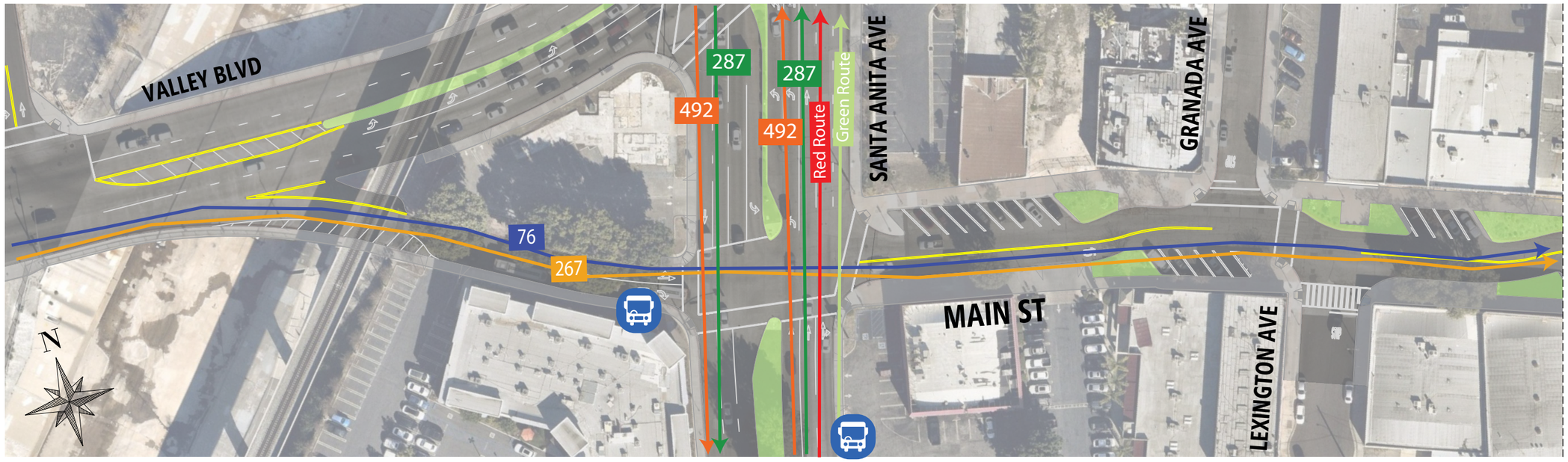
11.0 Next Steps

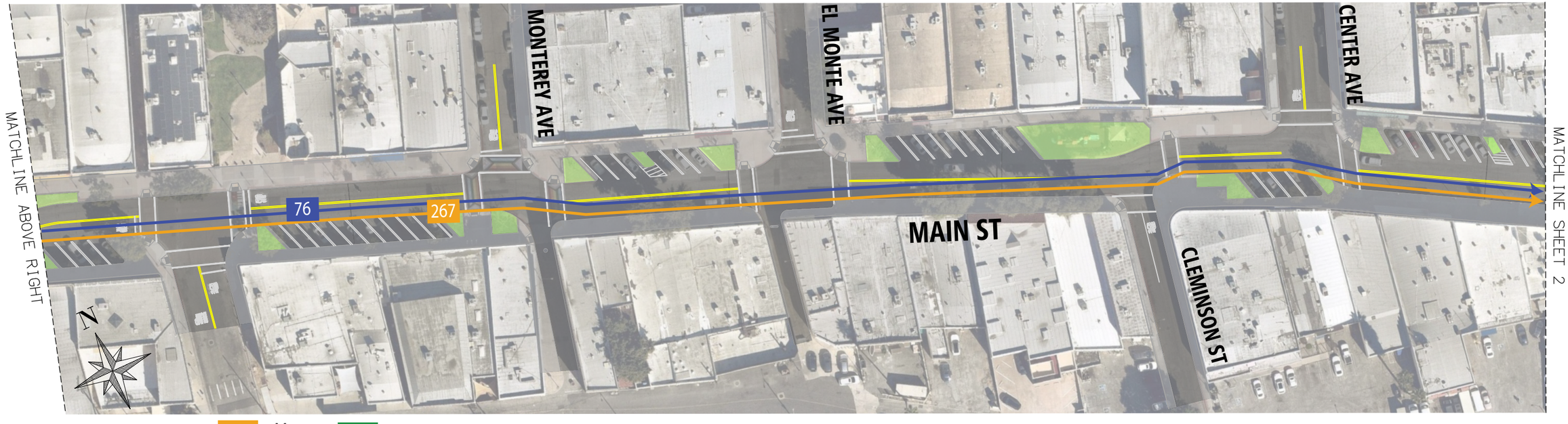
The Complete Street plan was presented to City Council in January 2024 for consideration and comment. The next steps for the Main Street Complete Street plan are as follows:

- City Council to adopt a resolution of this Feasibility Study Report and Final Complete Street plan in March 2024,
- Condition development projects to implement the elements of the Final Complete Street plan where applicable,
- Pursue grant funding to funding the preliminary engineering and construction costs, and
- Final design of the corridor.

The timeline for the next phases of the project are contingent upon receipt of funding.

Appendix A: Bus Stops Route Overview Map





267 Metro
76 Metro
287 Metro
492 Foothill Transit
Red Route El Monte Fixed Route (Trolley)

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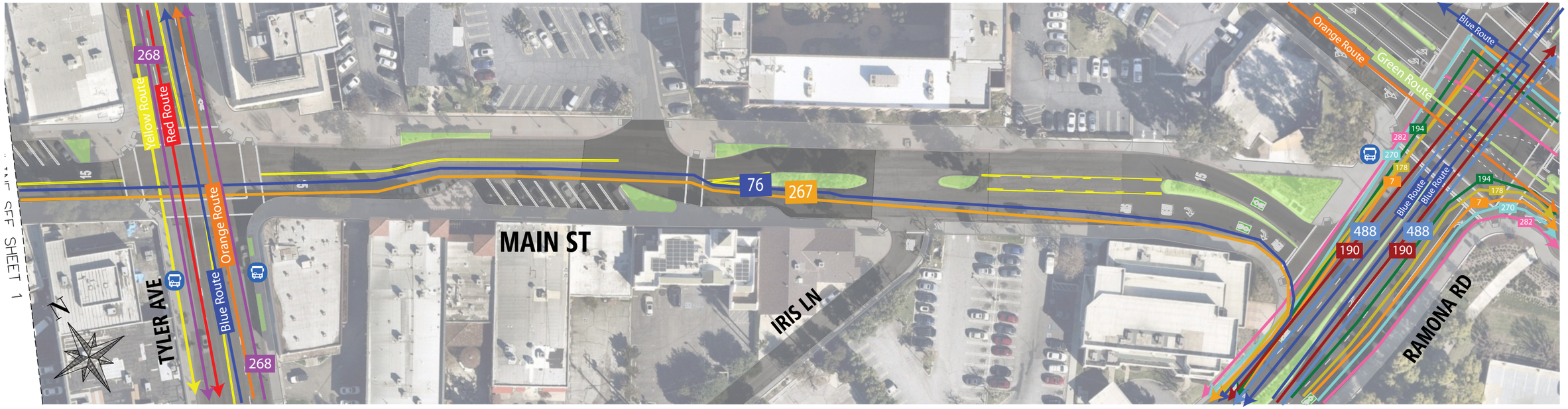
SCALE: 1"=80'

Main Street
Bus Route Overview Map

SHEET 1 OF 2

Michael Baker INTERNATIONAL



267	Metro	7	Norwalk Transit	Red Route
76	Metro	194	Foothill Transit	Blue Route
268	Metro	178	Foothill Transit	Green Route
190	Foothill Transit	270	Foothill Transit	Orange Route
488	Foothill Transit	282	Foothill Transit	Yellow Route

El Monte Fixed Route (Trolley)

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SCALE: 1”=80’

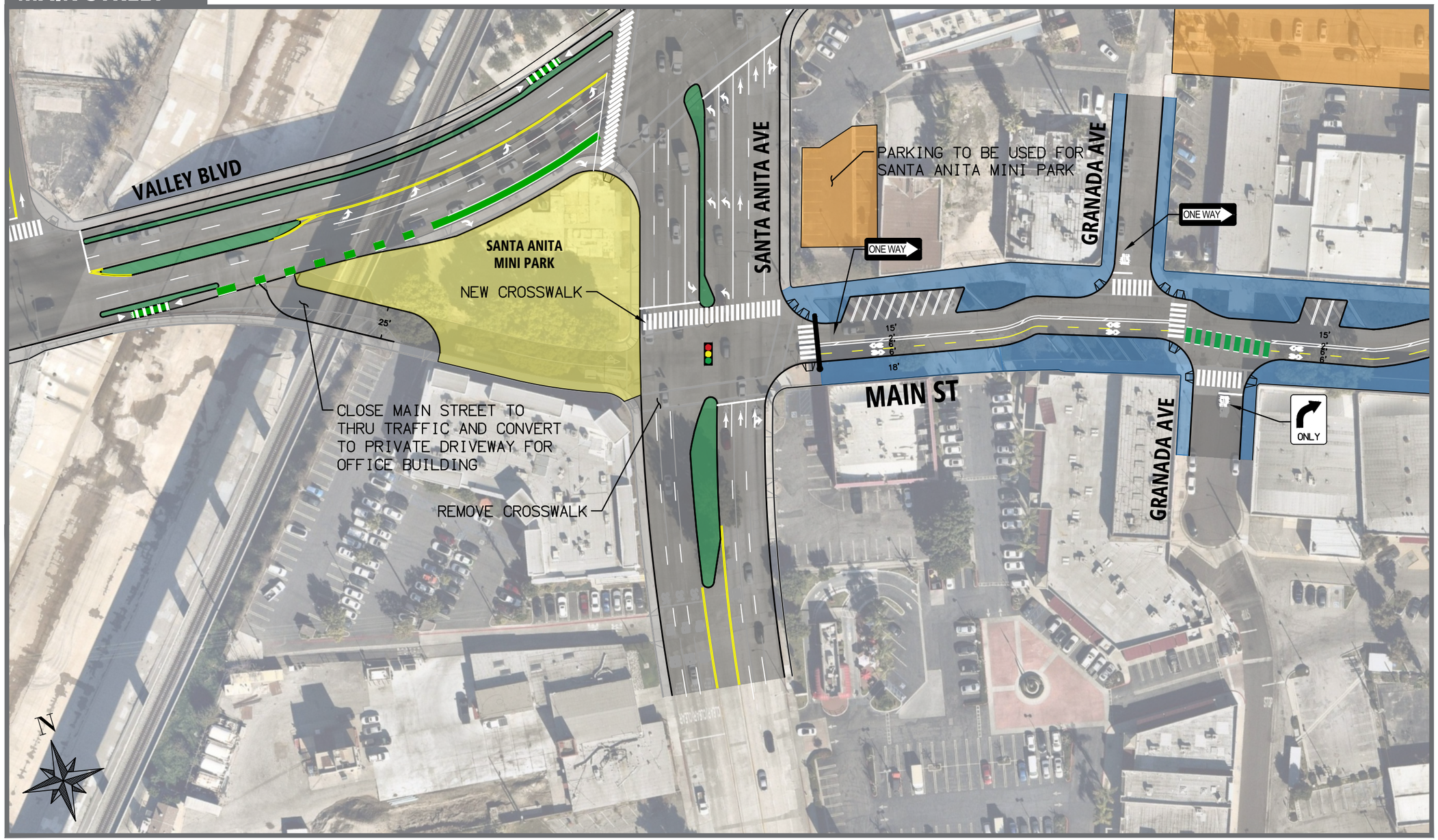
Michael Baker INTERNATIONAL

Main Street
Bus Route Overview Map

SHEET 2 OF 2

Appendix B: Dismissed Option Complete Street Plan

MAIN STREET



LEGEND

- CURB
- PROPOSED STRIPE
- BUFFER
- BIKE LANE CONFLICT AREA
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- PROPOSED BOLLARD
- TRAFFIC SIGNAL
- PUBLIC PARKING
- SIDEWALK/LANDSCAPING/ COMMUNITY SPACE
- EXISTING CURB RAMP
- PROPOSED CURB RAMP
- GATEWAY FEATURE
- EXISTING BUS STOP

80 40 0

SCALE: 1"=80'

Main Street
Dismissed Option Complete Street Plan

Sheet 1 of 3

Appendix B

Michael Baker INTERNATIONAL

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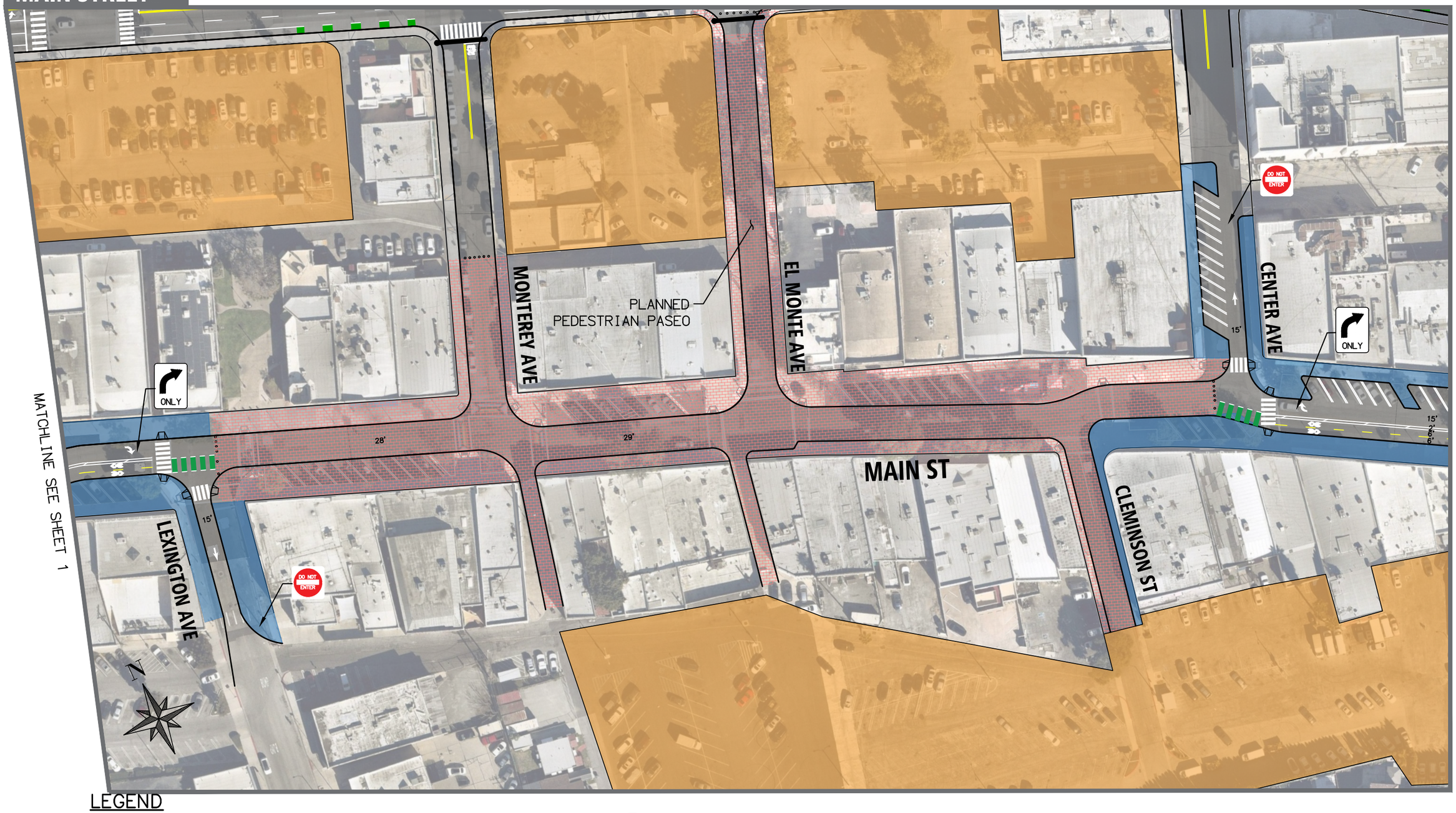
MAIN STREET



LEGEND

- CURB
- PROPOSED STRIPE
- BUFFER
- BIKE LANE CONFLICT AREA
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
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- EXISTING CURB RAMP
- PROPOSED CURB RAMP
- GATEWAY FEATURE
- EXISTING BUS STOP

80 40 0

SCALE: 1"=80'

Main Street
Dismissed Option Complete Street Plan

Sheet 2 of 3

Appendix B

Michael Baker INTERNATIONAL

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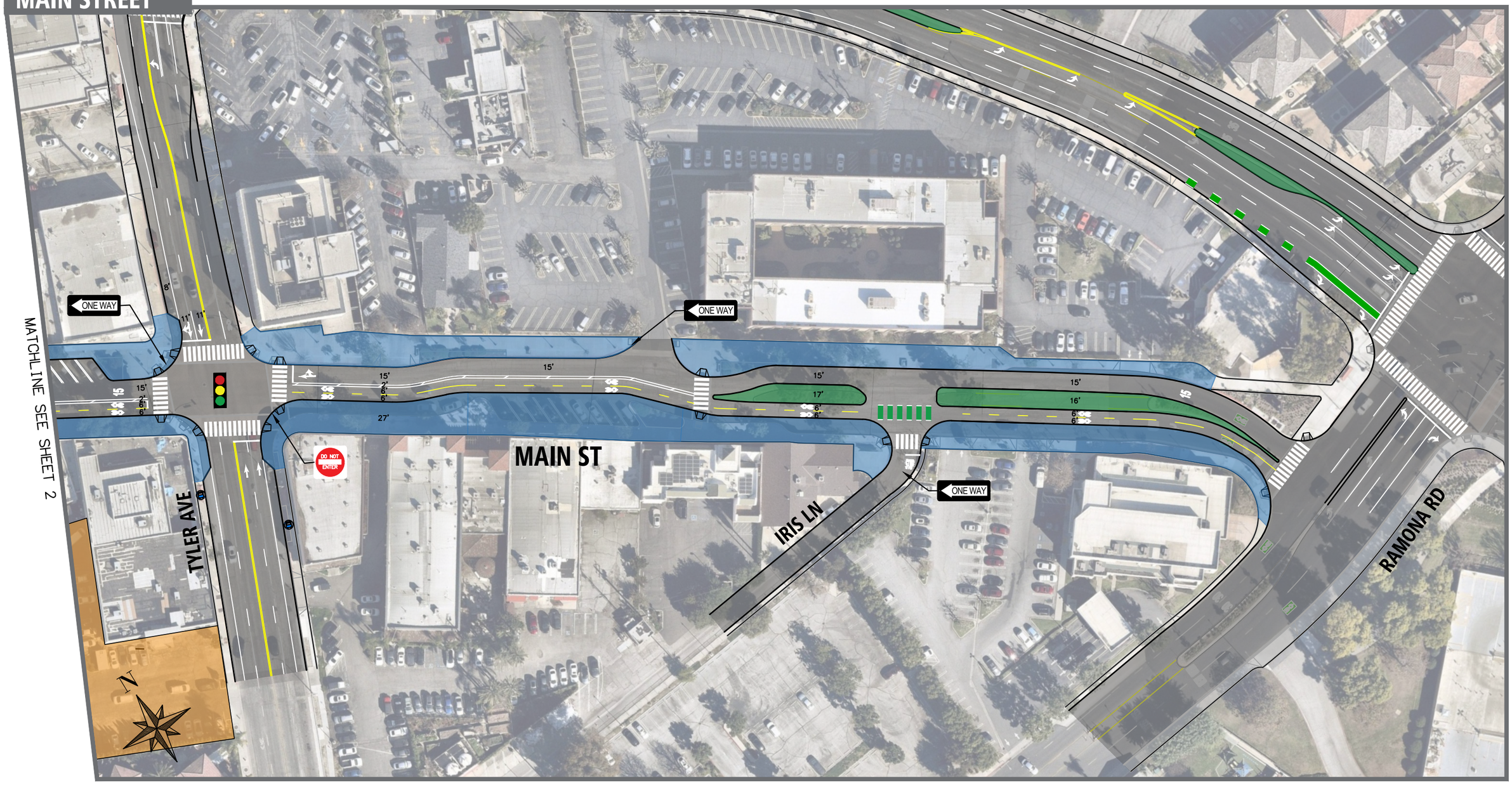
MAIN STREET



LEGEND

- CURB
- PROPOSED STRIPE
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- BIKE LANE CONFLICT AREA
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- RAISED MEDIAN
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- PROPOSED CURB RAMP
- GATEWAY FEATURE
- EXISTING BUS STOP

80 40 0

SCALE: 1"=80'

Main Street
Dismissed Option Complete Street Plan

Sheet 3 of 3

Michael Baker INTERNATIONAL

Appendix B

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Appendix C: Public Outreach Summary Report

MAIN STREET

COMPLETE STREETS

Community Engagement Summary Report

January 2024



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1. PROJECT OVERVIEW

In preparation for the Main Street Complete Street Feasibility Study, the City of El Monte (City), Michael Baker International (Michael Baker) and Arellano Associates (AA) hosted a series of community engagement activities to spread project awareness and gather community feedback on key Complete Street components for Main Street. Feedback received was used to develop a feasibility study will be executed to identify key project elements and develop a comprehensive, integrated multi-modal transportation network. Main Street (previously known as Valley Mall) is in the heart of the City's downtown and is the center for retail and other key destinations. The complete street improvements are expected to allow for safe travel along and across Main Street for all users, and thus connecting the community safely to local and regional transit services, residences, businesses, parks, and other community destinations.

2. OUTREACH TOOLS AND COLLATERALS

2.1 Fact Sheet

A project fact sheet was developed and 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. The fact sheet was available in physical and digital formats and was posted on the project website. Fact sheets were translated and made available in English, Spanish, Chinese and Vietnamese. See *Appendix A* for the fact sheet.

2.2 Business Card

A project business card was developed to promote project information. The business card was one of the primary materials distributed to interested parties and stakeholder groups. The business card included a QR code that redirected stakeholders to the project StoryMap. See *Appendix B* for the business card.

2.3 Sidewalk Decals

Sidewalk decals were installed at key locations throughout Valley Boulevard. The sidewalk decals included a QR code that led to a Linktree containing information about the upcoming public meetings as well as other key project information.



Figure 1. Sidewalk Decals

2.4 StoryMap

An interactive StoryMap was developed to expand the range of project details offered on the City's project webpage. This interactive engagement tool offered an easy way to navigate and illustrate project information, including an interactive map and the use of multi-media tools highlighting the existing conditions and proposed concepts. The StoryMap tool was linked from the project website for easy access to the tool once it is developed.

All messaging and project materials was translated and made available in English and Spanish. The StoryMap can be accessed by visiting *emcompletestreets.com*.

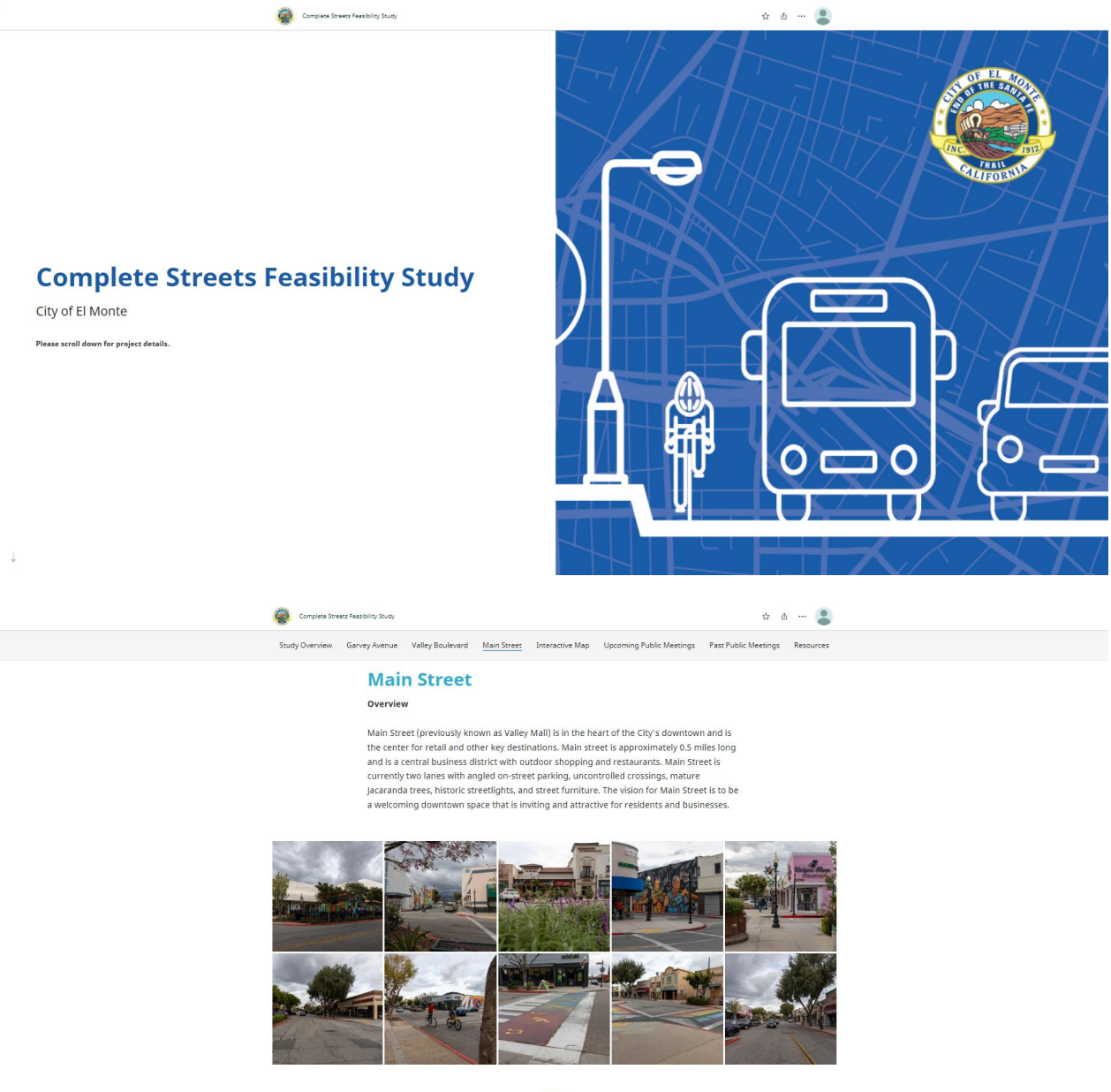


Figure 2. StoryMap Content

3. COMMUNITY ADVISORY COMMITTEE MEETINGS

As part of the planning efforts for the City of El Monte's Main Street Complete Street Feasibility Study, Community Advisory Committee (CAC) meetings were held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Main Street for all users.

Table 1. Community Advisory Committee Meetings Summary

Meeting	Date	Time	Attendees	Key Organizations
CAC Meeting #1	May 11, 2023	3:00-4:00pm	8	• Active SGV • DEMBA • El Monte Police Department Traffic Safety Bureau • Residents
CAC Meeting #2	August 31, 2023	8:30-9:30am	20	• David's Jeweler's • DEMBA • El Valle Discount • El Valle Discount • Golden Ox Burgers • JJ Nails Shop • Joyeria Meza • Metrolink • Paradise Events • Railcar Fine Goods • Residents • Suleys Beauty Boutique • Titi's Fabulous Shoes
CAC Meeting #3	November 30, 2023	8:00-9:30am	4	• DEMBA • Titi's Shoes

View *Appendix C, D and E* for full reports and their respective appendices.

3.1 Community Advisory Committee Meeting #1

Meeting Notification

Stakeholders part of the CAC Candidate List were invited via e-blast to the CAC meetings. Additionally, calls were made to stakeholders who had not RSVP'd to confirm their interest in attending.

Table 2. CAC Meeting #1 Notification

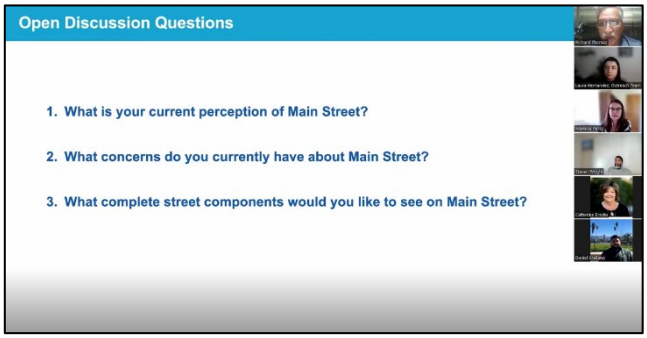
E-blast to CAC Candidate List	Date Sent
Initial	April 23, 2023
Reminder #1	May 3, 2023
Reminder #2	May 10, 2023
Thank you, with links to meeting recordings and presentation materials	May 15, 2023

Attendees

Table 3. CAC Meeting #1 Attendees

No.	Name	Organization
1	Jose Nava	David's Jeweler's
2	Cathie Eredia	DEMBA
3	Adilson Silvestre	El Valle Discount
4	Helen Silvestre	El Valle Discount
5	N/A	Golden Ox Burgers
6	Jasmine Vo	JJ Nails Shop
7	Juliana Cuevas	JJ Nails Shop/ Opportunity Financial Center
8	Miguel Meza	Joyeria Meza
9	Rosana Meza	Joyeria Meza
10	Jeanette Flores	Metrolink
11	Margarita Barajas	Paradise Events
12	Steven Dang	Railcar Fine Goods
13	Tawny Ortiz	Railcar Fine Goods
14	Charles Hoffman	Resident
15	Richard Thomas	Resident
16	Biridiana Perez	Suleys Beauty Boutique
17	Maria Perez	Suleys Beauty Boutique
18	Anel Pacheco	Titi's Fabulous Shoes
19	Adrian Mancilla	Titi's Fabulous Shoes
20	Alejandro Casillas	Business Owner (Not Identified)

Meeting Format



During the meeting, the project team introduced participants to the Study and its objectives. Participants provided their input on their perception of the current conditions of the corridors, share their main concerns, and identify what complete streets components they would like to see implemented. Additionally, live Spanish interpretation was made available throughout the meeting for participants. Meetings were recorded and made available in English and Spanish to all stakeholders invited to the CAC meetings.

Key Themes

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting.

Table 4. CAC Meeting #1 Key Themes

Meeting	Key Themes
Pedestrian/Cyclist	• The idea of creating a bicycle throughway was suggested, potentially utilizing a bike boulevard or other treatments to enhance the bicycling experience. • Some sidewalks need repair and should be a priority for improvement.
Safety	• During the discussion of public spaces, it was noted that improvements could be made to the lighting along the corridor to increase security, particularly around parking lots. • Backing up is one of the most unsafe driving movements.
Parking	• This parking style improves visibility but experiences with it vary. • Reverse angle parking can be difficult to see, especially for drivers behind the parked car. • Offsite parking could be better utilized as an alternative to on-street parking. • Parking is heavily utilized in the corridor, potentially by business owners, leaving fewer spaces for shoppers.
General	• Main Street has a rich history and connection to the city, featuring iconic moments and historic buildings valued by the community. • Overall, there is a desire to enhance the public spaces in the area by improving lighting, sidewalks and adding more greenery to the corridor. • Integrating more green space was suggested, and the playground was mentioned as a well-utilized space that children enjoy. • Some trees along the corridor have aged and need to be replaced, while new ones could also be added to the area.

3.2 Community Advisory Committee Meeting #2

Meeting Notification

Stakeholders part of the CAC Candidate List were invited via e-blast to the CAC meetings. Additionally, calls were made to stakeholders who had not RSVP'd to confirm their interest in attending.

Table 5. CAC Meeting #2 Notification

E-blast to CAC Candidate List	Date Sent
Initial	August 22, 2023
Reminder #1	August 30, 2023
Reminder #2	August 30, 2023
Reminder #3	September 8, 2023
Thank you, with links to meeting recordings and presentation materials. • English Presentation • Spanish Presentation	August 22, 2023

Business Corridor Walk

The project team visited businesses on Main Street and delivered direct invitations to the upcoming CAC meeting. Additionally, follow-up calls were made to businesses on Main Street.

Attendees

Table 6. CAC Meeting #2 Attendees

No.	Name	Organization
1	Jose Nava	David's Jeweler's
2	Cathie Eredia	DEMBA
3	Adilson Silvestre	El Valle Discount
4	Helen Silvestre	El Valle Discount
5	N/A	Golden Ox Burgers
6	Jasmine Vo	JJ Nails Shop
7	Juliana Cuevas	JJ Nails Shop/ Opportunity Financial Center
8	Miguel Meza	Joyeria Meza
9	Rosana Meza	Joyeria Meza
10	Jeanette Flores	Metrolink
11	Margarita Barajas	Paradise Events
12	Steven Dang	Railcar Fine Goods
13	Tawny Ortiz	Railcar Fine Goods
14	Charles Hoffman	Resident
15	Richard Thomas	Resident
16	Biridiana Perez	Suleys Beauty Boutique
17	Maria Perez	Suleys Beauty Boutique
18	Anel Pacheco	Titi's Fabulous Shoes
19	Adrian Mancilla	Titi's Fabulous Shoes
20	Alejandro Casillas	Business Owner (Not Identified)

Meeting Format

During the meeting, the project team introduced participants to the Study and its objectives as well as an overview of the current conditions of the corridor. After the presentation, participants were divided into two groups to discuss the proposed concepts and provide their input, share their main concerns, and identify what complete streets components they would like to see implemented. Additionally, live Spanish interpretation was made available throughout the meeting for participants. To view the presentation shared during the meeting, see *Appendix D.*



Key Themes

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting.

Table 7. CAC Meeting #2 Key Themes

Topic	Key Theme
Current Conditions	• Main Street is considered a ghost town during non-Farmers Market days. • Alley parking and loading is difficult • Traffic from I-10 spills into Valley Blvd and Main St causing crossing issues • Concerns about current handicap parking issues, specifically accessible ADA stalls • Poor sidewalk conditions. Uneven paving along Main Street sidewalks due to tree roots
Security	• Poor lighting • Unhoused community
Closure/Pedestrian Paseo	• Not a popular option • Interest in letting restaurants do outdoor dining on sidewalks • Leaving alley access for businesses • Police patrol is needed • Close from Santa Ana to Tyler • There is a fear that new clients will miss the current stores
Parking	• The group agreed that parking is not predominantly used by customers • While they seemed open to removal of on street parking, they voiced the need for accessible ADA parking stalls to remain close to the storefronts • Their consensus on an alternative to removing parking was to add meters so there is more parking turnover
Roundabout	• Concerns about not having enough turnaround
Complete Streets Features	• Installation of speed bumps • Fix water fountain • Included covered/shaded areas for side streets, benches, and greenery • Add lights to improve street aesthetic and create a more inviting environment • Buffer shown is too close from Tyler to Santa Anita • Include bicycle parking
Other	• Provide WIFI • Implement Police Department bicycle patrol • Include public restrooms for customers • Main Street is in need of bringing in a variety of businesses to increase night life • Interest in hosting more events on Main Street such as car shows and farmers markets

3.2 Community Advisory Committee Meeting #3

Meeting Notification

Stakeholders part of the CAC Candidate List were invited via e-blast to the CAC meetings. Additionally, calls were made to stakeholders who had not RSVP'd to confirm their interest in attending.

Table 8. CAC Meeting #3 Notification

E-blast to CAC Candidate List	Date Sent
Initial	November 16, 2023
Reminder #1	November 28, 2023
Reminder #2	November 29, 2023

Attendees

Table 9. CAC Meeting #3 Attendees

No.	Name	Organization
1	Blanca Gonzalez	DEMBA
2	Blanca Medina	DEMBA
3	Charles Hoffman	DEMBA
4	Adrian	Titi's Shoes
5	Ariel	Titi's Shoes

Meeting Format

During the meeting, the project team presented the concepts for Main Street. Participants provided their input and shared their main concerns. Additionally, live Spanish interpretation was made available throughout the meeting for participants.



Key Themes

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting.

Table 10. CAC Meeting #3 Key Themes

Topic	Key Themes
Traffic Flow Adjustments	• Proposal to reduce two lanes to one lane on Main Street (Tyler). • Noted increase in traffic and discussed the Valley Blvd cutoff.
Roundabouts	• Mixed opinions on roundabouts, with some expressing dislike. • Concerns raised about drivers ignoring yield.
Project Timing and Additional Signage	• Discussion on the timing of the project. • Proposal for additional Pod signs with flashing lights to demonstrate the roundabout at Mountain View, Elliot/Meeker.
Pedestrian Safety and Traffic Concerns	• Concerns about drivers ignoring yield, emphasizing the need for better traffic control. • Acknowledgment that pedestrians will have to walk more but need protection.
Roundabout Design and Features	• Detailed discussion on the flow of roundabouts. • Consideration for widening sidewalks, creating interactive spaces, and marking pathways (Blue=Sidewalk). • Street narrowing and its impact on the Farmers Market.
Corridor Entry Points and Signage	• Exploration of entry points along the corridor. • Consideration of signage placement on roundabouts.
Landscaping and Mini Park Options	• Proposal for landscaping on the roundabout at Tyler & Main, focusing on low-level features. • Consideration of a mini park as an option.

Topic	Key Themes
Traffic Concerns	• Specific concerns expressed about traffic, especially in relation to Option 1.

4. COMMUNITY ENGAGEMENT- ROUND #1

4.1 Notification

E-Blast

Table 11. Community Engagement Round #1- E-Blast Schedule

E-blast	Date Sent
Initial Invitation	June 13, 2023
Reminder #1	June 21, 2023
Reminder #2	June 26, 2023

Social Media

The City's social media platforms were utilized to promote the upcoming public meetings. Social media content was posted in English and Spanish.

Table 12. Community Engagement Round #1- Social Media Schedule

Platform	Content	Date Sent
Facebook	Initial Invite	June 13, 2023
	Reminder #1	June 21, 2023
	Flyer	June 21, 2023
	Online Event	June 21, 2023
	Reminder #2	June 26, 2023
	Reminder #3	June 27, 2023
Instagram	Pinned Post	June 13, 2023
	Flyer	June 21, 2023

City Website and Calendar

In order to utilize the City's existing network, upcoming meeting information was shared on the City's main website and upcoming events calendar. Interested community members were directed to register for the event as well as navigate through key information about the Study.

Business Corridor Walk

On June 14, 2023, the outreach team visited 200 businesses along Valley Boulevard and Main Street to promote project engagement. Business owners were informed of upcoming project meetings and key project collateral was shared.





Table 13. Community Engagement Round #1- Business Corridor Walk Engagement

Business Corridor Walk	
Businesses Visited	200
Contact Information Collected	32
New Businesses Contacted	17

Flyer Distribution at Counters

A meeting flyer was developed in English, Spanish, Chinese and Vietnamese to promote upcoming meetings. Flyers were distributed on June 9, 2023, by mail to contacts part of the project's stakeholder database. 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.

See *Appendix F* and *G* for more details on notification.

4.2 Public Meeting #1

Public Meeting #1 was held virtually to discuss the objectives of the Study and gather the public's perception of the two corridors and identify key improvement needs that will allow for safe travel along and across Main Street for all users.

See *Appendix F* for a full summary and the respective appendices.

Table 14. Public Meeting #1 Details

Meeting	Date	Time	Attendees	Location
Meeting #1	June 27, 2023	6:00-7:00pm	9	Virtual Via Zoom

Attendees

Table 15. Public Meeting #1 Attendees

No.	Name	Organization
1	Sal Mendez	City of El Monte
2	Robert Waddell	City of El Monte
3	Jimmie Pitts	El Monte Police Traffic Safety Bureau
4	Naresh Bhakta	La Bonita Motel

No.	Name	Organization
5	Edwin Arguijo	Did not state
6	John Lee	Did not state
7	David Diaz	Did not state
8	Rudy Sanchez	Did not state
9	Nathan Bui	Did not state

Meeting Format

During the meeting, the project team introduced participants to the study overview, objectives, and a variety of complete streets features that can be considered for Main Street. Participants provided their input on what type of features they would like to see implemented. Additionally, live Spanish interpretation was made available throughout the meeting for participants. Both meetings were recorded and will be made available in English and Spanish to all stakeholders after the culmination of the first meeting series.

Key Themes

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting. Below are key points discussed during both meetings.

The conversation included the following key themes:

Table 16. Public Meeting #1 Key Themes

Key Themes
• Individuals visiting Main Street go to shop, while the additional reasons to visit include attending community events in the area. • Fewer cars, improved sidewalks, and more amenities are equally favored to enhance travel experience on Main Street. • Shopping/eating, walking/getting exercise, fun activities and being outdoors are all reasons people enjoy the Farmer's Market at Main Street. • Timeline for completion of final design of the project

4.3 Public Meeting #2

Public Meeting #2 meeting was held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Main Street for all users.

See *Appendix G* for a full summary and the respective appendices.

Table 17. Public Meeting #2 Details

Meeting	Date	Time	Attendees	Location
Meeting #2	July 12, 2023	6:00-7:00pm	3	El Monte Aquatic Center 1101 Mildred St. El Monte, CA 91731

Attendees

Table 18. Public Meeting #2 Attendees

No.	Name	Organization
1	Chris Greenspon	StreetsBlog LA
2	Blanca Medina	Downtown El Monte Business Association
3	Nguyen Tran	Did Not State

Meeting Format

During the meeting, the project team shared a presentation that introduced the Study and its objectives. Following the presentation, participants were able to visit different stations and interact with project staff. The following stations were available:

- Project Overview
- Main Street
  - Existing Conditions
  - Proposed Concepts
- Santa Anita Mini Park





At each station, participants provided their input on the proposed concepts and what features they would like to see along Main Street. Additionally, live Spanish interpretation was made available throughout the meeting for participants.

Key Themes

Participants were able to provide input and ask questions during the meeting. Below are key points discussed during the meeting. The conversation included the following key themes:

Table 19. Public Meeting #2 Key Themes

Key Themes
• Against closing Main Street and prefers to keep vehicle traffic. • Considers closing Main Street a good option but there are concerns about accessibility and knowledge of area. • Main Street marketing is not well utilized. • Use intersection for stages for events.

Pop-Up Events

The project team coordinated a series of informational booth at the City of El Monte's Main Street Farmers Market. Outreach efforts identified several areas of improvement in both the Main Street and Valley Boulevard areas recommended by the public.

Table 20. Pop-Up Events Round #1

Event	Date	Time	Attendees	Location
Main St Farmers Market	June 15, 2023	5:00-9:00pm	100	Main Street, El Monte, California
Main St Farmers Market	August 3, 2023	5:00-9:00pm	150	Main Street, El Monte, California

See *Appendix H* for the full reports.





5. COMMUNITY ENGAGEMENT- ROUND #2

5.2 Notification

E-Blasts

An e-blast was distributed to invite stakeholders in the stakeholder database to the meeting. E-Blasts were sent out in English and Spanish.

Table 21. Community Engagement Round #2- E-Blast Notification Schedule

E-blast	Date Sent
Initial	September 27, 2023
Reminder #1	October 5, 2023
Reminder #2	October 10, 2023

Social Media

The City's social media platforms were utilized to promote the upcoming public meetings. Social media content was posted in English and Spanish.

Table 22. Community Engagement Round #2- Social Media Notification Schedule

Platform	Content	Date Sent
Facebook	Initial Invite	September 27, 2023
Instagram	Pinned Post	September 27, 2023

City Website and Calendar

To utilize the City's existing network, upcoming meeting information was shared on the City's main website and upcoming events calendar. Interested community members were directed to register for the event and navigate through key information about the Study.

Door-to-Door Noticing

A meeting flyer was developed in English, Spanish, Chinese, and Vietnamese to promote upcoming meetings. 1,600 meeting notices were distributed on September 27 at properties and parked cars along the project corridor. See *Appendix J* for the meeting flyer. 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.

See *Appendix I* for more details on notification.

5.3 Public Meeting #3

Public Meeting #3 meeting was held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Main Street for all users.

Table 23. Public Meeting #3 Details

Meeting	Date	Time	Attendees	Location
Meeting #3	October 11, 2023	6:00-7:30pm	10	Virtual Via Zoom

Attendees

Table 24. Public Meeting #3 Attendees

No.	Name	Organization
1	John L	Did Not Disclose
2	Andrew Mora	El Monte Police Department
3	Chris Greenspon	SGV Reporter
4	Jose Nava	David's Jewelers
5	Rossana Meza	Meza's Jewelry
6	Darin DeKnikker	Mountain View Elementary School District
7	Ada Li	Did Not Disclose
8	Laura Landin	Did Not Disclose
9	Miguel Meza	Meza's Jewelry
10	Raul Miya	Did Not Disclose

Meeting Format

The project team shared a presentation during the meetings introducing the Study and its objectives. During the presentation, participants could take and ask the project staff questions.

Participants provided input on the proposed concepts and what features they would like to see along Main Street using polls. Additionally, live Spanish interpretation was made available throughout the meeting for participants.

Key Themes

Participants were able to provide input and ask questions during the meeting. Below are key points discussed during the meeting. The conversation included the following key themes:

Table 25. Public Meeting #3 Key Themes

Key Themes
• Safety Concerns on Main Street: Business owners along Main Street voiced concerns about safety, emphasizing the need for an increased police presence in the area. This highlights a shared community interest in ensuring a safe environment for both residents and businesses. • Pedestrian-Focused Preferences: Main Street business owners specifically expressed a preference for pedestrian-focused improvements over the proposed options. This indicates a desire for measures that prioritize the safety and convenience of pedestrians, which aligns with the need for enhanced safety. • The most liked elements of the Main Street concept, according to the survey, were traffic calming improvements and landscaping/aesthetic enhancements, each receiving support from 38% and 25% of the respondents, respectively.

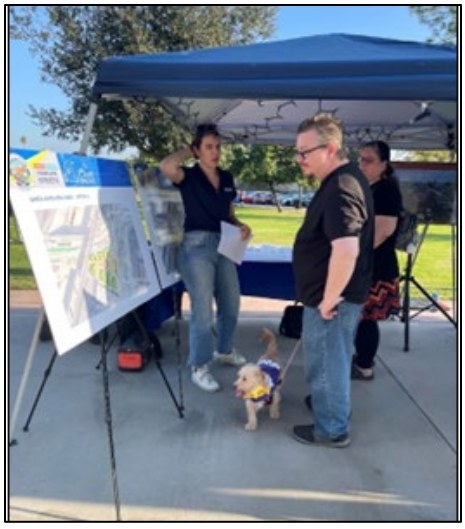
Pop-Up Events

The project team coordinated a series of informational booth at City events. Outreach efforts identified several areas of improvement in both the Main Street and Valley Boulevard areas recommended by the public.

Table 26. Pop-Up Events Round #2

Event	Date	Time	Attendees	Location
Howl-O-Ween Bark Bash Dog Parade	October 18, 2023	4:00-7:00pm	100	Fletcher "Fetch" Dog Park, El Monte, California
Downtown El Monte Business Association's Day of the Dead	October 21, 2023	11:00-4:00pm	80	Main Street, El Monte, California

See *Appendix J* for the full reports.

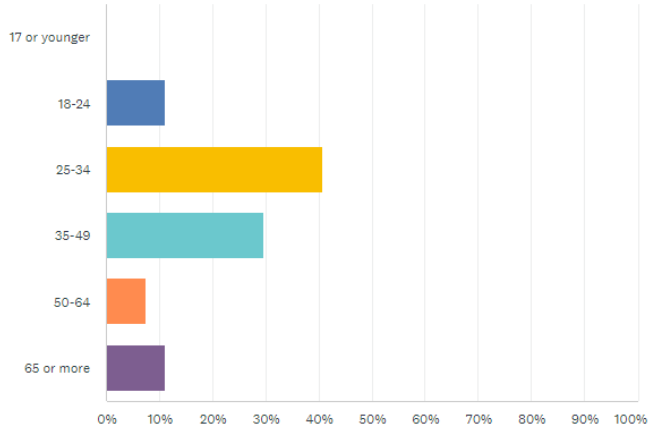




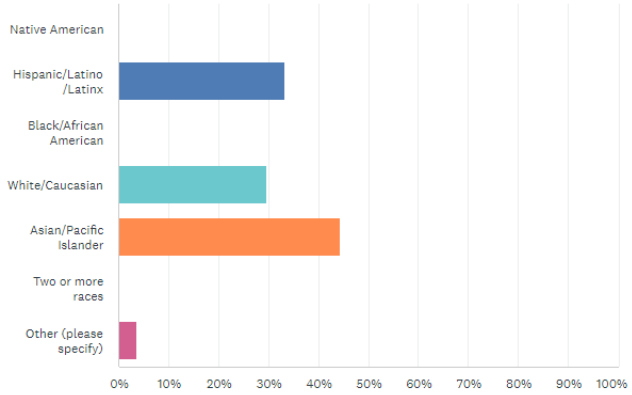
6. SURVEYS

6.1 Current Use of the Corridor and Perception

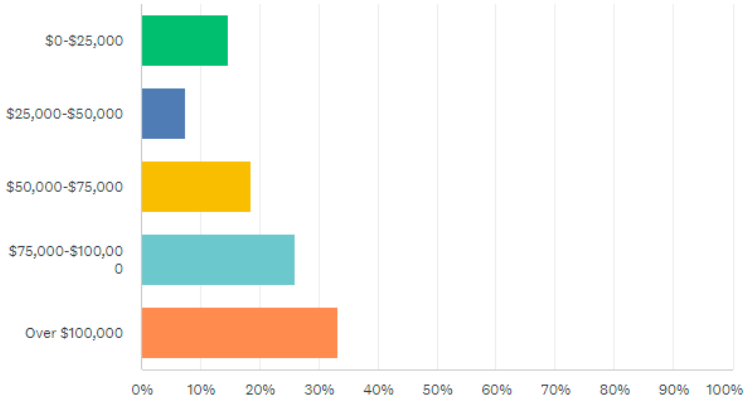
Age



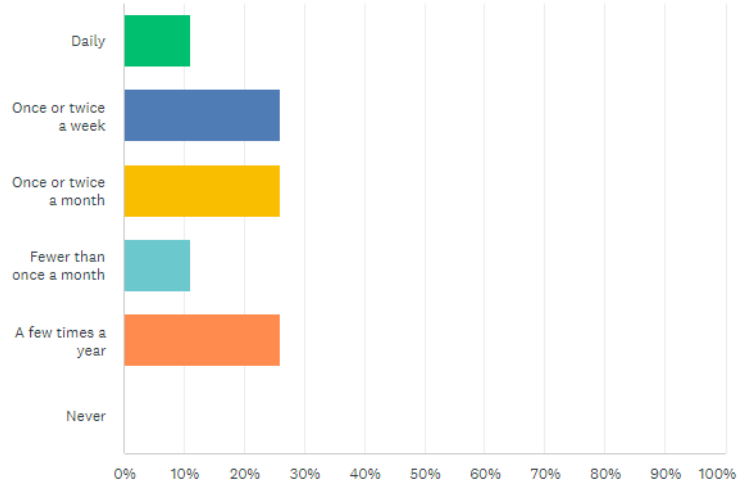
What race or ethnic group do you identify with? (Select all that apply).



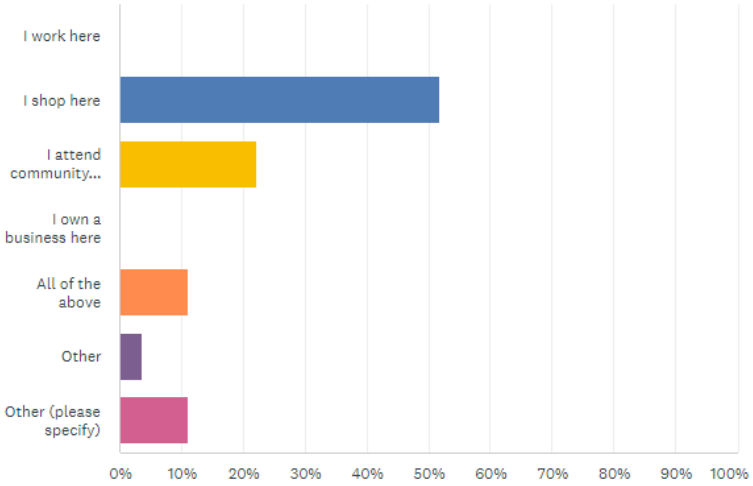
What is your annual household income?



On average, how often do you visit Main Street?



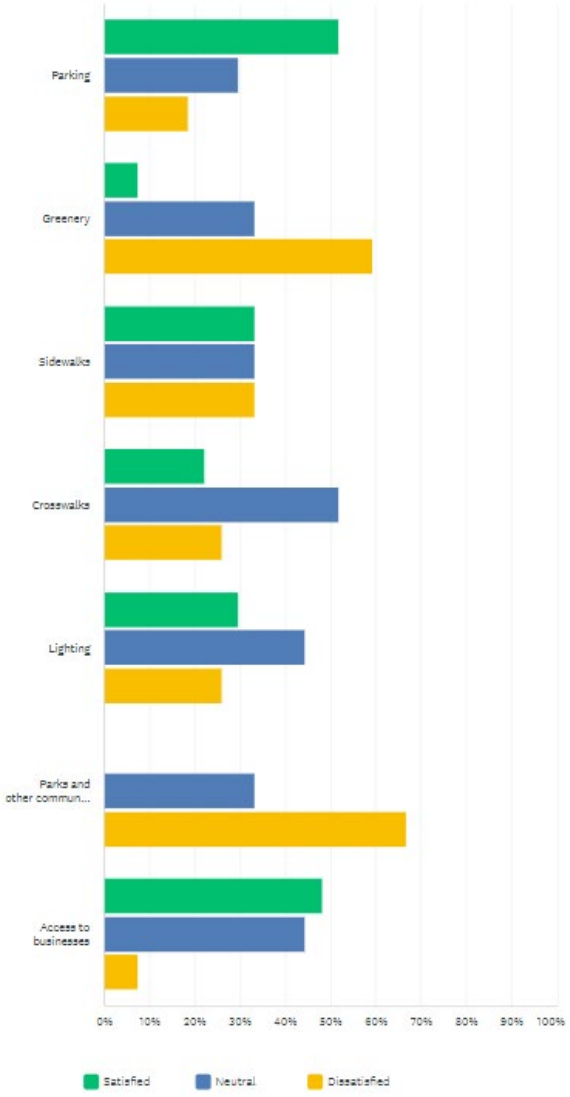
What are the main reasons you visit Main Street?



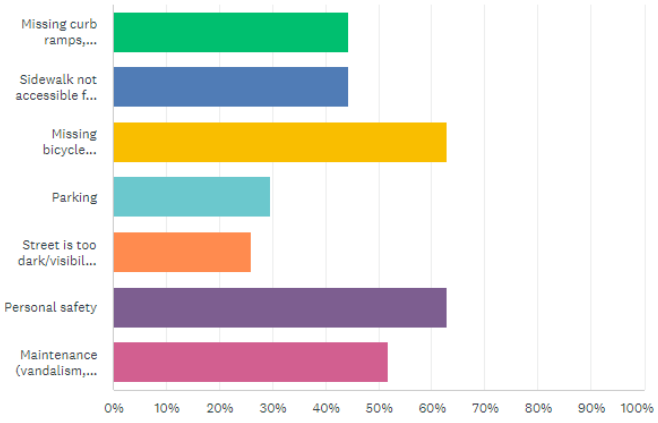
Other:

- Entertainment: Bars, farmers market, etc
- Connection to Santa Anita Blvd from Valley
- Walk/Exercise

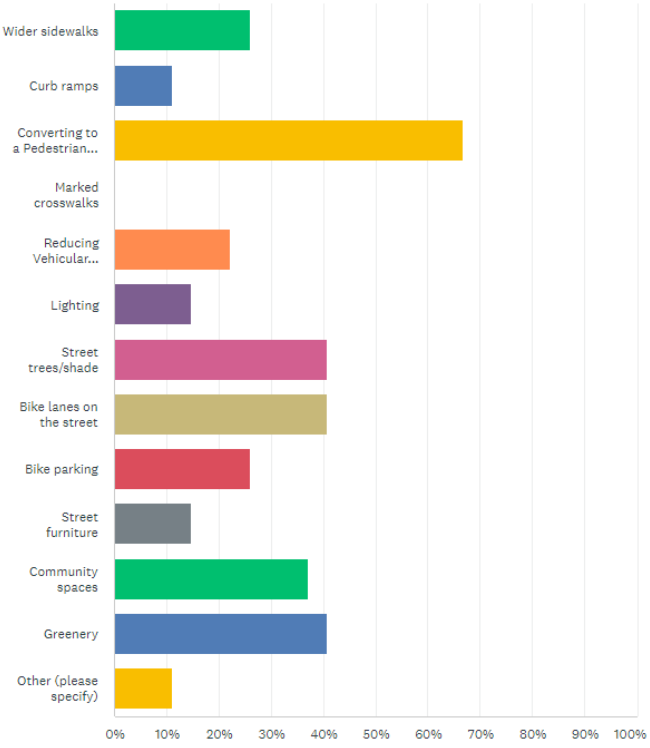
How do you feel about the following features at Main Street?



What are your primary concerns with Main Street? (select top 3 choices)



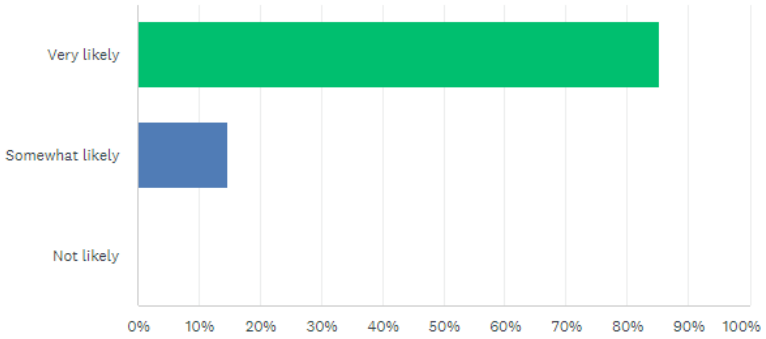
Select the top features that you feel would most improve the experience at Main Street. (select top 3 choices)



Options:

- Better and healthier food options
- Shops that appeal to me
- Keep diversifying the businesses/tenants/add more people-friendly bars/vegan food but keep the carne asada no matter what, a neighborhood block party within the Main Street that's a fundraiser for scholarships or food baskets for low-income families (this may already exist)

If improvements were made, how likely is it that you would visit Main Street more often?

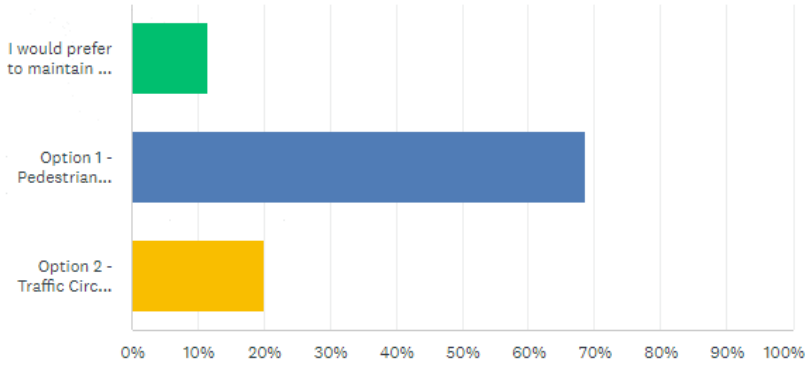


6.2 Proposed Concepts Survey

Which proposed option do you prefer?

Option 1 - Pedestrian Paseo

Option 2 - Traffic Circles and Roundabout



What is your relation to the Valley Blvd and Main St Corridors?

Option 1: I travel along Valley Blvd and/or Main St in a car

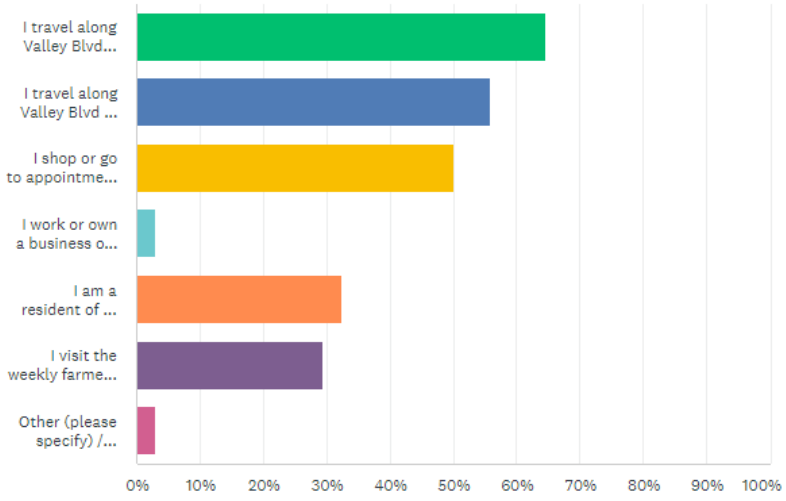
Option 2: I travel along Valley Blvd or Main St, walking or rolling (biking, scootering, skateboarding)

Option 3: I shop or go to appointments at businesses on Valley Blvd or Main St

Option 4: I work or own a business on Valley Blvd or Main St

Option 5: I am a resident of El Monte

Option 6: I visit the weekly farmers market on Main St



Other:

- I work near Valley/Main Street

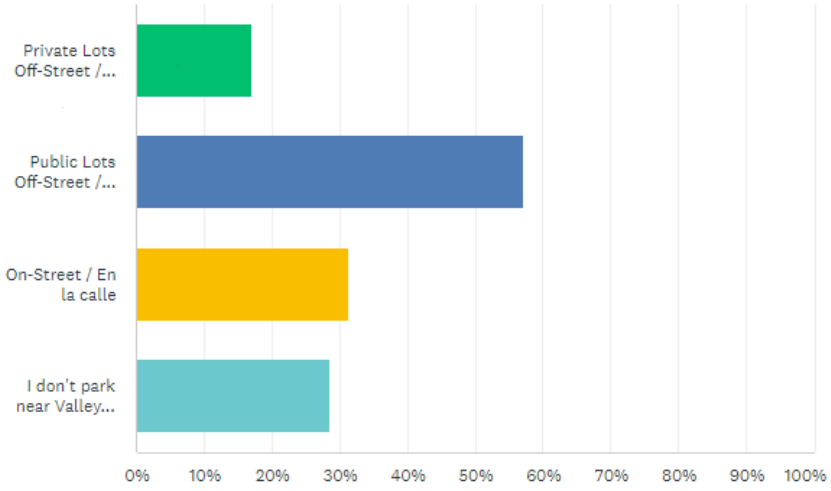
When you travel to Main St, where do you park? (select all that apply)

Option 1: Private Lots Off-Street

Option 2: Public Lots Off-Street

Option 3: On-Street

Option 4: I don't park near Valley Blvd



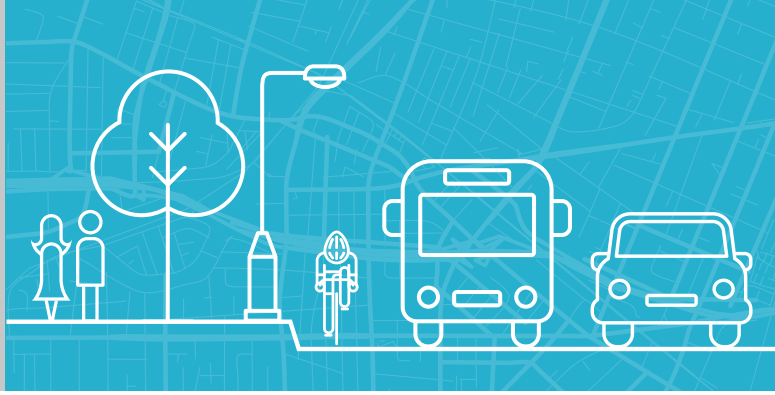
7. APPENDICES

- Appendix A. Fact Sheets
- Appendix B. Business Card
- Appendix C. CAC #1
- Appendix D. CAC #2
- Appendix E. CAC #3
- Appendix F. Public Meeting #1
- Appendix G. Public Meeting #2
- Appendix H. Pop-Ups Round #1
- Appendix I. Public Meeting #3
- Appendix J. Pop-Ups Round #2

APPENDIX A
Fact Sheets

MAIN STREET

COMPLETE STREETS



OVERVIEW

The City of El Monte is conducting the Main Street Complete Street Feasibility Study (Study) to enhance connectivity, accessibility, and safety for all users in the community.

The Study will identify key improvements that will allow all users to travel safely, connecting the community to local and regional transit services, residences, businesses, parks, and other community destinations.

Main Street (formerly Valley Mall) is a two-lane road and commercial district in the heart of El Monte's downtown area. With a length of approximately 0.5 miles, it is a popular destination for outdoor shopping and dining experiences.

Main Street features angled on-street parking, mature Jacaranda trees, and historic streetlights and furniture. The Study aims to prioritize the design of plazas on Main Street that can enhance its overall appeal while also providing safe and accessible passage for all users.

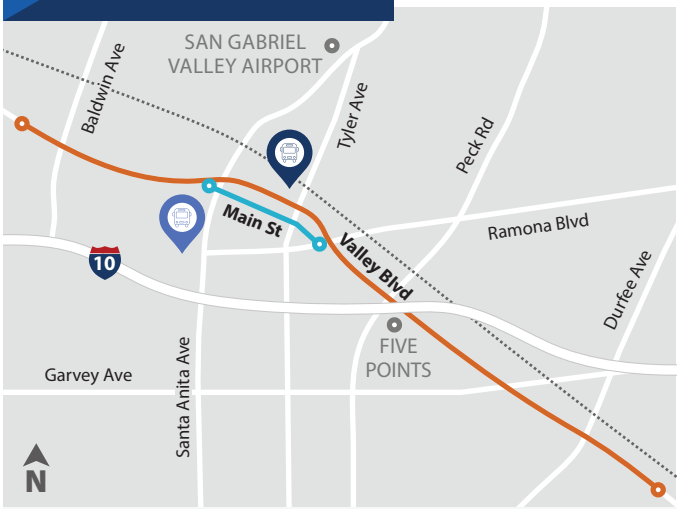
KEY COMPONENTS

- Enhance multi-modal accommodations
- Improve safety for all users
- Americans with Disabilities Act (ADA) enhancements
- Create community space
- Incorporate low-impact development
- Improve streetscape beautification and landscaping

GOALS

- Identify feasible and viable concepts that embrace the community's character and provide long-term access solutions for all users.
- Develop and identify two alternatives for Main Street.
- Alternatives will illustrate potential opportunities and benefits for each mode of travel while identifying potential impacts to right-of-way and utilities.

PROJECT AREA



STAY CONNECTED

Connect with us using any of the methods below:

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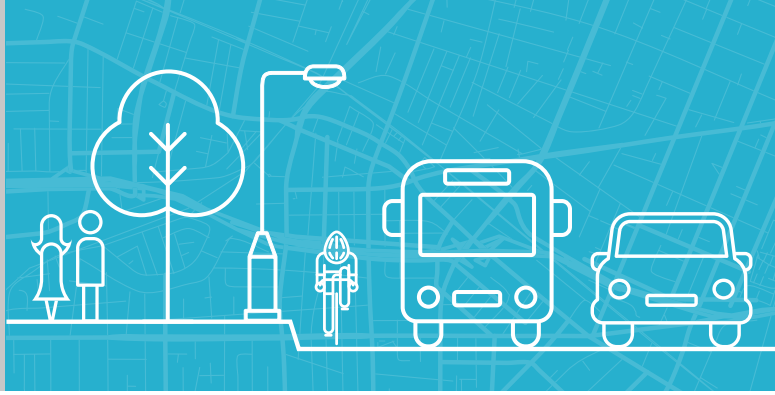
MAIN STREET

CALLES COMPLETAS



DESCRIPCIÓN GENERAL

La ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calle Completa de Main Street (el "Estudio") para mejorar la conectividad, accesibilidad y seguridad para todos los usuarios de la comunidad.

El Estudio identifica aspectos clave que permitirán a todos los usuarios viajar de manera segura, conectando a la comunidad con los servicios de transporte público locales y regionales, negocios, parques y otros destinos dentro de la comunidad.

Main Street (antes Valley Mall) es una carretera de dos carriles y un distrito comercial en el corazón del centro de El Monte. Con una longitud de aproximadamente 0.5 millas, es un destino popular para ir de compras al aire libre y de experiencias gastronómicas.

Main Street cuenta con una zona de estacionamiento en ángulo en la calle, árboles añejos de jacarandá, farolas y mobiliario urbano históricos. El objetivo del Estudio es dar prioridad al diseño de plazas en Main Street que puedan mejorar su atractivo general y, al mismo tiempo, proporcionar un paso seguro y accesible para todos los usuarios.

PRINCIPALES ASPECTOS



OBJETIVOS

- Identificar conceptos factibles y viables que respeten el carácter de la comunidad y ofrezcan soluciones de acceso a largo plazo para todos los usuarios.
- Desarrollar e identificar dos alternativas para Main Street.
- Las alternativas mostrarán las oportunidades y beneficios potenciales para cada modalidad de transporte, al tiempo que identificarán los posibles impactos sobre el derecho de paso y los servicios públicos.

ÁREA DEL PROYECTO



MANTÉNGASE CONECTADO

Comuníquese con nosotros por cualquiera de estas vías:

completestreets@elmonteca.gov

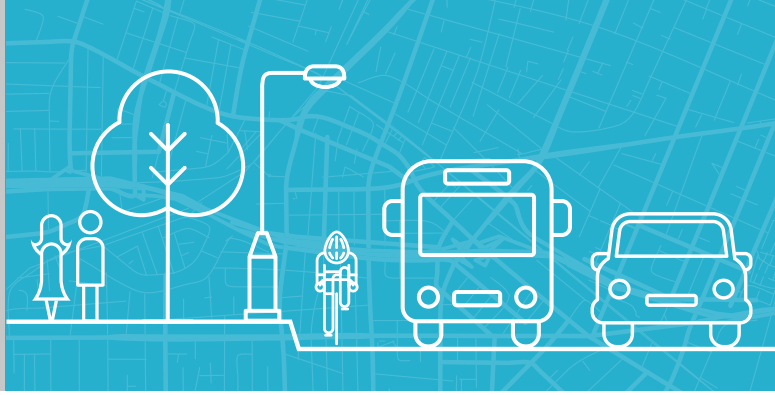
EMCompleteStreets.com

facebook.com/CityofElMonte

@MyElMonte

MAIN STREET

主街完整街道



概述

艾尔蒙特市正在进行主街完整街道可行性研究（研究），以增强社区所有用户的连通性、可达性和安全性。

这项研究将确定可让所有用户安全出行的关键改进措施，将社区与当地和区域交通服务、企业、公园和其他社区目的地连接起来。

主街（Main Street，原 Valley Mall）是一条双车道道路和商业区，位于艾尔蒙特市中心区的中心地带。它全长约 0.5 英里，是户外购物和餐饮体验的热门目的地。

主街设有倾斜的路边停车位、成熟的蓝花楹树以及历史悠久的路灯和家具。这项研究旨在优先考虑主街广场的设计，以增强其整体吸引力，同时为所有用户提供安全和无障碍的通道。

目标

- 确定具有社区特征并为所有用户提供长期通行解决方案的可行的概念。
- 开发并确定主街的两个备选方案。
- 备选方案将说明每种出行方式的潜在机会和好处，同时确定对通行权和公用事业的潜在影响。

项目区域



关键组成部分



保持联系

使用以下任何方法与我们联系：

completestreets@elmonteca.gov

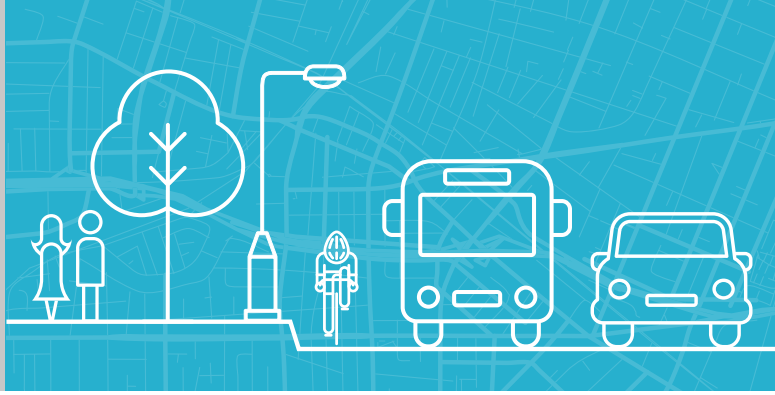
EMCompleteStreets.com

facebook.com/CityofElMonte

@MyElMonte

MAIN STREET

TOÀN BỘ ĐƯỜNG PHỐ



TỔNG QUAN

Thành phố El Monte đang tiến hành một Cuộc Nghiên cứu về Tính Khả thi (gọi là Cuộc Nghiên cứu) của Toàn bộ Đại lộ Valley để tăng cường khả năng kết nối, khả năng tiếp cận và sự an toàn cho tất cả những người sử dụng trong cộng đồng.

Cuộc Nghiên cứu sẽ nhận định những cải tiến chính yếu mà sẽ cho phép tất cả những người sử dụng đi lại an toàn, kết nối cộng đồng với các dịch vụ vận chuyển địa phương và khu vực, doanh nghiệp, công viên và các điểm đến khác của cộng đồng khác.

Đại lộ Valley là một con đường huyết mạch chính có bốn làn xe, đóng vai trò là một trong những cửa ngõ chính của Thành phố, trải dài khoảng 3,3 dặm từ ranh giới phía đông nam thành phố tại Sông San Gabriel đến ranh giới phía tây bắc thành phố gần Eaton Wash.

Đại lộ Valley hiện đóng vai trò là một liên kết tối quan trọng trong mạng lưới giao thông vận chuyển công cộng địa phương và khu vực với các điểm dừng quan trọng cho năm tuyến xe điện của Thành phố, LA Metro, Foothill Transit và Norwalk Transit, cũng như lối vào Trạm Xe điện El Monte, Ga Xe lửa El Monte (Metrolink) và Bến Xe buýt El Monte. Cuộc Nghiên cứu sẽ cải thiện Đại lộ Valley bằng cách cung cấp cho cộng đồng các tùy chọn phi động cơ ở khoảng cách ngắn và cho phép họ kết nối với liên kết với hệ thống giao thông vận chuyển khu vực.

CÁC THÀNH PHẦN CHÍNH



- **Tăng cường các tiện dụng đa phương thức**
- **Nâng cao tính an toàn cho tất cả những người sử dụng**
- **Các cải tiến do Đạo luật Người Mỹ Khuyết tật (ADA) quy định**
- **Tạo không gian cộng đồng**
- **Kết hợp việc phát triển có tác động thấp**
- **Cải thiện mỹ quan và cảnh quan đường phố**

CÁC MỤC TIÊU

- Nhận định các khái niệm khả thi và có thể thực hiện được bao trùm đặc tính của cộng đồng và cung cấp các giải pháp tiếp cận lâu dàicho tất cả các người sử dụng.
- Phát triển và nhận định bốn giải pháp thay thế cho Valley Boulevard.
- Các giải pháp thay thế sẽ minh họa các cơ hội và lợi ích tiềm năng cho từng phương thức di chuyển đồng thời xác định các tác động tiềm ẩn đối với quyền ưu tiên và các tiện ích.

KHU VỰC DỰ ÁN



GIỮ LIÊN LẠC

Kết nối với chúng tôi bằng bất kỳ phương pháp nào dưới đây:

completestreets@elmonteca.gov

EMCompleteStreets.com

facebook.com/CityofElMonte

@MyElMonte

APPENDIX B
Business Card

CITY OF EL MONTE
END OF THE SANTA FE TRAIL
INC. 1912
CALIFORNIA

VALLEY BLVD

MAIN STREET

COMPLETE STREETS



STAY CONNECTED

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APPENDIX C

Community Advisory Committee Meeting #1
Summary with Appendices



Valley Boulevard and Main Street Complete Streets Feasibility Study

Community Advisory Committee Meeting #1
Summary Report

1. Meeting Overview

As part of the planning efforts for the City of El Monte's Valley Boulevard and Main Street Complete Streets Feasibility Study, a virtual Community Advisory Committee (CAC) meeting was held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Valley Boulevard and Main Street for all users.

Two CAC meetings were held:

- **CAC #1- Valley Boulevard**
  Date: Thursday, May 11,
  Time: 1:30 – 2:30 p.m.

- **CAC #2- Main Street**
  Date: Thursday, May 11
  Time: 3:00 – 4:00 p.m.

During the meetings, the project team introduced participants to the Study and its objectives. Participants provided their input on their perception of the current conditions of the corridors, share their main concerns, and identify what complete streets components they would like to see implemented. Additionally, live Spanish interpretation was made available throughout the meeting for participants. Both meetings were recorded and made available in English and Spanish to all stakeholders invited to the CAC meetings.

2. Meeting Agenda

The following agenda items were discussed during both CAC meetings:

- Project Team Introductions
- Goals and Objectives of this Project
- Overview of Existing Conditions
- Listening Session – Breakout Rooms
- Alternatives Overview
- Q&A Segment
- Future Engagement Opportunities

To view the presentations shared during each meeting, see *Appendix A*.

3. Meeting Notification

Stakeholders part of the CAC Candidate List were invited via e-blast to the CAC meetings. Additionally, calls were made to stakeholders who had not RSVP'd to confirm their interest in attending. To view the CAC Candidate List, see *Appendix B.*

Table 1. E-Blast Notification Schedule

E-blast to CAC Candidate List	Date Sent
Initial	April 23, 2023
Reminder #1	May 3, 2023
Reminder #2	May 10, 2023
Thank you, with links to meeting recordings and presentation materials	May 15, 2023

To view the e-blasts, please reference *Appendix B*.

4. Attendee Reports

Members of the following organizations, groups and agencies were invited to be part of the CAC meetings:

- Active SGV
- Caltrans
- El Monte Business Association (DEMBA)
- El Monte Police Department Traffic Safety Bureau
- El Monte/South El Monte Chamber of Commerce
- Metrolink
- Metro
- Residents

Table 2. CAC #1 Valley Boulevard Meeting Attendees

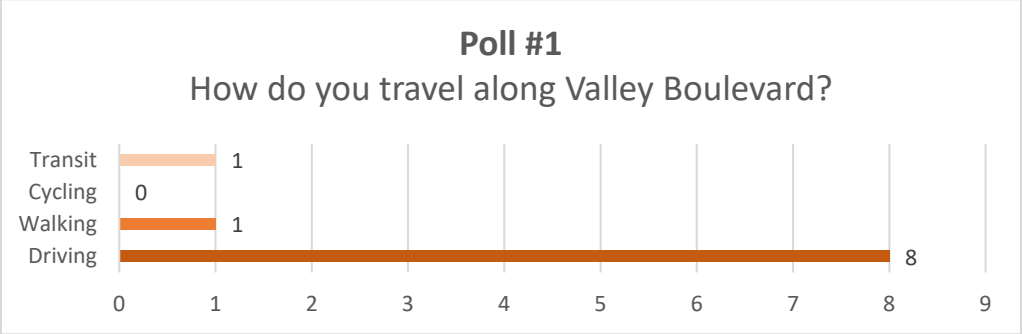
No.	Name	Organization
1	Edward Duong	Active SGV
2	Blanca Medina	DEMBA
3	Jimmie Pitts	El Monte Police Department Traffic Safety Bureau
4	Tito Corona	Metro
5	Jeanette Flores	Metrolink
6	Daniel Arellano	Resident
7	Catherine Eredia	Resident
8	Charles Hoffman	Resident
9	Cosme Jimenez	Resident
10	Richard Thomas	Resident

Table 3. CAC #1 Main Street Meeting Attendees

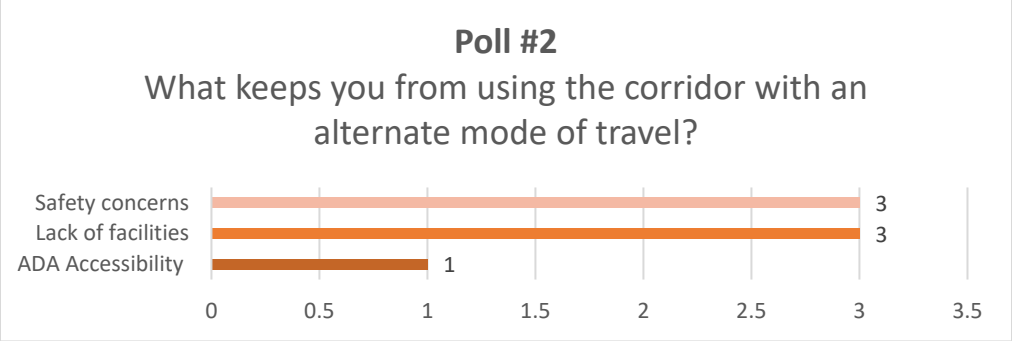
No.	Name	Organization
1	Edward Duong	Active SGV
2	Blanca Medina	DEMBA
3	Jimmie Pitts	El Monte Police Department Traffic Safety Bureau
4	Daniel Arellano	Resident
5	Catherine Eredia	Resident
6	Charles Hoffman	Resident
7	Richard Thomas	Resident
8	Cosme Jimenez	Resident

5. Meeting Poll Results

During the meeting, a series of polls were launched to understand participant's travel patterns and use of the corridor.

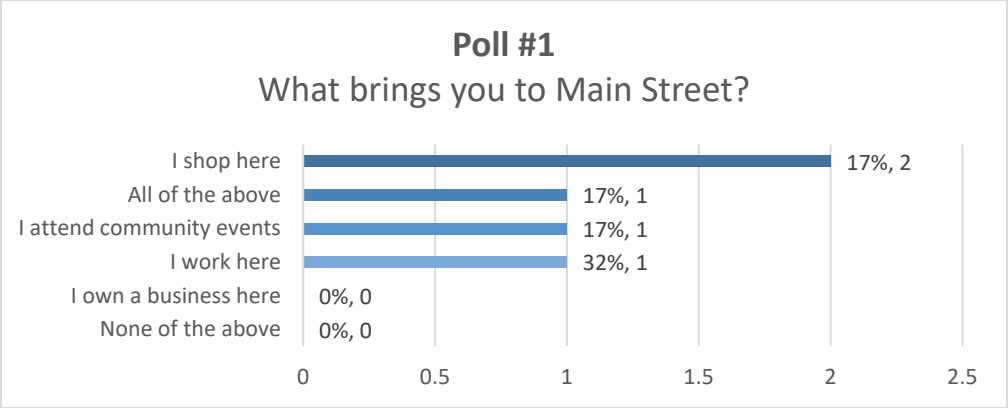


The results show that driving is the dominant mode of transportation along Valley Boulevard, while walking and transit are comparatively less popular.



The results indicate that safety concerns and a lack of facilities were chosen as the primary reason that keeps people from using Valley Boulevard.

Additionally, one participant shared in the meeting chat that physical constraints keep them from accessing the corridor except for in their car.



The results reveal individuals visiting Main Street go to shop, while the additional reasons to visit include attending community events or engaging in work-related activities.

6. Participant Input

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting. Below are key points discussed during both meetings.

See *Appendix C* for a comprehensive report of the discussion and participant input.

Table 4. CAC #1 Valley Boulevard Key Themes

Topic	Key Themes
Traffic	• Valley Boulevard is considered a significant alternative route to the I-10 freeway based on common feedback. • Traffic on Valley Boulevard can be significant, particularly during accidents, leading to congestion and high speeds.
Pedestrian/Cyclist	• Pedestrian safety is a major concern, including uncontrolled crossings and pedestrians crossing wherever they please. • The separated travel way enhances safety and reduces the risk of accidents, making it more appealing to cyclists. • More information is needed to determine if the bike pathways are being utilized to their full potential. • The buffered bike lane can improve the overall traffic flow and increase the corridor's efficiency. • The bike pathways have been around for a few years, but how many people use them is unclear. • Providing a dedicated bike lane with a buffer can reduce conflicts with pedestrians and motor vehicles. • Recommendation to conduct a study to determine how many bikes use the pathways. Without data on usage, it's difficult to determine whether the pathways are effective. • The buffer can increase the comfort level of bike riders and encourage more people to choose active transportation. • Creating a buffer on the bike lane can offer a sense of security and separation, particularly for families with young children.

Topic	Key Themes
	• Addressing driveways and intersections is also necessary to improve the overall safety and experience of the corridor. • The impact of trees on pedestrian walkways must be considered when making enhancements. • There is a specific concern regarding crossings near schools. • Improving transit accommodations will complement pedestrian enhancements and ensure safe access to transit.
Safety	• The heavy flow of vehicles and higher speeds have raised concerns about pedestrian safety. • Safe access to transit stops is essential to ensure people can use them comfortably and securely. • Visibility and safety concerns were highlighted at intersections due to buildings being set back so close.
Parking	• Concerns were raised about parking in the corridor, particularly with the introduction of high-density housing. • Most parking lots on the streets are far from businesses.
General	• Trees should not block businesses and signs for visibility. • A previous Valley Blvd study conducted 20 years ago by Metro did not appear to lead to significant improvements. • Improvements such as adding shade and bike facilities would enhance the corridor's comfort and appeal. • Improvement initiatives should focus on connecting people to places and ensure meaningful enhancements.

Table 5. CAC #1 Main Street Key Themes

Meeting	Key Themes
Pedestrian/Cyclist	• The idea of creating a bicycle throughway was suggested, potentially utilizing a bike boulevard or other treatments to enhance the bicycling experience. • Some sidewalks need repair and should be a priority for improvement.
Safety	• During the discussion of public spaces, it was noted that improvements could be made to the lighting along the corridor to increase security, particularly around parking lots. • Backing up is one of the most unsafe driving movements.
Parking	• This parking style improves visibility but experiences with it vary. • Reverse angle parking can be difficult to see, especially for drivers behind the parked car. • Offsite parking could be better utilized as an alternative to on-street parking.

Meeting	Key Themes
	• Parking is heavily utilized in the corridor, potentially by business owners, leaving fewer spaces for shoppers.
General	• Main Street has a rich history and connection to the city, featuring iconic moments and historic buildings valued by the community. • Overall, there is a desire to enhance the public spaces in the area by improving lighting, sidewalks and adding more greenery to the corridor. • Integrating more green space was suggested, and the playground was mentioned as a well-utilized space that children enjoy. • Some trees along the corridor have aged and need to be replaced, while new ones could also be added to the area.

7. Appendices

The appendices below are available for review at the end of the report.

- Appendix A. Presentations
- Appendix B. CAC Candidate List
- Appendix C. E-Blast Notifications
- Appendix D. Q&A Logs

APPENDIX A

Presentations

Interpretation / Interpretación



This meeting is transmitted in both English and Spanish. Everyone must choose a language.

Click the **Interpretation** icon in your meeting controls to enter an *English or Spanish* room.

To hear the interpreted language only, click **Mute Original Audio** (Optional).

Esta reunión se transmite tanto en inglés como en español. Todos deben elegir un idioma.

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*Para escuchar solo el idioma interpretado, haga clic en **Mute Original Audio** o **Silenciar Audio Original** (Opcional).*

1

VALLEY BLVD

COMPLETE STREETS

Community Advisory Committee Meeting #1

Thursday, May 11, 2023

2

VALLEY BLVD COMPLETE STREETS

Introductions



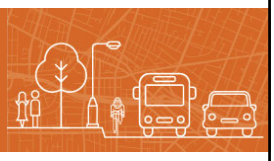
Michael Baker INTERNATIONAL

arellano associates

3

VALLEY BLVD COMPLETE STREETS

Study Overview



4

Overview

The City of El Monte is conducting the Valley Boulevard Complete Street Feasibility Study (Study) to enhance connectivity, accessibility, and safety for all users in the community.

The Study will identify key improvements that will allow all users to travel safely, connecting the community to local and regional transit services, residences, businesses, parks, and other community destinations.



5

Valley Boulevard

- Approximately 3.3 miles
- Major arterial serving as one of the City's primary gateways
- Serves as a critical link in the regional transit network





6

Study Objectives

Enhance multi-modal accommodations

Improve safety for all users

Americans with Disabilities (ADA) enhancements

Incorporate low-impact development

Improve streetscape beautification and landscaping

7

What are Complete Streets?

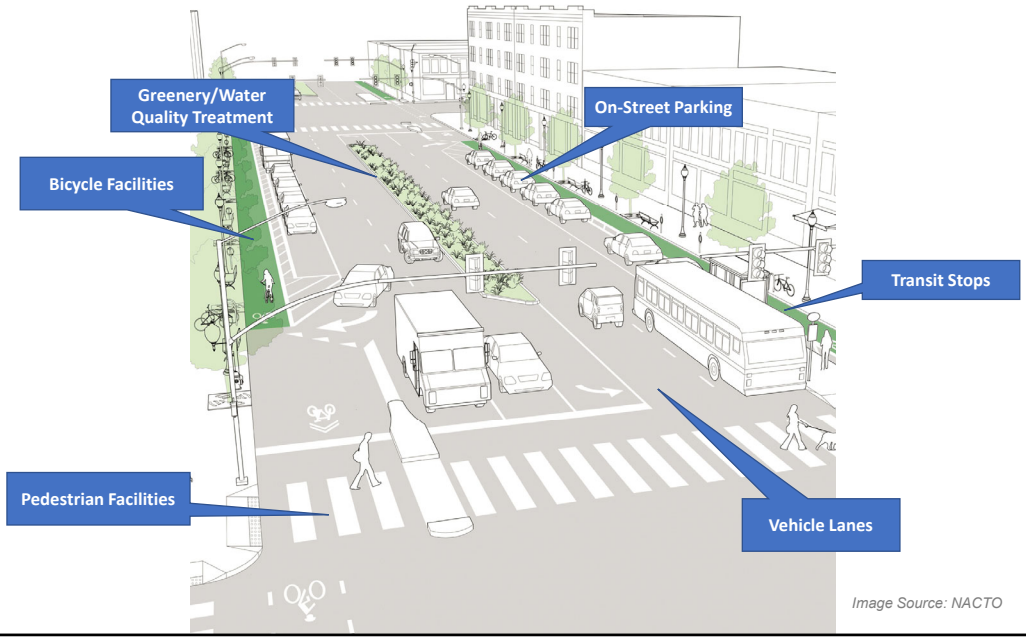


Image Source: NACTO

8

Poll #1



How do you travel along Valley Blvd?

a. Driving **b.** Walking **c.** Cycling **d.** Transit

Poll #2



What keeps you from using the corridor with an alternate mode of travel?

a. Lack of facilities **b.** Safety Concerns
c. Inconvenient **d.** Other (*please state in chat*)

VALLEY BLVD COMPLETE STREETS

Open Discussion



Open Discussion Questions



1. What is your current perception of Valley Boulevard?

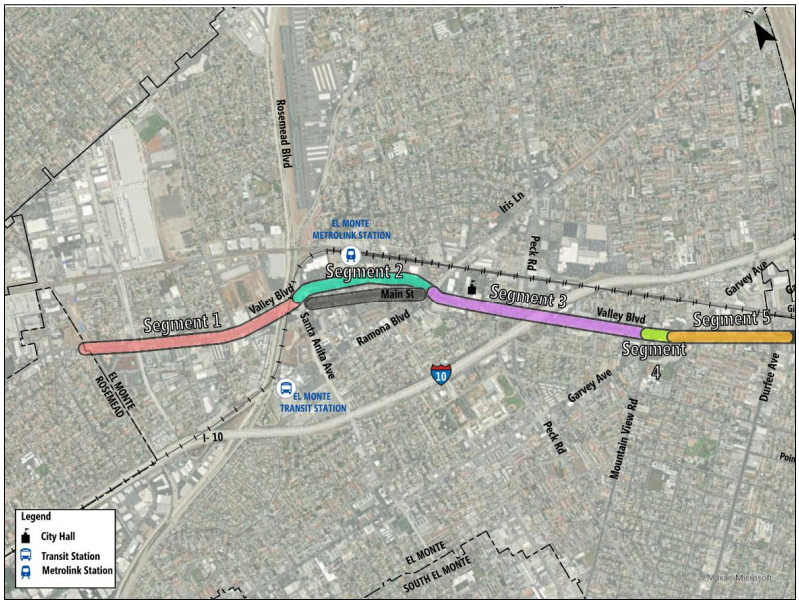
2. What concerns do you currently have about Valley Boulevard?

3. What complete street components would you like to see on Valley Boulevard?

VALLEY BLVD COMPLETE STREETS

Existing Conditions

Valley Boulevard Segment Overview



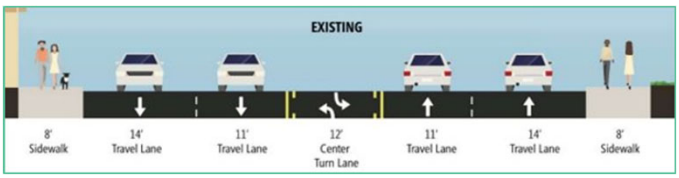
Segment 1: W. City Limits to Santa Anita Ave
Segment 2: Santa Anita Ave to Ramona Blvd
Segment 3: Ramona Blvd to Mountain View Rd
Segment 4: Mountain View Rd to Garvey Ave
Segment 5: Garvey Ave to E. City Limits

Existing Conditions

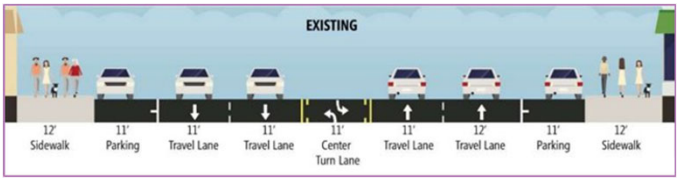
100' Width



78' Width



102' Width



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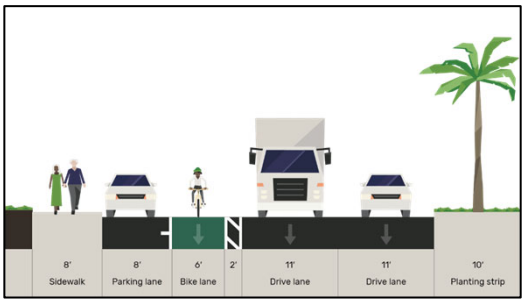
VALLEY BLVD COMPLETE STREETS

Complete Streets Elements

16

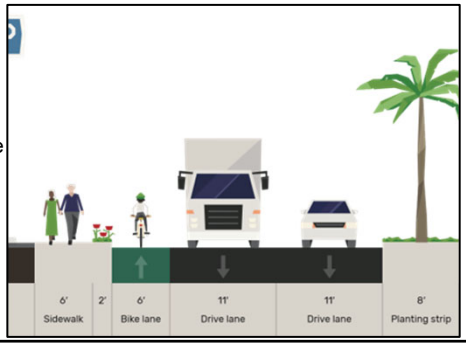
Complete Streets Elements

Parking Adjacent Bike Lane





Striped Bike Lane Without Buffer

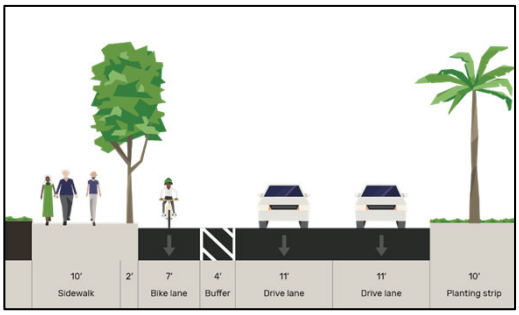


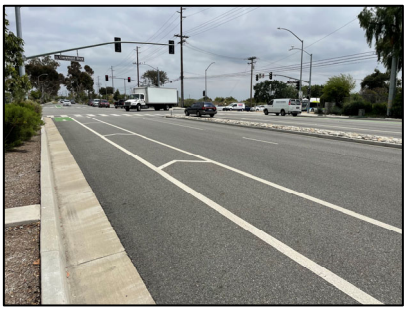


17

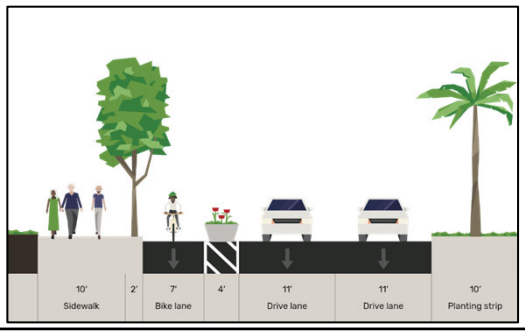
Complete Streets Elements

Bike Lane with Striped Buffer





Bike Lane with Physical Buffer





18

VALLEY BLVD COMPLETE STREETS

Questions & Answers



Future Engagement Opportunities



Upcoming Events and Meetings

Main Street Farmer's Market

Date: Thursday, June 15
Time: 5:00-9:00 p.m.

Public Meeting #1

Date: Tuesday, June 27
Time: 6:00-7:00 p.m.
Location: In-Person

Public Meeting #2

Date: Wednesday, July 12
Time: 6:00-7:00 p.m.
Location: Virtual via Zoom

CAC Meeting #2

Valley Boulevard
Date: Thursday, July 20
Time: 1:30-2:30 p.m.
Location: Virtual via Zoom

Main Street
Date: Thursday, July 20
Time: 3:00-4:00 p.m.
Location: Virtual via Zoom

Poll #3

Does the proposed date and time for the next CAC work for you?

Valley Boulevard
Date: Thursday, July 20
Time: 1:30-2:30 p.m.
Location: Virtual via Zoom

a. Yes **b.** No (*Please state preferred day and time in the chat*)

Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

completestreets@elmonteca.gov
CityofElMonte
myelmonte
MyElMonte





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1

MAIN STREET

COMPLETE STREETS

Community Advisory Committee Meeting #1

Thursday, May 11, 2023

2

MAIN STREET COMPLETE STREETS

Introductions



Michael Baker INTERNATIONAL

arellano associates

3

MAIN STREET COMPLETE STREETS

Study Overview



4

Overview

The City of El Monte is conducting the Main Street Complete Street Feasibility Study (Study) to enhance connectivity, accessibility, and safety for all users in the community.

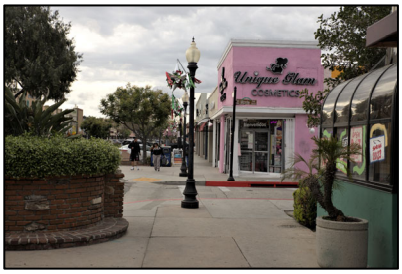
The Study will identify key improvements that will allow all users to travel safely, connecting the community to local and regional transit services, residences, businesses, parks, and other community destinations.



Main Street

- Approximately 0.5 miles
- Commercial district in the heart of El Monte's downtown area
- Popular destination for outdoor shopping and dining experiences





Study Objectives

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Improve safety for all users

Americans with Disabilities (ADA) enhancements

Incorporate low-impact development

Improve streetscape beautification and landscaping

7

What are Complete Streets?

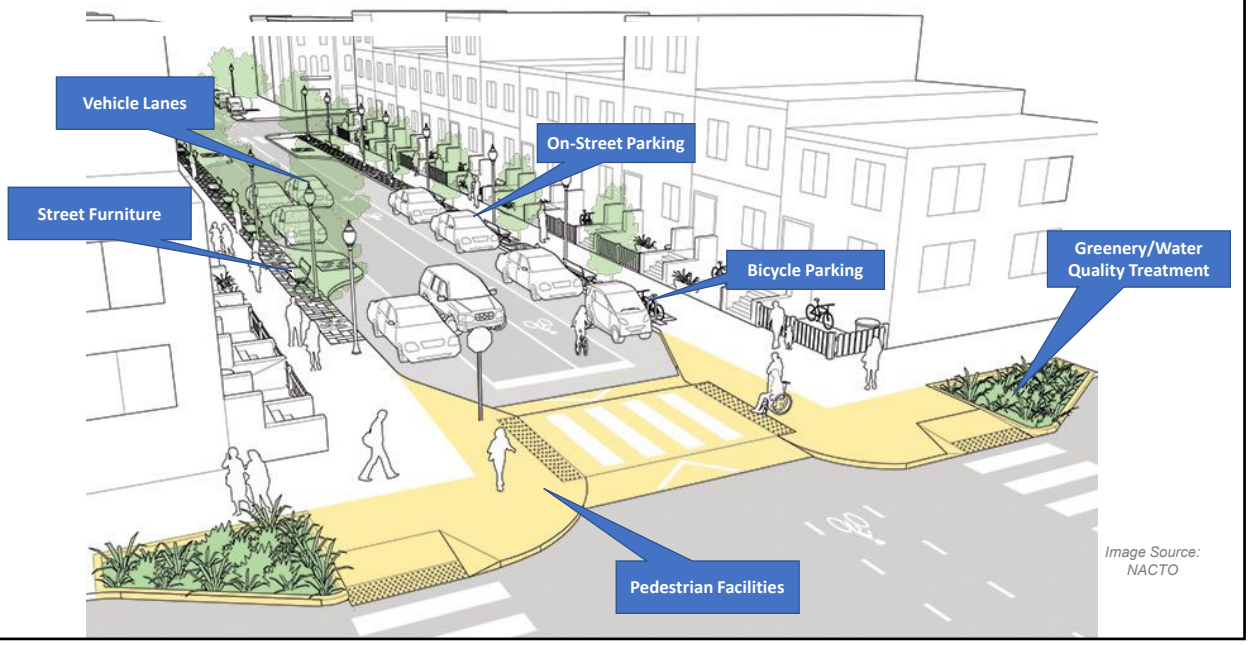


Image Source: NACTO

8

Poll #1



What brings you to Main Street?

a. I work here **b.** I shop here **c.** I attend community events

d. I own a business here **d.** All of the above **e.** None of the above

MAIN STREET COMPLETE STREETS

Open Discussion



Open Discussion Questions



1. What is your current perception of Main Street?
2. What concerns do you currently have about Main Street?
3. What complete street components would you like to see on Main Street?

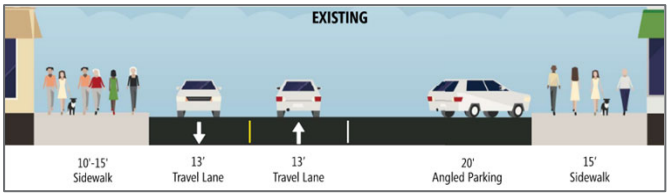
MAIN STREET COMPLETE STREETS

Existing Conditions



Existing Conditions

- Santa Anita Avenue to Ramona Boulevard
- 100' Right of Way





13

MAIN STREET
COMPLETE STREETS

Complete Streets Features

14

Complete Streets Features



Bicycle Striping



Bulbouts & High Visibility Crosswalks



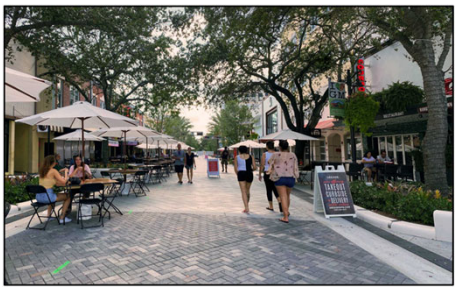
Reverse Angle Parking

15

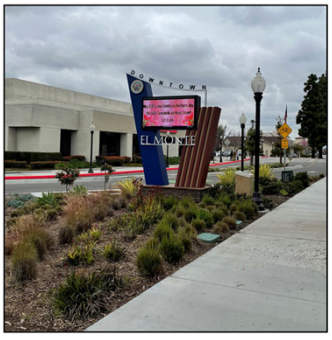
Complete Streets Features



Community Spaces



Pedestrian Paseo



Greenery

16

MAIN STREET COMPLETE STREETS

Questions & Answers



17

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Main Street
Date: Thursday, July 20
Time: 3:00-4:00 p.m.
Location: Virtual via Zoom

18

Poll #2

Does the proposed date and time for the next CAC work for you?

Main Street
Date: Thursday, July 20
Time: 3:00-4:00 p.m.
Location: Virtual via Zoom

a. Yes **b.** No (*Please state preferred day and time in the chat*)

Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

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CityofElMonte
myelmonte
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APPENDIX B

CAC Candidate List

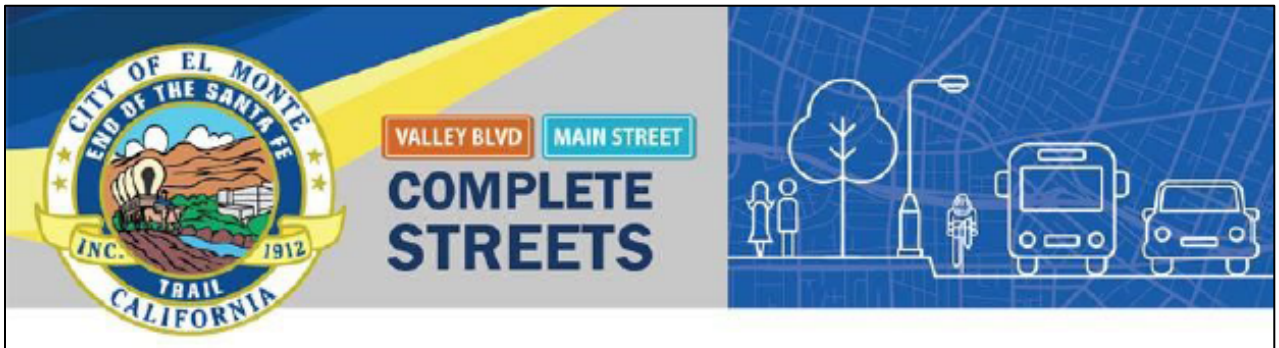
City of El Monte- Valley Boulevard & Main Street Complete Streets
CAC Candidates List

No.	Main Category	Sub Category	Organization	Salutation	First Name	Last Name
1	Agency	Transportation	Metrolink	Ms.	Sylvia	Novoa
2	Agency	Transportation	Metro	Ms.	Jennifer	Vides
3	Agency	Transportation	Caltrans	Mr.	Danny	Arellano
4	Agency	Transportation	Metro	Mr.	Tito	Corona
5	Agency	Transportation	Metrolink	Mr.	Alex	Davis
6	Agency	Transportation	Metrolink	Mr.	Jeff	Dunn
7	Businesses	Business Associations	Downtown El Monte Business Association			
8	Businesses	Chamber of Commerce	El Monte/South El Monte Chamber of Commerce	Mr.	Ken	Rausch
9	Businesses	Chamber of Commerce	El Monte/South El Monte Chamber of Commerce	Ms.	Denise	Klein
10	City	Management Team	City of El Monte	Ms.	Alma	Martinez
11	City	Management Team	City of El Monte	Mr.	Richard	Montanez
12	City	Transportation	El Monte Police Department Traffic Safety Bureau	Sergeant	Jimmie	Pitts
13	Community Organizations	Ped/Bicycle Advocacy Groups	Active SGV	Mr.	Edward	Duong
14	Community Organizations	Ped/Bicycle Advocacy Groups	Active SGV	Mr.	Jose	Jimenez
15	Resident	Resident	Resident	Mr.	Cosme	Jimenez
16	Resident	Resident	Resident	Ms.	Mary Ann	Powers
17	Resident	Resident	Resident	Mr.	Chuck	Hoffman
18	Resident	Resident	Resident	Ms.	Cathie	Eredia
19	Resident	Resident	Resident	Mr.	Richard	Thomas
20	Resident	Resident	Resident	Mr.	Andrew	Mora

APPENDIX C

E-Blast Notifications

Initial Invite



Be part of the El Monte Valley Boulevard and Main Street Complete Street Feasibility Study!

As part of ongoing planning efforts, the City of El Monte will be conducting the Valley Boulevard and Main Street Complete Street Feasibility Study that will identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users, connecting the community safely to local and regional transit services, residences, businesses, parks, and other community destinations.

The study will focus on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; American with Disabilities (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Join us for our first virtual Community Advisory Committee meetings and let us know your thoughts!

Upcoming Meetings

Please select the meetings you would like to attend below:

Community Advisory Committee Meeting #1 – Valley Boulevard
Date: Thursday, May 11
Time: 1:30 – 2:30 p.m.
Location: Virtual meeting via Zoom

RSVP HERE

Community Advisory Committee Meeting #1 – Main Street
Date: Thursday, May 11
Time: 3:00 – 4:00 p.m.
Location: Virtual meeting via Zoom

RSVP HERE

Stay Connected

For more information, please contact Laura Hernandez at lhernandez@arellanoassociates.com or call 909-314-6913.

Reminder #1



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As part of ongoing planning efforts, the City of El Monte will be conducting the Valley Boulevard and Main Street Complete Street Feasibility Study that will identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users, connecting the community safely to local and regional transit services, residences, businesses, parks, and other community destinations.

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RSVP HERE

Stay Connected

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Reminder #2



Join us for the upcoming Community Advisory Committee Meeting!

As part of the Valley Boulevard and Main Street Complete Street Feasibility Study, the City of El Monte will be hosting its first Community Advisory Committee meeting.

Join us to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users, connecting the community safely to local and regional transit services, residences, businesses, parks, and other community destinations.

The study will focus on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; American with Disabilities (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

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Location: Virtual meeting via Zoom

RSVP HERE

Stay Connected

For more information, please contact Laura Hernandez at lhernandez@arellanoassociates.com or call 909-314-6913.

Thank You E-Blast



Thank you for Participating!

The City of El Monte thanks everyone who participated in the first Community Advisory Committee meeting for the Valley Boulevard and Mai Street Complete Streets Feasibility Study (Study) held on Thursday, May 11th.

The City of El Monte is conducting this Study to enhance connectivity, accessibility, and safety for all users in the community. Your input will help identify key improvements that will allow all users to travel safely, connecting the community to local and regional transit services, residences, businesses, parks, and other community destinations.

If you were unable to attend the virtual meetings, click on the links below to access the meeting materials:

Community Advisory Committee Meeting #1 – Valley Boulevard

- Meeting Recording- English
- Meeting Recording- Spanish
- Presentation

Community Advisory Committee Meeting #1 – Main Street

- Meeting Recording- English
- Meeting Recording- Spanish
- Presentation

Upcoming Meetings

Community Advisory Committee Meeting #2 – Valley Boulevard
Date: Thursday, July 20
Time: 1:30 – 2:30 p.m.
Location: Virtual meeting via Zoom

Community Advisory Committee Meeting #2 – Main Street
Date: Thursday, July 20
Time: 3:00 – 4:00 p.m.
Location: Virtual meeting via Zoom

Does this date and time work for you? Let us know by taking the below poll.

Take Poll Here

Stay Connected

For more information, please contact Laura Hernandez at lhernandez@arellanoassociates.com or call 909-314-6913. You can also visit the project website.

APPENDIX D

Q&A Logs

Community Advisory Committee #1
Valley Boulevard

AGENDA	NAME	QUESTION/COMMENT	DIRECTED TO	RESPONSE
Poll Questions	Catherine Eredia	Unable to walk due to physical back issues	N/A	N/A
Poll Questions	Blanca Medina	Also to take in consideration that any trees not to block businesses signs, to have visibility to clients	N/A	N/A
Poll Questions	Catherine Eredia	Nothing will put me on a bike, but if I were on one, the one on the bottom with the flowers and median, that would be more pleasurable. It would be safer because two barriers protect me and my family.	N/A	N/A
Breakout Room #1	Dawn Wilson	What is your current perception of Valley Boulevard?	Edward Duong	That street connects to schools. Commute to South El Monte from El Monte always had me cross Valley Blvd. It felt like a freeway. I'm comfortable riding on the roads with or without bike lanes, but now I work in outreach for a non-profit; others think differently. If people feel unsafe, they might want to avoid using the street for bicycles and walking. Exciting to see there's a plan to bridge and connect people to El Monte. If dedicated bikeways were available, would folks riding on this corridor feel more comfortable?
Breakout Room #1	Dawn Wilson	What is your current perception of Valley Boulevard?	Daniel Arellano	There's sometimes a short width of the sidewalk. The trees are low. For driveways, sometimes cars turn suddenly into parking lots and businesses. I take the 5:58 am Metrolink to San Bernardino (my place of work), but there are no transit options at that time, including the trolley station adjacent to the Metrolink station. So on my way back, I have to walk to Valley Blvd and Ramona Blvd for the closest bus stop. That walk between the train station and Valley Blvd/Ramona Blvd intersection is a bit uncomfortable because the sidewalk has these large tree wells and the trees themselves (I'm curious to know how old they are). Still, they don't cast much shade and are cut low where one has to duck to avoid getting their hair snagged. And the number of driveways poses so many points of conflict.
Breakout Room #1	Dawn Wilson	What is your current perception of Valley Boulevard?	Jimmie Pitts	I would like to keep listening.
Breakout Room #1	Dawn Wilson	What is your current perception of Valley Boulevard?	Cosme Jimenez	We did this study about 20 years ago. Metro did this study, but it didn't go anywhere. We need many improvements.
Breakout Room #2	Marlena Perez	What is everyone's current perspective of Valley Boulevard	Catherine Eredia	I am concerned about the apartment buildings and street parking around the city hall. There are a lot of pedestrians and students traveling. There is not enough parking.
Breakout Room #2	Marlena Perez	Have you noticed people are using the crossings at Valley or are people crossing wherever they want to cross?	Catherine Eredia	People are cutting across the street not using the crosswalks
Breakout Room #2	Marlena Perez	What is everyone's current perspective of Valley Boulevard	Richard Thomas	There is a vacant property on Valley that leads to traffic issues. We should utilize the property that has been demolished to reconstruct only the right-turn lane. In addition, the visibility on Valley and Tyler could be better. Many people are crossing in the middle of the road. Look at structured media to enhance businesses.
Breakout Room #2	Catherine Eredia	The east part of Valley Boulevard crossing Garvey, the traffic traveling east is horrific.	Richard Thomas	An incident on I-10, Valley boulevard, is used as a short cut.
Breakout Room #2	Marlena Perez	What is everyone's current perspective of Valley Boulevard	Jeanette Flores	We want to increase access and use alternative transportation for a cleaner footprint. So we will be enhancing the Metrolink station.

Community Advisory Committee #1
Valley Boulevard

AGENDA	NAME	QUESTION/COMMENT	DIRECTED TO	RESPONSE
Breakout Room #2	Marlena Perez	What is everyone's current perspective of Valley Boulevard	Richard Thomas	Make Metrolink a way for the public to reach the shops.
Breakout Room #2	Marlena Perez	What is everyone's current perspective of Valley Boulevard	Tito Corona	Safety is a primary concern alongside traffic. It was taking Valley as an alternative that connects LA to the Inland Empire. Affordable housing is a need.
Q&A Segment	Edward Duong	Could the samples you're showing be applied to the street design? Which designs will be used in which areas?	Dawn Wilson	For the most part we can get the buffered bike lanes in the 100-102 foot stretches. With the tighter sections, it's harder to do that, and we might look at stripes and paint. It is possible to do this through most of the corridor.
Q&A Segment	Edward Duong	Buffer will definitely help with reducing the anxiety of reducing safety concerns.	N/A	N/A
Q&A Segment	Jimmie Pitts	Can cars park past the bike lane? Could the buffered bike lane have parking next to it?	Dawn Wilson	If there is parking, there would be a solid stripe to separate parking and the bike lane. You could flip where the parking and bike lanes are.
Q&A Segment	Jimmie Pitts	You're going to have to have infrastructure for power and water. How would you sweep the street between the buffer and the bike lane? Our current contract doesn't call for the smaller sweepers, so we'd need a new contract for the smaller sweepers.	Dawn Wilson	There are sweeping devices that can clean in between the bike lanes. Those sweepers need to turn corners, and there are considerations we have to have. Something we'd consider in the final plans to include maintenance and operations
Q&A Segment	Jimmie Pitts	Anyone would feel better riding with the buffer. However, the cost will be 100 to 150 times more than the painted stripes.	Dawn Wilson	There are other times of treatments, like delineators, which have modified curbs you'll see in parking lots. Again, lower-cost alternatives are available, and we can explore them.
Q&A Segment	Cosme Jimenez	We have a few bike lanes around the city, but I have yet to see any bikes use it. I recommend we look at that first. Bicycles need to be fixed in this city. I recommend a good study and see how many bikes are going through the current bike lanes. It costs money to build a bike lane, even to paint the lines for what?	Dawn Wilson	We have data that will show us where there are safety concerns.
Q&A Segment	Jimmie Pitts	For the crash data, it has to be exceptionally well reviewed. Crash data may show bike vs. car collision, but that doesn't mean the bike lane would have stopped the accident. Many bike and ped fatalities are caused by jaywalking or bike failing to yield for the right of way.	Dawn Wilson	We get quite a bit of data and can apply that to how pedestrians cross the street.
Q&A Segment	Edward Duong	Facilities don't make people feel safe walking or biking on Valley Blvd. Everything does take a shift, and there needs to be education. There won't be an overnight fix. It's all a process, and there has to be community-wide education about bike safety.	Dawn Wilson	Trying to find a balance between different modes, and it's easier to choose auto because there's space and the street is broad, but we want to see other options for the rest of the residents. So looking at the potential is essential too.
Q&A Segment	Richard Thomas	Consider parking pop-outs as something to take a look at. Throw that in your file.	Dawn Wilson	Noted.
Q&A Segment	Richard Thomas	Realistically it varies based on where your business concentration is at. Some will be strictly traveling, and some will be good for pop-outs. It also incorporates some pedestrian safety. Depending on where you're looking at.	N/A	N/A
Q&A Segment	Catherine Eredia	I would park in a parking lot where there's handicap parking.	N/A	N/A

Community Advisory Committee #1
Main Street

AGENDA	NAME	QUESTION/COMMENT	DIRECTED TO	RESPONSE
Breakout Room #1	Dawn Wilson	Will you be working on just Main St or will you be including parking?	Blanca Medina	Lighting and security need to be improved on Main Street, Safety is a priority within the project and we should focus on security, accessibility, and enhancing planters and seating areas. The private parking served the corridor. We will be looking at the linkages between those and the corridor but mainly focus on the roadway.
Breakout Room #1	Dawn Wilson	When you drive or walk, how would you describe your experience as you go up and down Main St?	Blanca Medina	I think it needs a little more improvement, it did good when they planted the new trees and the new planters. I think it needs better trees, better view, and new lights, it needs to change.
Breakout Room #1	Dawn Wilson	So the Corridor feels dark as you go along the roadway and you would like to see the light be better?	Blanca Medina	It is not as dark but it needs improvement
Breakout Room #1	Blanca Medina	Can I ask you about the funds? It there two different funds one for Main St and one for Valley Blvd?	Dawn Wilson	Yes, there are two separate work efforts that are going on right now for the planning level efforts.
Breakout Room #1	Blanca Medina	Do we have the amount already or is it not set yet?	Dawn Wilson	No, not at this time. What we are looking to do is to establish a concept so then the city can identify potential funding sources, once we know what types of improvement need to be made. So this project is being funded by the cities but there is a ton of grants available out there that might apply to a project like this one and we will be helping the cities to idetnify those and see if they can get assistance ti do improvement along Main and along Valley
Breakout Room #1	Blanca Medina	Enhancements in children's areas should be a priority as well. Another playground or kids' entertainment should be accessible to families shopping along Main Street. I think keeping parking on the street.	Dawn Wilson	Okay, great.
Breakout Room #1	Dawn Wilson	Thoughts on the corridor how does it feel when you travel along there?	Edward Duong	I like the fact that Main St has extended sidewalks. I don't see a lot speeding in on Main St., So that's a good thing that they don't use Main St as a cut-through as Valley. Valleys are still as fast as ever. It's still like the main street for going east and sent, and not many people will use Main St because tit is a main business area. It is a high-traffic area during various times of the day. Like trees can be improved, more trees, shade area, seating area. Opportunities of engagement, like park play, the little park foes get utilized a lot. It has old equipment. Maybe something unique, It doesn't have to be necessarily children, but some kid music, some art deco. They're starting to get artistic around the area and added high-visibility crosswalks. I hope they can create some type of bicycle thruway possibly because the regional transit is right next door, El Monte public transit is right next door, and we do see much usage. There is ample bicycle parking there that gets utilized. We also have the Metro Best program, like a bike storage locker. Sanat Anita and Romona leading north and Main St can be more accommodative for cyclists. I think that would enhance by allowing other multimodal transportation going for the bus stops to enter into El Monte and to support the pedestrians and make that like Old Town Pasadena, like an outdoor really lovely area
Breakout Room #1	Dawn Wilson	Can we have public safety standpoint? Do you have some thoughts relative to Man St and how things are along the corridor?	Jimmie Pitts	The speed limit is 15 miles an hour so beautification, that's the only area of the city which I do not disagree with the artwork for crosswalks because it's slow speed anywhere else in the city. But more trees, more beautfication. Sounds good.
Breakout Room #1	Dawn Wilson	Any input on the process there about the corridor? What does it look like? What are your feelings along there?	Dawn Wilson	Well, we've heard a few things here about what we would like to see some improved lighting and security particularly as it relates to maybe some of the parking or connections to parking enhancements to the sidewalks. Sounds like the trees while there's some trees aling there and could benefit from either updating the trees or replacing or adding some trees as receiving areas. There's a playground apparently it's very well used, which is great to hear. But I could we intergratre more activity centers it doesn't necessarily have to be a playground it can be more interactive experience, should embrace some fot hte transition that's been going on are some different activities that are happening in the city. The slow speeds are good, like you keep these that way. The parking is good. They like the parking that's on the street. It seems to be well used.
Breakout Room #1	Dawn Wilson	And then could we think about ways to intergate bicycles in here? Could it be a bicycle boulevard?	Dawn Wilson	Maybe, add some treatments where. When the bikes are intergated into the street, they're expected or you see them or signage or something along those lines indicate that this is a mixed flow area.
Breakout Room #1	Dawn Wilson	Did I miss anything or misrepresent any of the comments that we heard? Are there other ideas that we haven't really explored yet? The next section we will show some pictures like we did in the last one, to get some take on different ideas for the corridor. But, are there any other ideas?	Dawn Wilson	One of the things that we've noticied is and have started thinking a little bit about some pedestrain plazas that might connect between Valley and Main that would help people connect between where the transit station is and then the downtwon commerical area.
Breakout Room #1	Dawn Wilson	Have you seen the different areas that are along the corridor today?	Dawn Wilson	There's one in particular, it looks like a little mini park down towards the western end of the corridor.

Community Advisory Committee #1
Main Street

AGENDA	NAME	QUESTION/COMMENT	DIRECTED TO	RESPONSE
Breakout Room #1	Dawn Wilson	Do you have any particular thoughts that public space and how that's being used or different ideas for these that might make them interactive between the two roadways? Familiar with that area that I'm talking about?	Edward Duong	That's actually a meetup spot for whenever we host bike rides. Tthat's a really good open space area that could use a face lift, could be a potential park, you can have activites, music. That could be a second extension park, but this is also one of the main parts where they also have stage for the farmers market. So intergration with community programming could benefit from having something already on site.
Breakout Room #1	Dawn Wilson	How about adding more of those plazas along the corridor again, trying to connect between the two streets and creating some public space? Any thoughts about those?	Edward Duong	I see also, some residential areas actually, on like, really next to the Main St. too as well. So maybe some parklets could benefit the surround residential residents to that as well. I haven't seen any parks close by there.
Breakout Room #2	Marlena Perez	Do you feel like the current parking configiration takes up a lot of the road space?	Catherine Eredia	Well, I know that they went to diagonal to allow for more parkig, but it minimizes the amount of drive thru traffic. But you have a kitty tot playground area. We have protruding planters that stick you know without damage the current aesthetic of Main St. I don't know you'd go back to regular parking.
Breakout Room #2	Marlena Perez	Okay, and your concern is that there isn't enough parking because there are a lot of busines owners who use the park.	Catherine Eredia	And we've discussed it. We actually, the board would like to see metered parking. That would limit probably a lot of the parking issues because you'd have people that would go and park we have a lot of double parking.
Breakout Room #2	Marlena Perez	And you mentioned a little bit about some off site parking. How do you feel that is utilized? And is that really an alernative to parking on Main? Or do you feel like you mentioned there's two different parking lots, do they know that it's there and do they acess those?	Catherine Eredia	Yes, it's we have a north parking lot which is on the north side of Main St and the south parking lot on the south side. They are utlized especially when we have events.
Breakout Room #2	Marlena Perez	I'd like to give Richard and Daniel a few mintues to speak if they had anything else they wanted to add about your perception and your thoughts about Main St.	Richard Thomas	It depends, it brings a lot of people to the Valley Mall, but at the same time bringing people is actually not creating stability for the business. So generally if you need to open it up for something, it can be done or generally if you have a big event you want to lose, utilize the entire street you can close it down with a push of a button. So that was one of the options. It's been kind of kicked around at this point in time. The other challenge, not only making things nice, there have been grant proposals out there for facades for buildings, and you can't get the owners interested and we're talking about money. They don't have to pay back. We're talking about building up paperwork, talking about getting involved, and we're talking about enhancing the business as far as the aesthetics and everything else. You can't get the business owners to move that's been a huge challenge. So it's not just the street but one of the things you need to look at. If you're going to make something work, and you're going to make it successful. You got to figure out how to get the owners on board. And that has been a horrific, horrific challenge. already talked about parking. Yeah, that's a problem. I think years and years ago, we've kind of tried to change the culture of Main Street used to be very difficult with cruisers, alcohol and things like that. We managed to bring that to a halt. And people would start coming out and start shopping again. Because at that time, a lot of businesses were open very attractive. So the key number one, it's gotta be attractive. Number two, there's got to be stability for the businesses and look at the variables that you could possibly put in place that will make it work for day to day special. Events, that type of thing. Special events, like I said, well attended, but it gets people there, but they're not coming back as far as shopping at some of the businesses. So that's a challenge
Breakout Room #2	Marlena Perez	I just want to see first if Daniel has anything you'd like to add?	Daniel Arellano	I did want to echo a lot of those concerns with the parking conflicts between vehicles and pedestrians wihins the Main St, people crossing the street not only at crosswalks. A lot of conflicts between vehicles and pedestrains. And I remember hearing something about that that idea of closing it down to vehicles so that it was more pedestrian friendly, but at the same time when you walk through you kind of see all this space by it I don't know how good or how well it can be utilized you know like if we introduce more ideas like the the outdoor playground that's like that's been there since I was a kid or even before so
Breakout Room #2	Marlena Perez	I think I'm hearing some interest in like either temporarily having it be like pet or bike only and but maybe some concerns about if you made that a permanent thing. How would foot traffic remain stable over the area, especially if at that point, you know? Parking is going to change a lot with something like that. Does that sound about right?	Daniel Arellano	I think the farmers market is occuring there.
Q&A Segment	Marlena Perez	Does anyone have any thoughts or experiences with reverse angle parking	Richard Thomas	Driving in reverse is extremely dangerous, the concept is good but safety is a priority
Q&A Segment	Marlena Perez	Does anyone have any thoughts or experiences with reverse angle parking	Catherine Eredia	I would agree with Richard but stopping and reversing into the parking spot is not as safe. Main street is very narrow, some pedestrians aren't as aware of the damage that can be done to themselves or loved ones.

Community Advisory Committee #1
Main Street

AGENDA	NAME	QUESTION/COMMENT	DIRECTED TO	RESPONSE
Q&A Segment	Marlena Perez	Does anyone have any thoughts or experiences with reverse angle parking	Edward Duong	The roads are very narrow, so I feel like there would be a lot of education
Q&A Segment	Marlena Perez	Does anyone have any thoughts or experiences with reverse angle parking	Jimmie Pitts	Children will approach a parked car and can not be seen; this needs to be considered when changing traffic problems.
Q&A Segment	Marlena Perez	Does anyone have any thoughts or experiences with reverse angle parking	Blanca Medina	I have not seen many incidents with backing up; the reverse angle parking is saving spaces. It would need to be metered.
Q&A Segment	Marlena Perez	Does anyone have any thoughts or experiences with reverse angle parking	Jimmie Pitts	Parking enforcement an metered parking would require enforcement and we do not have the current work force
Q&A Segment	Richard Thomas	Just historically to let you know. There was metered parking on the Valley Mall at one time, I believe, in the mid to late seventies.They used to go down and enforce all the parking meters, but they kinda did away with that particular program at that time, and the meters went with it.	Dawn Wilson	Okay. Good. To know. Thank you.
Q&A Segment	Marlena Perez	Does anyone have any thoughts on the pedestrian paseos?	Blanca Medina	Will you create an alternative route to Main Street?
Q&A Segment	Marlena Perez	Yeah. So I don't think we wouldn't be looking to create any new corridors.	Blanca Medina	Okay, and on regard to tags. And please, it's essential on the way you guys design or take into consideration the way you create or the kind of plants that you are planning to have or planned a lot of this. Plans have, like some of you mentioned, some of the streets are very narrow, especially on Cross Street. So some of those somebody else mentioned about tiny kids and in some of those areas the plants are a little bit too high, in which but the coming trucks, the company cars are not able to see the people waiting to cross the street, so you know it's something to have in mind. The trees, too, have the trees not damaged our sidewalks. Like, I said. I've been here for 30 years, and a lot of those trees had been for some reason, and in my eyes, I think they grow, and for some reason, they break easily. And then we have the danger of having the branches fall on a car, or it's just that I've seen it a couple of times already, and I don't know if it's because they grow so high so tall, or you know it might be different. Kind trees that can be planned. And another thing is to have consideration.
Q&A Segment	Marlena Perez	Edward do you have anything to say?	Edward Doung	I have two questions. One is regarding the pedestrian I wanted to see if you guys had any plans of specific strategies that you are planning to convert into pedestrian paseos, and the second question Is regarding the bulb carve-outs. Do you guys plan to add or remove it? I think the curb bull bouts are a perfect example of having an area that's dense enough not to include speed bumps or speed humps and to be still able to control the speed.
Q&A Segment	Marlena Perez	Now it's just seeing if there are additional spaces where it makes sense and there's a good, a good place to add bulb outs that could work within this space. Regarding the first question about the that's what we want to hear from you today is, if people are open to the idea or excited by it. Is there a space within Main street that makes sense? And you know we understand the farmers, markets. There every week. So maybe getting a better idea of where you're seeing a lot of foot traffic at the farmers market, and maybe like what part of Main Street would make the most sense for something like this.	Catherine Eredia	I would like to make a statement regarding closing Main Street. It's a double edge sword. We'd really like to be able to utilize closing that off when we have events on Main Street. Dena has to pay to have public works come and close down the street, and we have to bring in. We pay the police department, we pay for whatever needs to be done to put on our events. But we also don't want to further decrease foot, not foot traffic, but any kind of traffic that would be visiting our merchants. We we don't want to lose the business that they are already used to having by limiting it when we, if we close down the the through traffic, part of that, it's just really difficult. This group of people are the hardest working people that I've ever met in my entire life. The only problem is trying to bring in different kind of businesses to bring it more accessible to other people in our community. You know we can't bring in big box doors because they just feel well. So why are we gonna bring it in tal money? Why would we took for aver to get norms in, you know, and when you go there on an off, not a weekend day? That place is dead, but when you're there on Saturday and Sunday, everybody's in norms takes you an hour to get in there. So we just need to make sure that we, we consider everything, including our merchants and the discussion on the trees. Some of those trees are really old, and I appreciate that you're looking at doing whatever you know. The out the growth of it, because we have a lot of raised concrete because of the routes that are growing out. And then when they go to fix it, they aren't fixed properly. A few years ago we had an elderly woman fall because of a raised concrete piece. So just a lot of things to experience there on Main Street. And our goal, I believe, by everybody is to just how can we make it better for our community, for our merchants and for everyone.

APPENDIX D

Community Advisory Committee Meeting #2
Summary with Appendices

VALLEY BLVD MAIN STREET
COMPLETE STREETS

Valley Boulevard and Main Street Complete Streets Feasibility Study

Community Advisory Committee Meeting #2
Summary Report

1. Meeting Overview

As part of the planning efforts for the City of El Monte's Valley Boulevard and Main Street Complete Streets Feasibility Study, a Community Advisory Committee (CAC) meeting was held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Main Street. The meeting was held in person in the morning at a local restaurant on Main Street to accommodate business owners' schedule.

The CAC meeting was held:

- **CAC #2- Main Street**
  Date: Thursday, August 31, 2023
  Time: 8:30 – 9:30 a.m.
  Location: Golden Ox Burgers- 10903 Main St, El Monte, CA 91731



During the meeting, the project team introduced participants to the Study and its objectives as well as an overview of the current conditions of the corridor. After the presentation, participants were divided into two groups to discuss the proposed concepts and provide their input, share their main concerns, and identify what complete streets components they would like to see implemented. Additionally, live Spanish interpretation was made available throughout the meeting for participants.

Meeting Agenda

The following agenda items were discussed during the CAC meeting:

- Introductions
- Study Overview and Objectives

- Main Street
- Stay Connected
- Breakout Groups

To view the presentations shared during the meeting, see *Appendix A*.

2. Meeting Notification

Business Corridor Walk

The project team visited businesses on Main Street and delivered direct invitations to the upcoming CAC meeting. Additionally, follow-up calls were made to businesses on Main Street.

See *Appendix B* for the invitation.





E-Blast Notification

Stakeholders part of the CAC Candidate List were invited via e-blast to the CAC meetings. Additionally, calls were made to stakeholders who had not RSVP'd to confirm their interest in attending.

Table 1. E-Blast Notification Schedule

E-blast to CAC Candidate List	Date Sent
Initial	August 22, 2023
Registration Confirmation	August 30, 2023
Reminder	August 30, 2023
Thank you	September 8, 2023

To view the e-blasts, please reference *Appendix C*.

3. Attendee Reports

Members of the following organizations, groups and agencies registered and/or attended the meeting. See *Appendix D* for the sign in sheets. Please note not all attendees are reflected in the sign in sheets.

Table 2. CAC #1 Main Street Meeting Attendees

No.	Name	Organization	Registered (R)/Attended (A)
1	N/A	Ameego Insurance	R
2	Monica Garcia	Botánica Xanadu	R
3	Jose Nava	David's Jeweler's	A
4	Cathie Eredia	DEMBA	A
5	Raul Moya	El Monte	R
6	Adilson Silvestre	El Valle Discount	A
7	Helen Silvestre	El Valle Discount	A
8	N/A	Golden Ox Burgers	A
9	Jasmine Vo	JJ Nails Shop	A
10	Juliana Cuevas	JJ Nails Shop/ Opportunity Financial Center	A
11	Miguel Meza	Joyeria Meza	A
12	Rosana Meza	Joyeria Meza	A
13	Jeanette Flores	Metrolink	A
14	Margarita Barajas	Paradise Events	A
15	Steven Dang	Railcar Fine Goods	A
16	Tawny Ortiz	Railcar Fine Goods	A
17	Charles Hoffman	Resident	A
18	Richard Thomas	Resident	A
19	Biridiana Perez	Suleys Beauty Boutique	A
20	Maria Perez	Suleys Beauty Boutique	A
21	Anel Pacheco	Titi’s Fabulous Shoes	A
22	Adrian Mancilla	Titi’s Fabulous Shoes	A
23	Alejandro Casillas	Business Owner (Not Identified)	A

4. Participant Input

Participants were invited to be part of breakout groups. Below are key points discussed in both groups. See *Appendix E* and *Appendix F* for Comment Cards and additional input provided through post-it notes.





Breakout Group #1- Facilitator: Alejandro Tapia

Topic	Key Theme
Current Conditions	• Main Street is considered a ghost town during non-Farmers Market days. • Alley parking and loading is difficult • Traffic from I-10 spills into Valley Blvd and Main St causing crossing issues • Concerns about current handicap parking issues, specifically accessible ADA stalls • Poor sidewalk conditions. Uneven paving along Main Street sidewalks due to tree roots
Security	• Poor lighting • Unhoused community
Closure/Pedestrian Paseo	• Not a popular option • Interest in letting restaurants do outdoor dining on sidewalks • Leaving alley access for businesses • Police patrol is needed • Close from Santa Ana to Tyler • There is a fear that new clients will miss the current stores
Parking	• The group agreed that parking is not predominantly used by customers • While they seemed open to removal of on street parking, they voiced the need for accessible ADA parking stalls to remain close to the storefronts

Topic	Key Theme
	• Their consensus on an alternative to removing parking was to add meters so there is more parking turnover
Roundabout	• Concerns about not having enough turnaround
Complete Streets Features	• Installation of speed bumps • Fix water fountain • Included covered/shaded areas for side streets, benches, and greenery • Add lights to improve street aesthetic and create a more inviting environment • Buffer shown is too close from Tyler to Santa Anita • Include bicycle parking
Other	• Provide WIFI • Implement Police Department bicycle patrol • Include public restrooms for customers • Main Street is in need of bringing in a variety of businesses to increase night life • Interest in hosting more events on Main Street such as car shows and farmers markets

Breakout Group #2- Facilitator: Marlena Perez

Topic	Key Theme
Security	• Poor lighting on Main Street and at public parking • Unhoused community • Security on power outlets • Security cameras and signage • Safety at public parking is needed
Closure/Pedestrian Paseo	• Group generally favors closure of Main Street • Temporary vendors/spaces for vendors during times that aren't at the Farmers Market in the center of existing road • Outdoor dining opportunities • Implementation of funding program to increase foot traffic on Main Street • Availability of loading areas • Clear entrance ways are needed
Parking	• Generally in favor of removing street parking • Public parking signage is needed • Lighting and enforcement are needed

Topic	Key Theme
	• Street parking is mainly used by employees
Complete Streets Features	• Reference Monrovia Old Town and Covina Old Town • More landscaping and less street furniture • Uniform color scheme for building and street aesthetic • Signal timing • Street lighting needed
Mini Park	• There is unhoused population near the proposed Mini Park location
Other	• Drastic change to street may motivate landlords to upgrade and maintain building aesthetic. Therefore, benefiting current businesses ○ Appeal to all generations of community members • Business visibility to the corridor is needed • Food trucks • Car shows and more events • Trash bins behind businesses- Implement bins that can be kept closed and maintain bin storage gates closed • Frequent street cleaning is needed

5. Appendices

The appendices below are available for review at the end of the report.

- Appendix A. Presentation
- Appendix B. Meeting Invitation
- Appendix C. E-Blast Notifications
- Appendix D. Sign-In Sheets
- Appendix E. Comment Cards
- Appendix F. Additional Comments

APPENDIX A

Presentation

MAIN STREET

COMPLETE STREETS



Community Advisory Committee Meeting #2

Thursday, August 31, 2023

Agenda

- Introductions
- Study Overview
- Main Street
- Stay Connected
- Breakout Groups





MAIN STREET
COMPLETE STREETS

Introductions



Michael Baker INTERNATIONAL

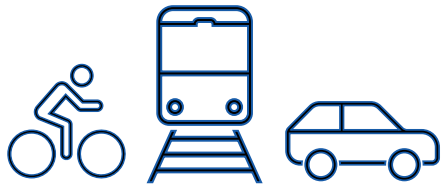
arellano associates

Study Overview

The City of El Monte is conducting the Main Street Complete Street Feasibility Study (Study) to enhance connectivity, accessibility, and safety for all users in the community.



Study Objectives



Enhance multi-modal accommodations



Improve safety for all users



Americans with Disabilities Act (ADA) enhancements

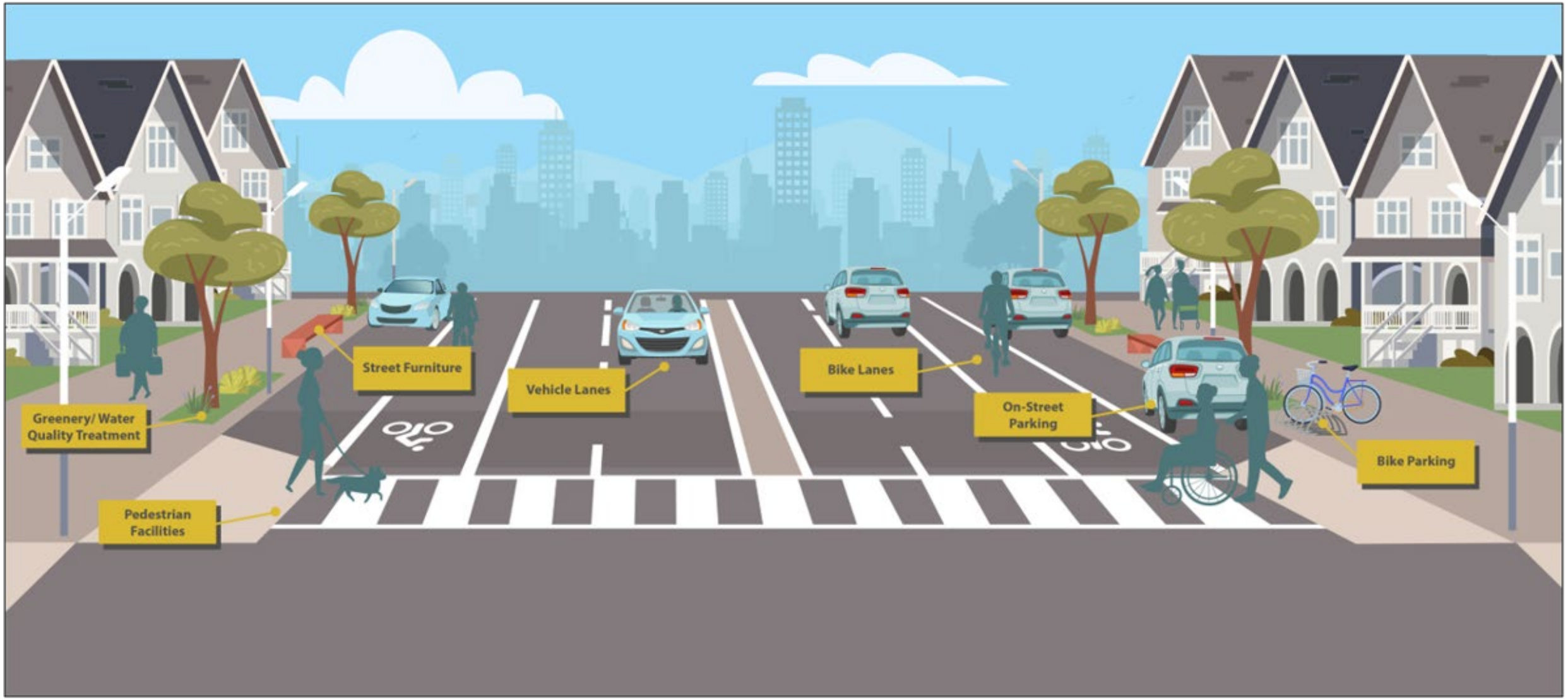


Incorporate low-impact development



Improve streetscape beautification and landscaping

What are Complete Streets?



Main Street Overview

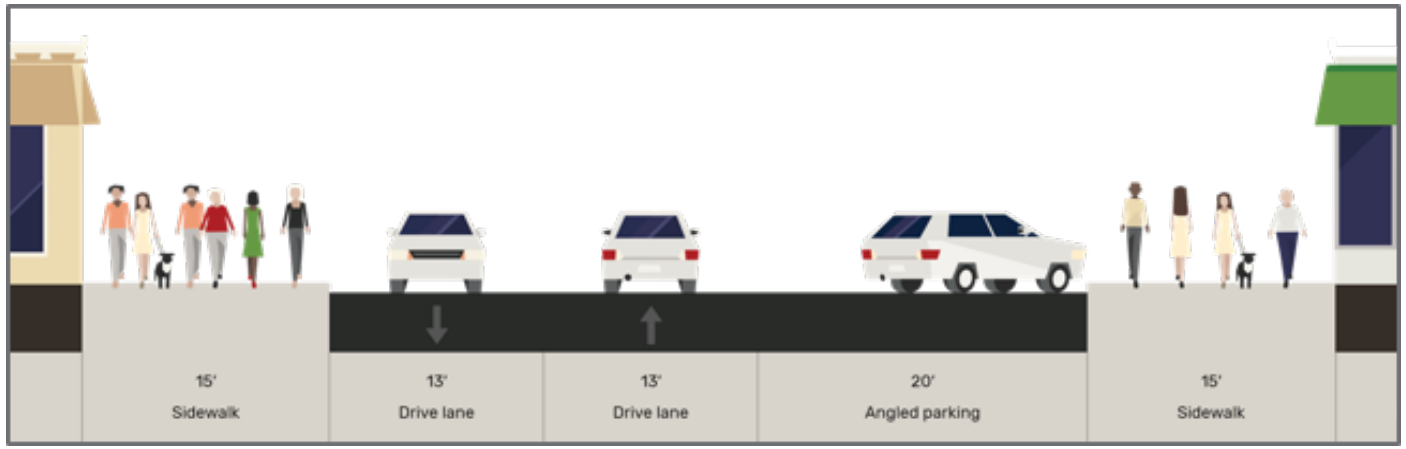
- Approximately 0.5 miles
- Commercial district in the heart of El Monte's downtown area
- Popular destination for outdoor shopping and dining experiences





Existing Conditions- Main Street







MAIN STREET
COMPLETE STREETS

Breakout Groups



Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

EMcompletestreets.com

completestreets@elmonteca.gov

CityofElMonte

myelmonte

MyElMonte

For more information, scan the QR code with your mobile phone or visit: https://linktr.ee/emcompletestreets

MAIN STREET

COMPLETE STREETS



Reunión del Comité Consultivo Comunitario #2

Jueves, 31 de Agosto de 2023

Agenda

- Introducciones
- Descripción general del estudio
- Main Street
- Manténgase conectado
- Grupos de trabajo





MAIN STREET
COMPLETE STREETS

Introducciones



Michael Baker INTERNATIONAL

arellano associates

Descripción general del estudio

La Ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street (Estudio) para mejorar la conectividad, accesibilidad y seguridad para todos los usuarios de la comunidad.



Objetivos del estudio



Mejorar el alojamiento multimodal



Mejorar la seguridad de todos los usuarios



Mejoras del acta de estadounidenses con discapacidades (ADA)

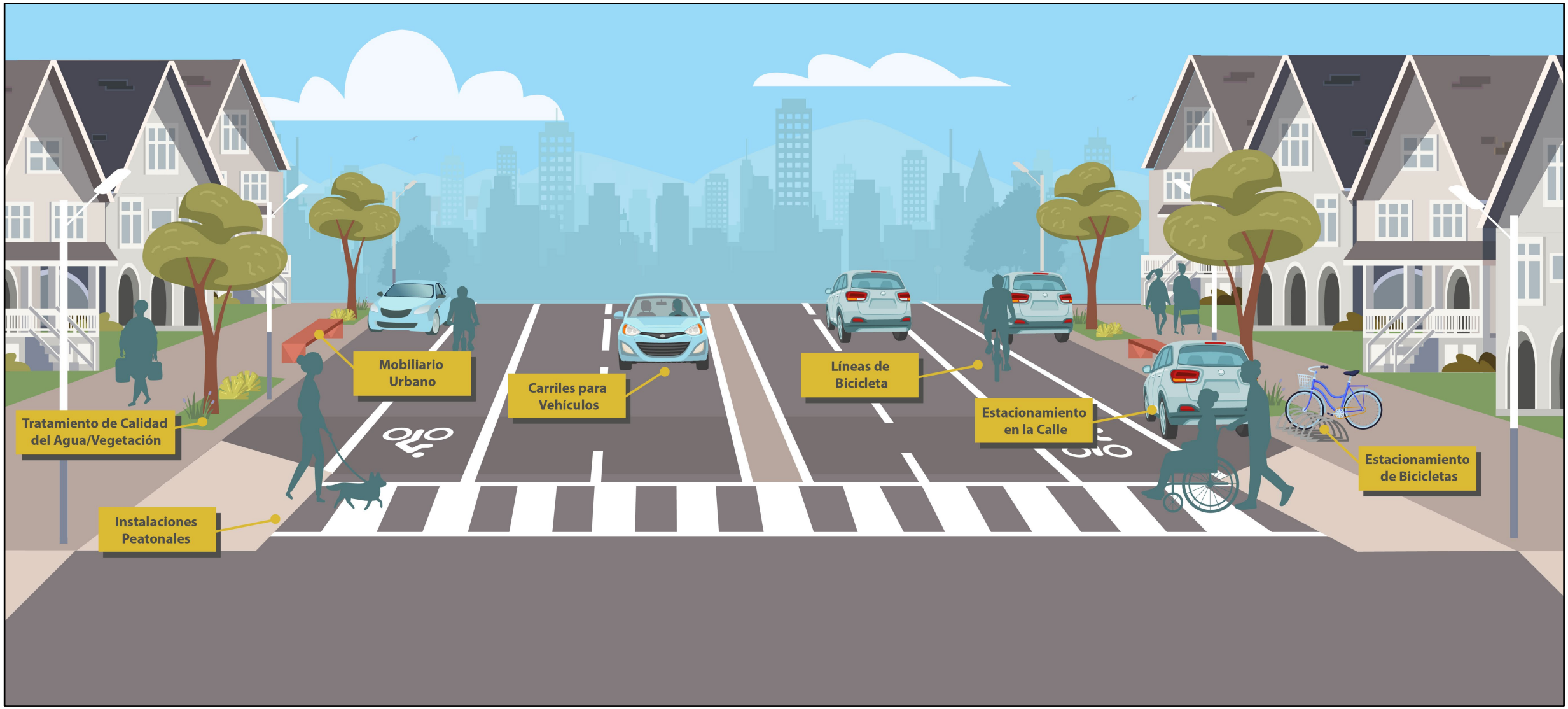


Incorporar desarrollo de bajo impacto



Mejorar el embellecimiento del paisaje urbano y el paisajismo

¿Qué hace que una calle sea "completa"?



Descripción general de Main Street

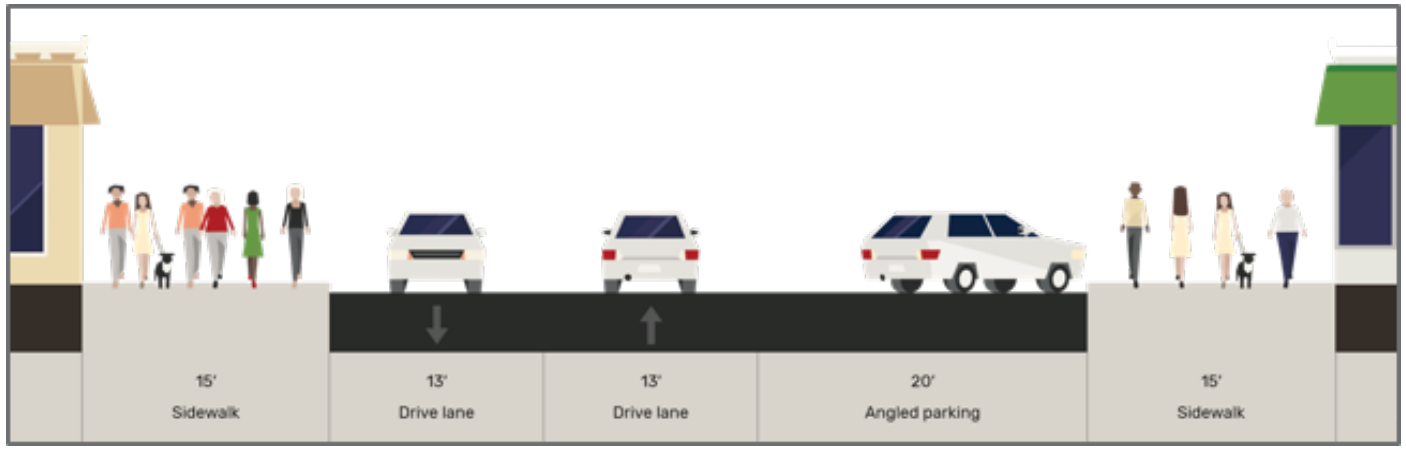
- Aproximadamente 0.5 millas
- Distrito comercial en el corazón del centro de El Monte
- Destino popular para compras al aire libre y experiencias gastronómicas





Condicion actual- Main Street







MAIN STREET
COMPLETE STREETS

Grupos de trabajo



Manténgase conectado

¡Gracias por acompañarnos hoy!

Steven Wright
Gerente de Proyectos de la Ciudad

Lee Torres
Ingeniero de la Ciudad

EMcompletestreets.com

completestreets@elmonteca.gov

CityofElMonte

myelmonte

MyElMonte

Para obtener más información, escanee el código QR con su teléfono móvil o visite: https://linktr.ee/emcompletestreets

APPENDIX B

Meeting Invitation

MAIN STREET

COMPLETE STREETS



Help us shape the future of Main Street!

JOIN US FOR BREAKFAST AND LET US KNOW HOW WE CAN IMPROVE MAIN STREET FOR ALL USERS!

Date: Thursday, August 31, 2023

Time: 8:30 – 9:30 a.m.

Location: Golden Ox Burgers
10903 Main St, El Monte
CA 91731

Scan QR code or use link below to register
tinyurl.com/MainStCAC

APPENDIX C

E-Blast Notifications

Initial E-Blast



Help us shape the future of Main Street!
¡Ayúdanos a dar forma al futuro de Main Street!

Join us for breakfast and let us know how we can improve Main Street for all users.

Acompáñenos para desayuno y dejénos saber cómo podemos mejorar Main Street para todos los usuarios.



Date/*Fecha*:
Thursday, August 31, 2023
Jueves, 31 de agosto de 2023

Time/*Hora*:
8:30-9:30 a.m.

Location/*Ubicación*:
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

Breakfast and coffee will be provided.
Se proporcionará desayuno y café.

Register Here/ Regístrese aquí

Stay Connected/ *Manténgase Conectado*

For more information on this project, visit our website: EMCompleteStreets.com. If you have any questions, please contact us at completestreets@elmonte.ca.gov.

Para obtener más información sobre este proyecto, visite nuestro sitio web: EMCompleteStreets.com. Si tiene alguna pregunta, porfavor contáctenos en completestreets@elmonte.ca.gov.

Registration Confirmation E-Blast



Thank you for registering!
¡Gracias por registrarse!

We are looking forward to hearing your thoughts on how we can improve Main Street. *Esperamos escuchar su opinion sobre cómo podemos mejorar Main Street.*

Date/*Fecha*:
Thursday, August 31, 2023
Jueves, 31 de agosto de 2023

Time/*Hora*:
8:30-9:30 a.m.

Location/*Ubicación*:
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

Breakfast and coffee will be provided.
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Para obtener más información sobre este proyecto, visite nuestro sitio web: EMCompleteStreets.com. Si tiene alguna pregunta, porfavor contáctenos en completestreets@elmonte.ca.gov.

Reminder E-Blast



Help us shape the future of Main Street!
¡Ayúdanos a dar forma al futuro de Main Street!

Join us for breakfast and let us know how we can improve Main Street for all users.

Acompáñenos para desayuno y dejénos saber cómo podemos mejorar Main Street para todos los usuarios.



Date/*Fecha*:
Thursday, August 31, 2023
Jueves, 31 de agosto de 2023

Time/*Hora*:
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Location/*Ubicación*:
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

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Register Here/ Regístrese aquí

Stay Connected/ *Manténgase Conectado*

For more information on this project, visit our website: EMCompleteStreets.com. If you have any questions, please contact us at completestreets@elmonte.ca.gov.

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Thank You E-Blast



Thank you for Participating!

The City of El Monte thanks everyone who participated in the second Community Advisory Committee meeting for the Main Street Complete Street Feasibility Study held on Thursday, August 31st.

Thank you for joining us to learn more about the project and for providing your input. As we continue this effort, your input will help us identify key improvement needs that will allow for safe travel along and across Main Street for all users.

The materials presented at the meeting are available below:

Community Advisory Committee Meeting #2 - Main Street

- Presentation
- Presentación
- Proposed Concepts
- Conceptos Propuestos





Stay Connected

For more information visit *EMCompleteStreets.com*.

APPENDIX D

Sign-In Sheets

MAIN STREET
COMPLETE STREETS

Community Advisory Committee Meeting #2 – Main Street

Thursday, August 31, 2023, 8:00 a.m. – 9:30 a.m.
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

Name Nombre	Affiliation Afiliación	Address Dirección	E-mail Correo Electrónico	Phone Number Número de Teléfono	Receive Texts? ¿Recibir mensajes?	How did you hear about this meeting?
Steven Dang		10696 Main St El Monte, CA 91731	steven@railcarfinegoods.com	6265228878	☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☑ Social Media ☐ Digital Ads ☐ Other:_____
tawny Ortiz		~~10696~~ 10636 Main St El Monte, CA 91731	tawny@railcarfinegoods.com	6265228878	☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☑ Social Media ☐ Digital Ads ☐ Other:_____
Adrian Mancilla		10820 main st El Monte CA		(626)442-8004	☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
Anel Pacheco.		10911 Main st El Monte CA		(626) 617 5351	☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
Helen Silvestre		10836 Main St El Monte CA		626-321-1585	☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____

* Only mobile phone numbers will receive text messages. ** No purchase or payment necessary to win.



Community Advisory Committee Meeting #2 – Main Street

Thursday, August 31, 2023, 8:00 a.m. – 9:30 a.m.
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

Name Nombre	Affiliation Afiliación	Address Dirección	E-mail Correo Electrónico	Phone Number Número de Teléfono	Receive Texts? ¿Recibir mensajes?	How did you hear about this meeting?
Cathy Eredia	DEMBA	11124 Walnut St. El Monte	caeredia@mac.com	626-523-3579	☒ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☒ Other:_____
Alejandro Casillas	Business Owner	10908 Main St	acmosic mauto@yahoo.com	626 327-3787	☐ Yes * ☒ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
Richard Thomas	Elmonte	11492 Killian Elmonte	rwthomas47@gmail.com	626-898-3105	☒ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
Jose Nava	Busnies owner	10925 Main st El Monte CA 9173	dluxidsjeweler@att.net	626 401-2605	☒ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☒ Other:_____
Adilson	Silvestre	10836 Main St	———	(626) 444-8200	☐ Yes * ☒ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____

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MAIN STREET
COMPLETE STREETS

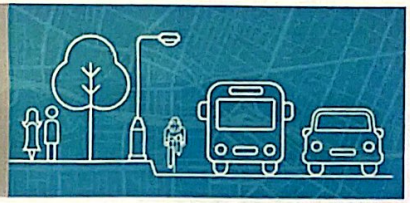
Community Advisory Committee Meeting #2 – Main Street

Thursday, August 31, 2023, 8:00 a.m. – 9:30 a.m.
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

Name Nombre	Affiliation Afiliación	Address Dirección	E-mail Correo Electrónico	Phone Number Número de Teléfono	Receive Texts? ¿Recibir mensajes?	How did you hear about this meeting?
Juliana Cuevas	Unails Opportunity financial Center	10923 Main St	CuevasJWFg@gmail.com	(323) 7470881	☒ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☒ Other:_____
Hoffman					☐ Yes * ☒ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
Margarita Barajas	Paradise Events	10835 Main St.	Paradise_Bridal_Creations@Hotmail.com	626/455-0540	☒ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
					☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
					☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____

* Only mobile phone numbers will receive text messages. ** No purchase or payment necessary to win.

MAIN STREET
COMPLETE STREETS



Community Advisory Committee Meeting #2 – Main Street

Thursday, August 31, 2023, 8:00 a.m. – 9:30 a.m.
Golden Ox Burgers
10903 Main St, El Monte, CA 91731

Name Nombre	Affiliation Afiliación	Address Dirección	E-mail Correo Electrónico	Phone Number Número de Teléfono	Receive Texts? ¿Recibir mensajes?	How did you hear about this meeting?
Jasmine Vo	JJ Nails	10923 Main Street El Monte CA 91731	lannhung_vn@ yahoo.com	6262027922	☑ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
					☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
					☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
					☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____
					☐ Yes * ☐ No	☐ Eblast ☐ Newspaper ☐ Social Media ☐ Digital Ads ☐ Other:_____

* Only mobile phone numbers will receive text messages. ** No purchase or payment necessary to win.

APPENDIX E

Comment Cards

VALLEY BLVD MAIN STREET

COMPLETE STREETS



Comment Card/*Tarjeta de Comentarios*

Name/*Nombre*: Golden Ox Burgers

Affiliation/*Afiliación*:

Address/*Domicilio*: 10903 Main St El Monte CA 91731

Phone/*Número de Teléfono*: (626) 443 0039

Email/Correo Electrónico: GoldenOxvalley@outlook.com

Thank you for your interest. We welcome your comments. / *Gracias por su interés. Sus comentarios son bien recibidos.*

Baños Publicos

VALLEY BLVD MAIN STREET

COMPLETE STREETS



Comment Card/*Tarjeta de Comentarios*

Name/*Nombre*: Golden Ox Burgers

Affiliation/*Afiliación*:

Address/*Domicilio*: 10903 Main St El Monte CA 91731

Phone/*Número de Teléfono*: (626) 443 0039

Email/Correo Electrónico: goldenoxvalley@outlook.com

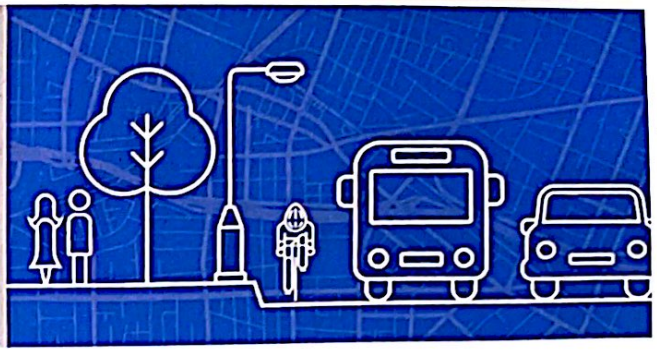
Thank you for your interest. We welcome your comments. / *Gracias por su interés. Sus comentarios son bien recibidos.*

Fuente enfrente de Golden Ox

Parking designado a clientes

VALLEY BLVD | MAIN STREET

COMPLETE STREETS



Comment Card/*Tarjeta de Comentarios*

Name/*Nombre*: Helen Silvestre

Affiliation/*Afiliación*: El Valle District

Address/*Domicilio*:

Phone/*Número de Teléfono*:

Email/Correo Electrónico:

Thank you for your interest. We welcome your comments. / *Gracias por su interés. Sus comentarios son bien recibidos.*

Public Restroom - There is no clusehy and no customers know where to go for public restroom.

VALLEY BLVD | MAIN STREET

COMPLETE STREETS



Comment Card/*Tarjeta de Comentarios*

Name/*Nombre*: Cathie Eredia

Affiliation/*Afiliación*: DEMBA

Address/*Domicilio*: 11124 Walnut St. EM 91731

Phone/*Número de Teléfono*: 626-523-3579

Email/Correo Electrónico: caeredia@mac.com

Thank you for your interest. We welcome your comments. / *Gracias por su interés. Sus comentarios son bien recibidos.*

ADA Parking

Bicycle Parking

Trees & lights

EMPD Bike Patrol

closing street-temp. - open for events

Public - for fee Restroom - similar to San Francisco

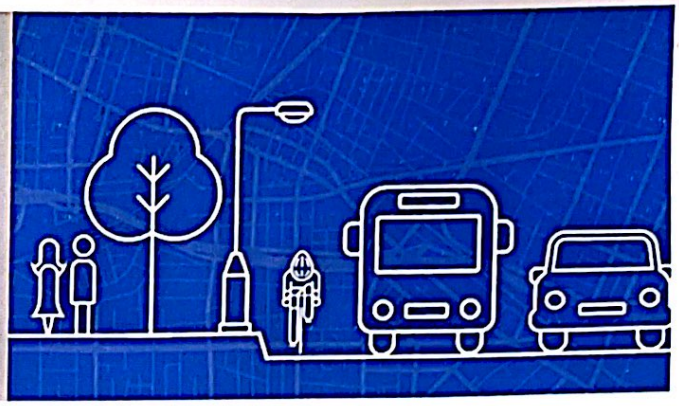
Green area, seating, tables (more homeless watch)

EMPD Sub-station / Paid Parking infront of Business

CITY OF EL MONTE
END OF THE SANTA FE
INC. 1912
TRAIL
CALIFORNIA

VALLEY BLVD | MAIN STREET

COMPLETE STREETS



Comment Card/*Tarjeta de Comentarios*

Name/*Nombre*: Adilson Silvestre

Affiliation/*Afiliación*: El Valle Discount

Address/*Domicilio*:

Phone/*Número de Teléfono*:

Email/Correo Electrónico:

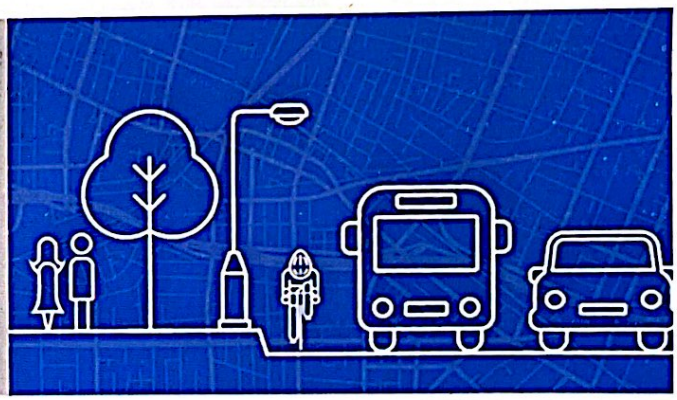
Thank you for your interest. We welcome your comments. / *Gracias por su interés. Sus comentarios son bien recibidos.*

How can the law enforcement enforce the security of the business ~~[illegible]~~ owner? If robbery should occur, how can they go around to catch the robber(s) if the street is closed.

CITY OF EL MONTE
END OF THE SANTA FE
INC. 1912
TRAIL
CALIFORNIA

VALLEY BLVD | MAIN STREET

COMPLETE STREETS



Comment Card/*Tarjeta de Comentarios*

Name/*Nombre*: Mezais Jewlery

Affiliation/*Afiliación*:

Address/*Domicilio*: 10909 Main St El Monte CA

Phone/*Número de Teléfono*: (626) 242-0393

Email/Correo Electrónico: miguelitomeza1967@gmail.com

Thank you for your interest. We welcome your comments. / *Gracias por su interés. Sus comentarios son bien recibidos.*

- Close the streets
- Put more lighting
- let the restaurants ~~[illegible]~~ bring tables and chairs
- Close the alleys so we can low and unlow
- Renovar las Fachadas De las tiendas
- Bring more police if yo guys Close the Street

APPENDIX F

Additional Comments

- Covered areas for side streets
- wifi area
- shade

- better to close from Tyler to Santa Anita

- Handicap parking issues

- fix water fountain

- ~~Bicycle~~ parking
- ~~public~~ restroom for customers
- un-even paving

- Traffic from I-10 spills into Valley El Monte crossing issues

- Speed bump
- alley parking/loading is hard

Security-
No police patrol if close Main Street

- Ghost town during non farmers market day

- night time lighting along side street

10835 Main
Areas de Carga y descarga
Areas de Incapacitado
Preferible Segunda opcion
Mi negosio es de Porty Rental
Y Nesecito Cargar y Descargar Todo el Dia

- Dark & Bereles
- Homeless issues

- Bicycle patrol
- sub station

2ª OPCION GLORIETA
AREAS INCAPACITADO
AREAS DESCARGA
ARCOS
LUCES LUMINOSAS
MAS POLICIA
10835 MAIN

- alley access management for businesses if Main closed

Close the street

~~STREET~~ ✓Permit issues
- Dejar a los restaurants ~~EEE~~ Sacar Mesas
- Poner luces en la calle
- hacerlo mas atractivo

- events + carshows
- benefit of whole street, not just core
- security on power outlets

- more secure parking there
- keeping parking safe.
- lighting in parking lots.

- Monrovia Old Town
- Covina Old Town
- Street lighting across...
- like Opt. 2

- drastic change for street, owners need that push
- constr. needs to be fast
- color scheme feel, older

- employees use parking.
- lighting + enforcement for parking

- money for outdoor dining
- program for funding foot traffic.
- City leading grant to do business
- indiv business upgrades

- Trash bins that can be closed...
- homeless near mini park.
- close gates.
- signal timing

- Color scheme to be good looking
- like idea of removing parking
- concerns during day
- farmers market @ 3pm

- business visibility to the corridor
- public parking signage.
- security cameras. monitoring

- enforcement.
- like idea of promenade.
- dry rehabilitation building

- more landscaping less street furniture.
- security.
- less inviting for homeless

- Concerns w/ homelessness.
- Temporary vendor in the center
- spaces for businesses
- food truck events

APPENDIX E

Community Advisory Committee Meeting #3
Summary with Appendices

VALLEY BLVD MAIN STREET

COMPLETE STREETS

Valley Boulevard and Main Street Complete Streets Feasibility Study

Community Advisory Committee Meeting #3
Summary Report

1. Meeting Overview

As part of the planning efforts for the City of El Monte's Valley Boulevard and Main Street Complete Streets Feasibility Study, Community Advisory Committee (CAC) meetings for Valley Boulevard and Main Street were held to discuss the proposed concepts.

Two CAC meetings were held:

- **CAC #3- Valley Boulevard**
  Date: Wednesday, November 29
  Time: 1:30 – 2:30 p.m.
  Location: Virtual Via Zoom

- **CAC #3- Main Street**
  Date: Thursday, November 30
  Time: 8:00 – 9:30 a.m.
  Location: Main Street

Live Spanish interpretation was made available throughout the meeting for participants.





2. Meeting Agenda

The following agenda items were discussed during both CAC meetings:

- Project Team Introductions
- Goals and Objectives of this Project
- Overview of Existing Conditions
- Listening Session – Breakout Rooms
- Alternatives Overview
- Q&A Segment
- Future Engagement Opportunities

To view the presentations shared during each meeting, see *Appendix A*.

3. Meeting Notification

Stakeholders part of the CAC Candidate List were invited via e-blast to the CAC meetings. Additionally, calls were made to stakeholders who had not RSVP'd to confirm their interest in attending.

Table 1. E-Blast Notification Schedule

E-blast to CAC Candidate List	Date Sent
Initial	11/16/2023
Reminder #1	11/28/23
Reminder #2	11/29/23

To view the e-blasts, please reference *Appendix B*.

4. Attendee Reports

Members of the following organizations, groups and agencies were invited to be part of the CAC meetings:

- Active SGV
- El Monte Business Association (DEMBA)
- Residents

Table 2. CAC #3 Valley Boulevard Meeting Attendees

No.	Name	Organization
1	David Diaz	Active SGV

Table 3. CAC #3 Main Street Meeting Attendees

No.	Name	Organization
1	Blanca Gonzalez	DEMBA
2	Blanca Medina	DEMBA
3	Charles Hoffman	DEMBA

No.	Name	Organization
4	Adrian	Titi's Shoes
5	Ariel	Titi's Shoes

5. Participant Input

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting. Below are key points discussed during both meetings.

Table 3. CAC #3 Valley Blvd Key Themes

Meeting	Key Themes
Bike lanes	• Inquiry about the possibility of longer and taller buffers for enhanced safety. • Suggestion to implement vertical protection on Valley Street due to its high speed. • Emphasis on finding ways to make the area more vibrant for a significant improvement.
Raised bus stops	• During the discussion of public spaces, it was noted that improvements could be made to the lighting along the corridor to increase security, particularly around parking lots. • Backing up is one of the most unsafe driving movements.
Mini Park	• Inquiry about the popularity of the two presented designs and their reception. • Proposal to highlight features of the mini-park for increased visibility and attraction. • Positive response to Main Street changes, such as temporary closures for events, pedestrian-friendly initiatives, and increased urban canopy

Table 4. CAC #3 Main Blvd Key Themes

Topic	Key Themes
Traffic Flow Adjustments	• Proposal to reduce two lanes to one lane on Main Street (Tyler). • Noted increase in traffic and discussed the Valley Blvd cutoff.
Roundabouts	• Mixed opinions on roundabouts, with some expressing dislike. • Concerns raised about drivers ignoring yield.
Project Timing and Additional Signage	• Discussion on the timing of the project. • Proposal for additional Pod signs with flashing lights to demonstrate the roundabout at Mountain View, Elliot/Meeker.
Pedestrian Safety and Traffic Concerns	• Concerns about drivers ignoring yield, emphasizing the need for better traffic control. • Acknowledgment that pedestrians will have to walk more but need protection.
Roundabout Design and Features	• Detailed discussion on the flow of roundabouts. • Consideration for widening sidewalks, creating interactive spaces, and marking pathways (Blue=Sidewalk).

Topic	Key Themes
	• Street narrowing and its impact on the Farmers Market..
Corridor Entry Points and Signage	• Exploration of entry points along the corridor. • Consideration of signage placement on roundabouts.
Landscaping and Mini Park Options	• Proposal for landscaping on the roundabout at Tyler & Main, focusing on low-level features. • Consideration of a mini-park as an option.
Traffic Concerns	• Specific concerns expressed about traffic, especially in relation to Option 1.

6. Appendices

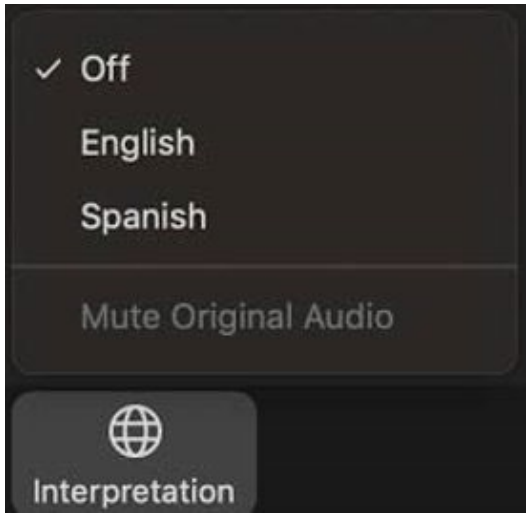
The appendices below are available for review at the end of the report.

- Appendix A. Presentations- Valley Blvd
- Appendix B. Roll Plot- Main St
- Appendix C. E-Blast Notifications

Appendix A

Presentations- Valley Blvd

Interpretation / Interpretación



This meeting is transmitted in both English and Spanish. Everyone must choose a language.

Click the **Interpretation** icon in your meeting controls to enter an *English or Spanish* room.

To hear the interpreted language only, click **Mute Original Audio** (Optional).

Esta reunión se transmite tanto en inglés como en español. Todos deben elegir un idioma.

*Haga clic en el icono de **Interpretación** en los controles de su reunión para ingresar a una sala en inglés o español.*

*Para escuchar solo el idioma interpretado, haga clic en **Mute Original Audio** o **Silenciar Audio Original** (Opcional).*

VALLEY BLVD

COMPLETE STREETS



Community Advisory Committee Meeting #3

Wednesday, November 29, 2023

Valley Boulevard Study Overview



Study Objectives

- Enhance multi-modal accommodations
- Improve safety for all users
- ADA improvements
- Incorporate low impact development
- Improve streetscape beautification and landscaping

Poll #1

Which study objectives are a priority for you?

a. Enhance multi-modal accommodations
b. Improve safety for all users
c. Americans with Disabilities Act (ADA) improvements
d. Incorporate low-impact development
e. Improve streetscape beautification and landscaping

To participate:

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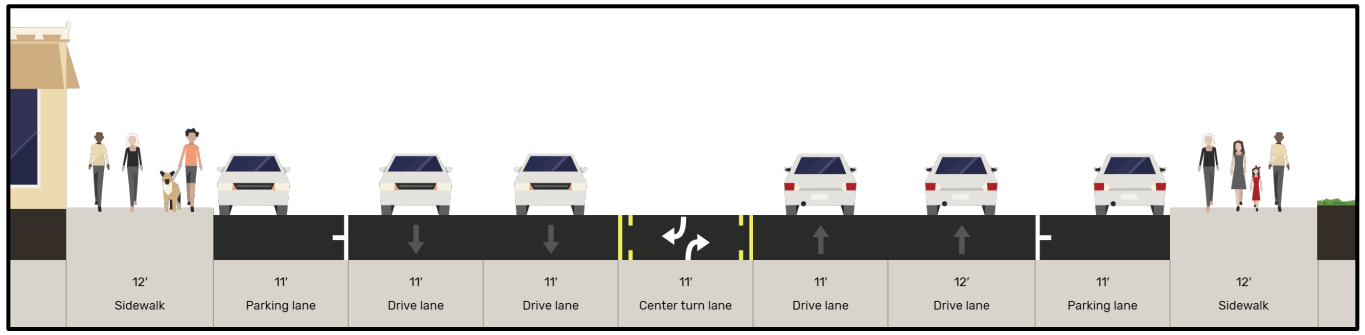
Existing Conditions- Valley Boulevard

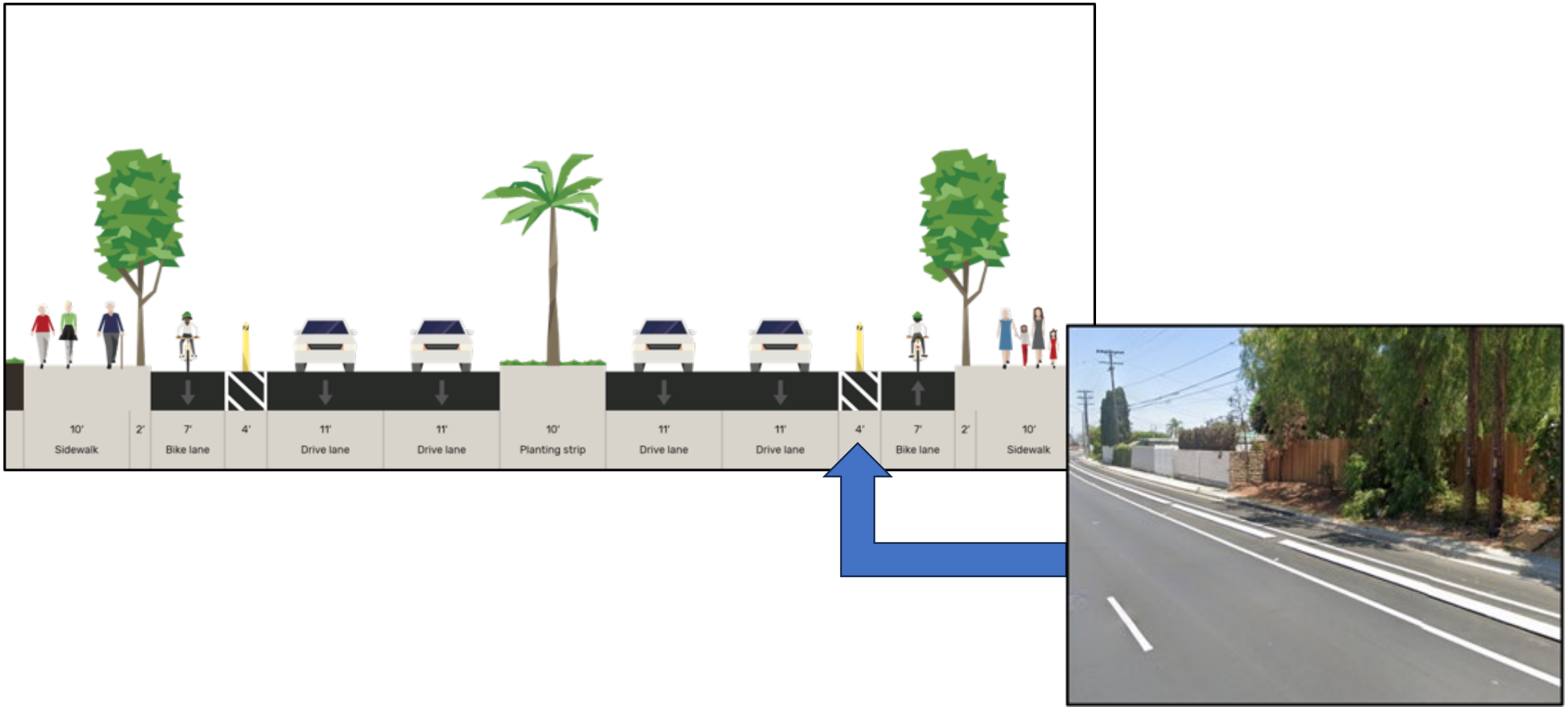
102' Width



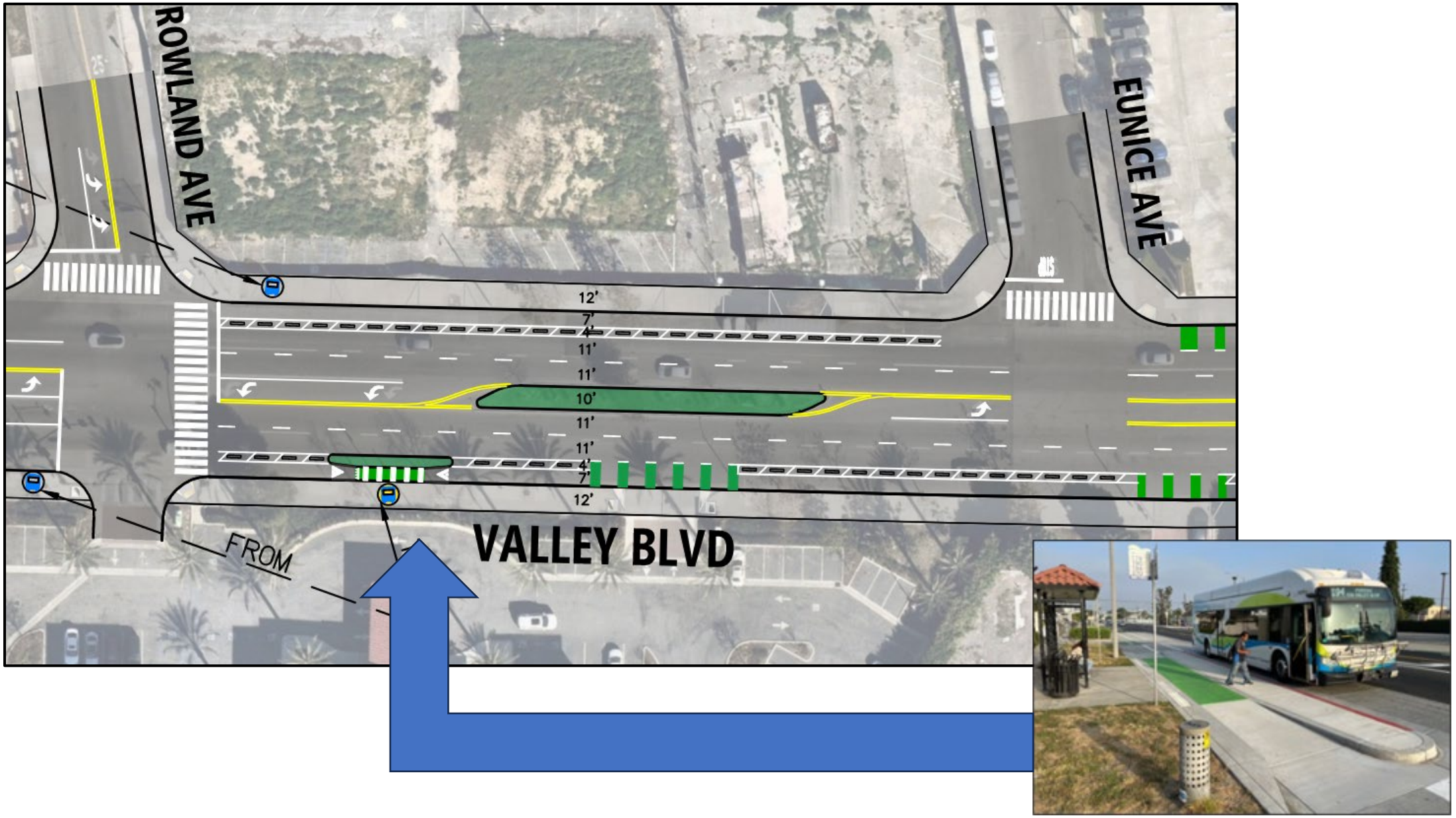


Proposed Concept – Parking Removed

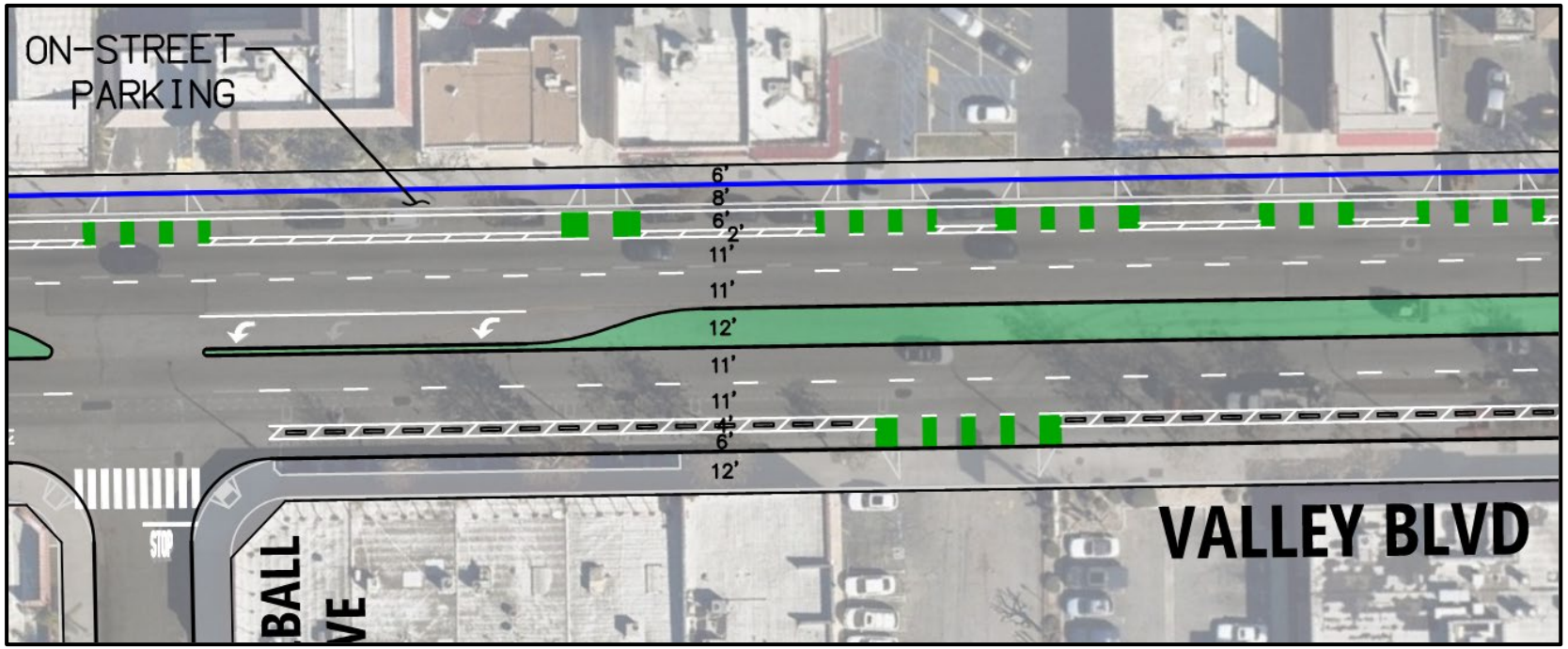
Cross Section



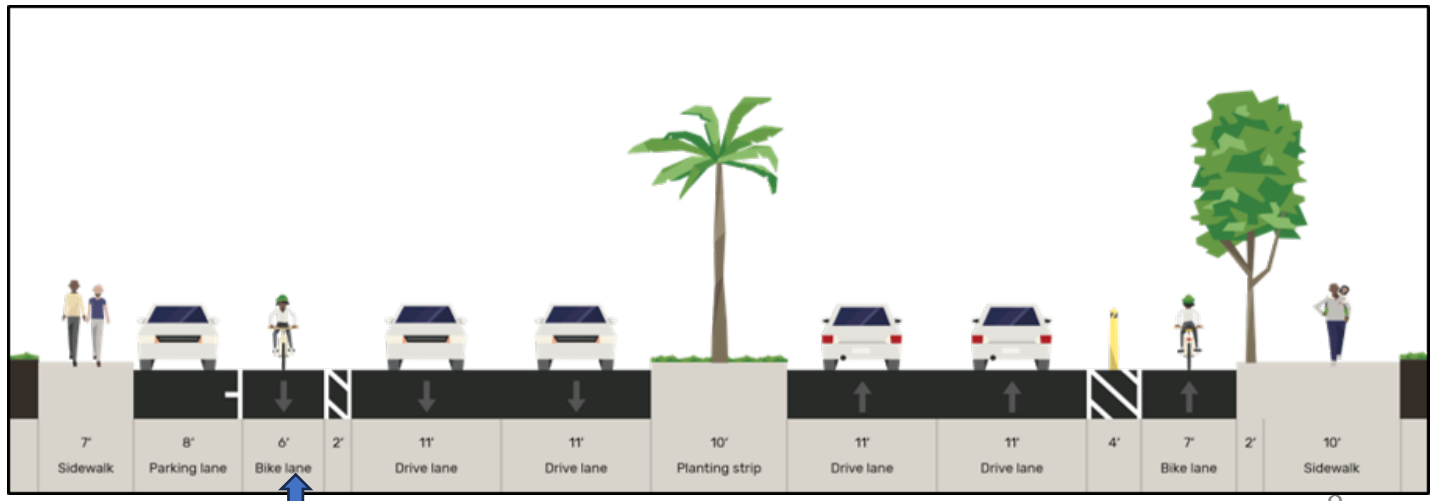
Proposed Concept – Class IV Bike Facility and Bus Islands



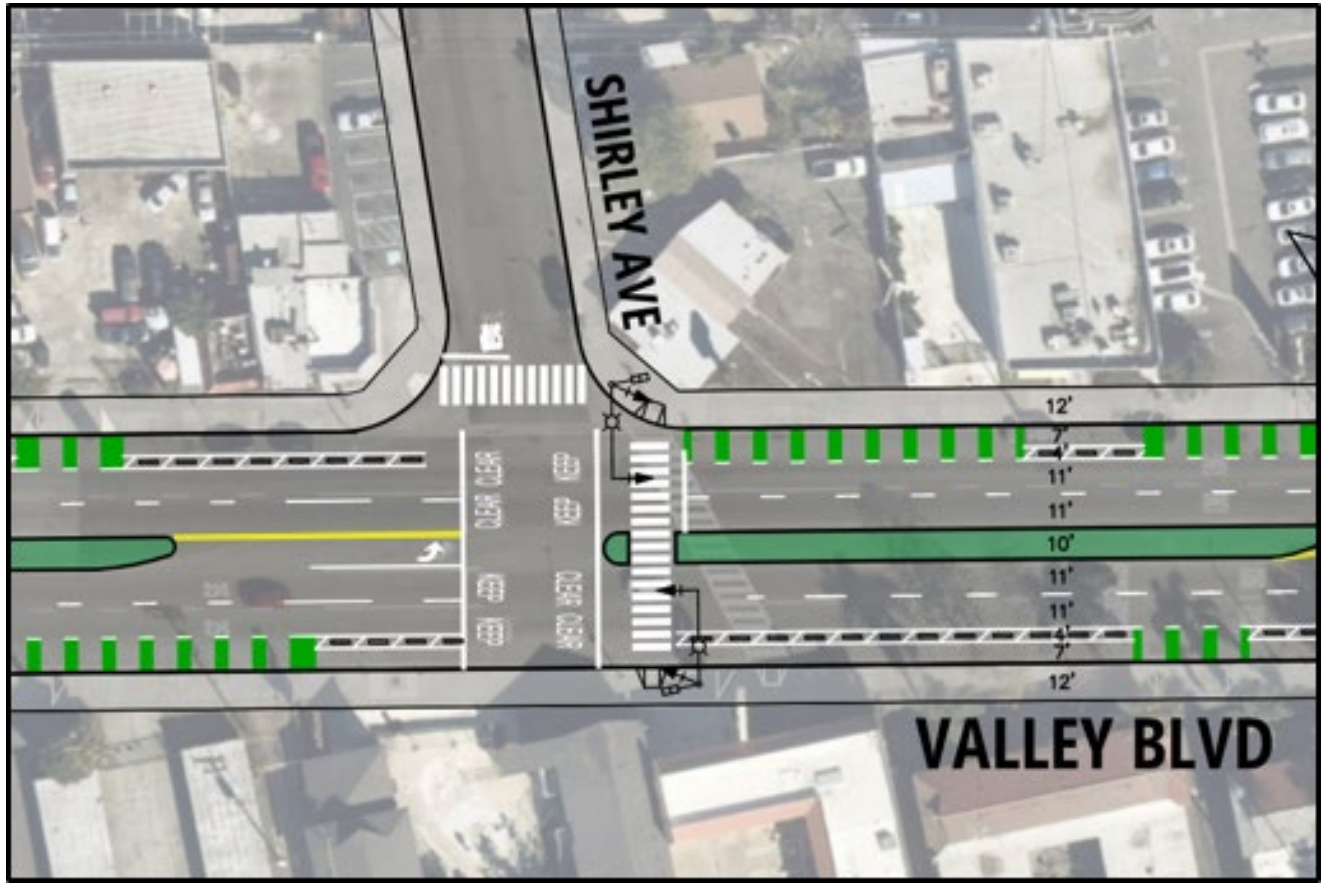
Proposed Concept – Parking Pockets







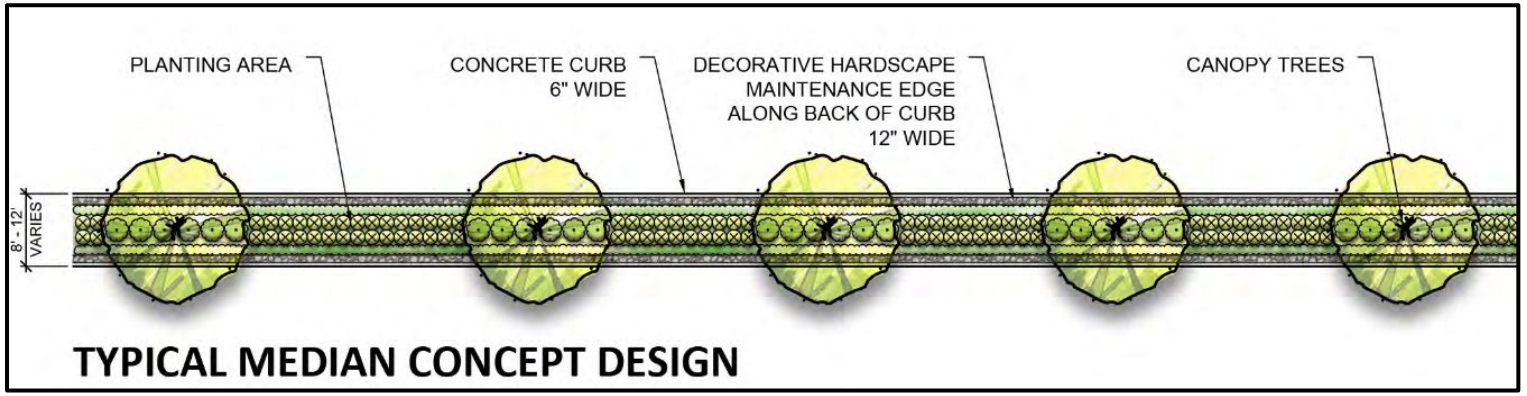
Proposed Concept – Midblock Crossings

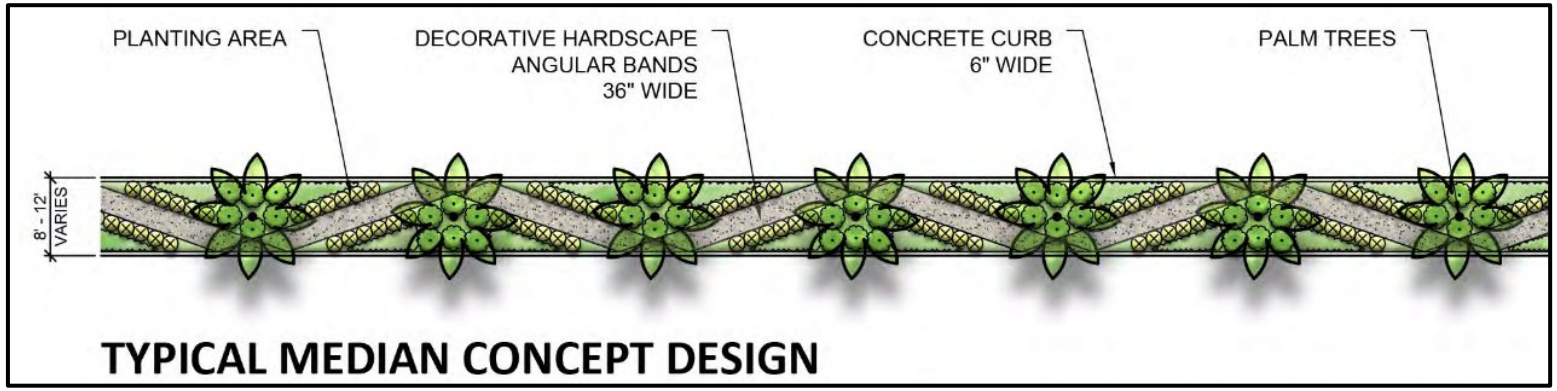




Proposed Concept - Landscaped Medians









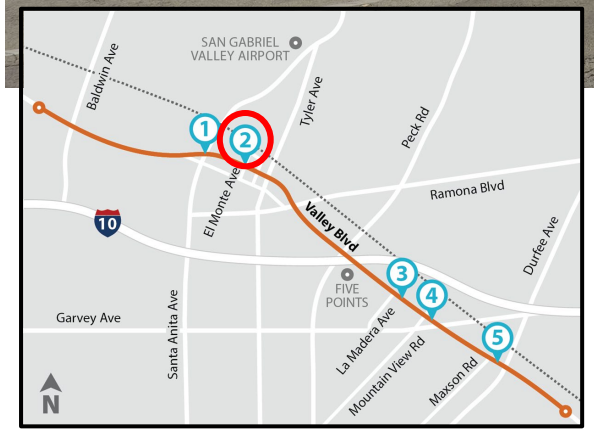
Renderings Corridor Map



Photo Renderings- *El Monte Avenue*

Before





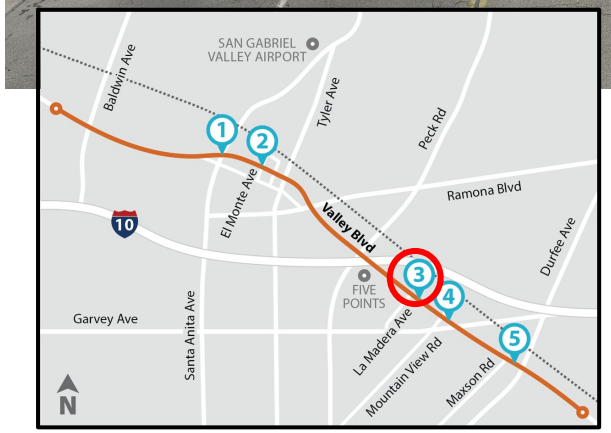
After



Photo Renderings- *Near La Madera Avenue*

Before





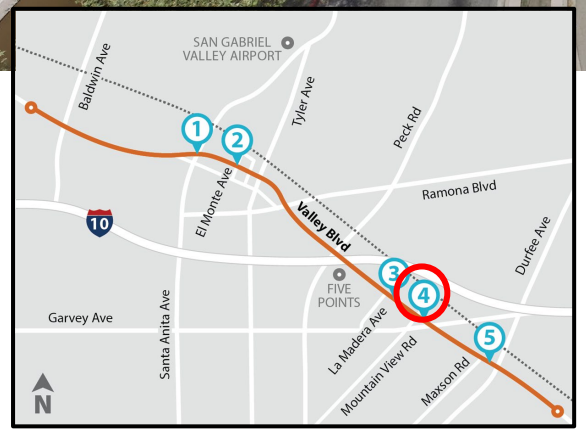
After



Photo Renderings- *Near Garvey Avenue*

Before



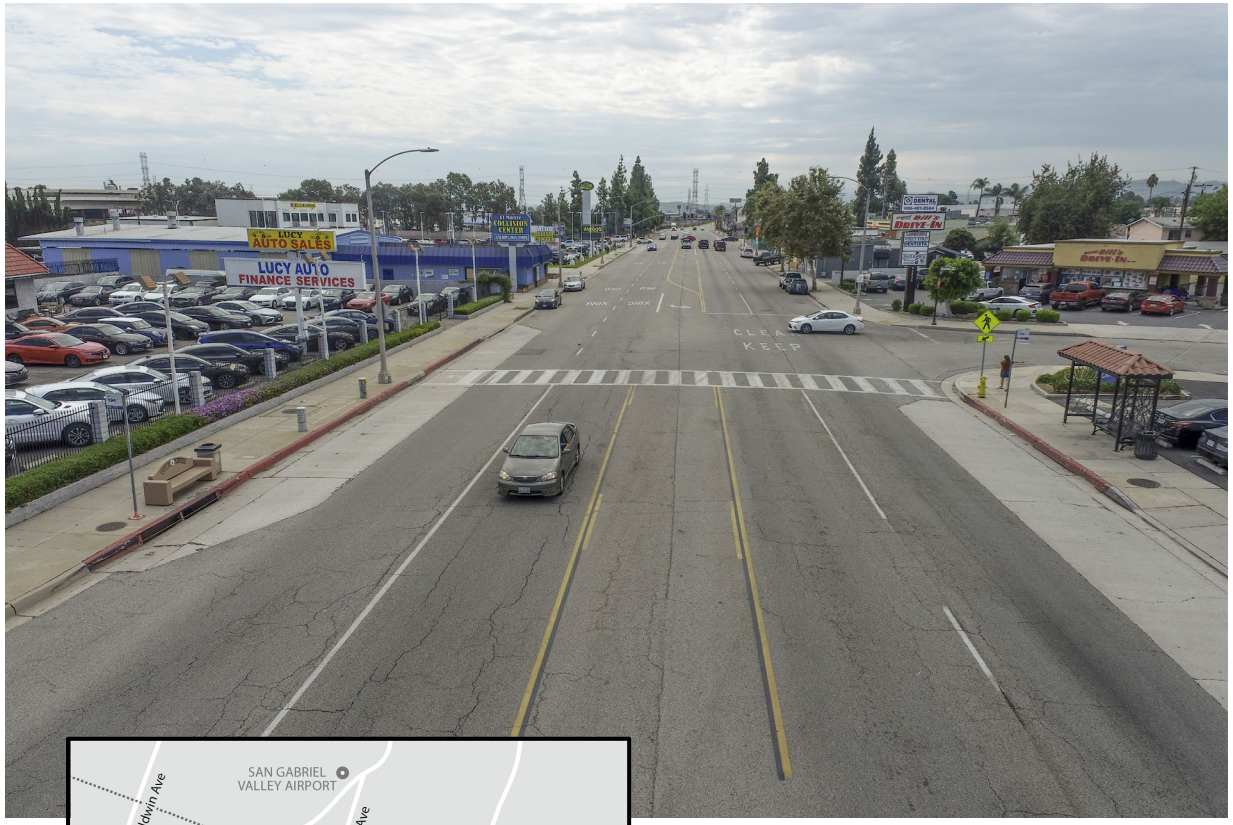


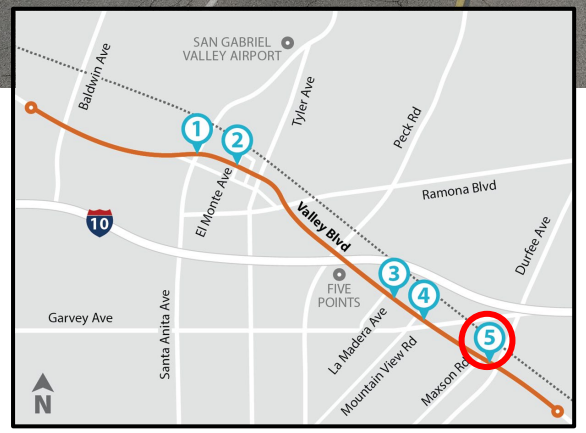
After



Photo Renderings- *Near Maxson Road*

Before





After



Poll #2

How will these improvements transform your experience on Valley Boulevard?

a. Enjoy the landscaping/streetscape
b. Makes businesses more accessible
c. I might ride my bike
d. I would feel more comfortable walking
e. Taking transit is more appealing
f. All of the above
g. None of the above
h. Other

To participate:

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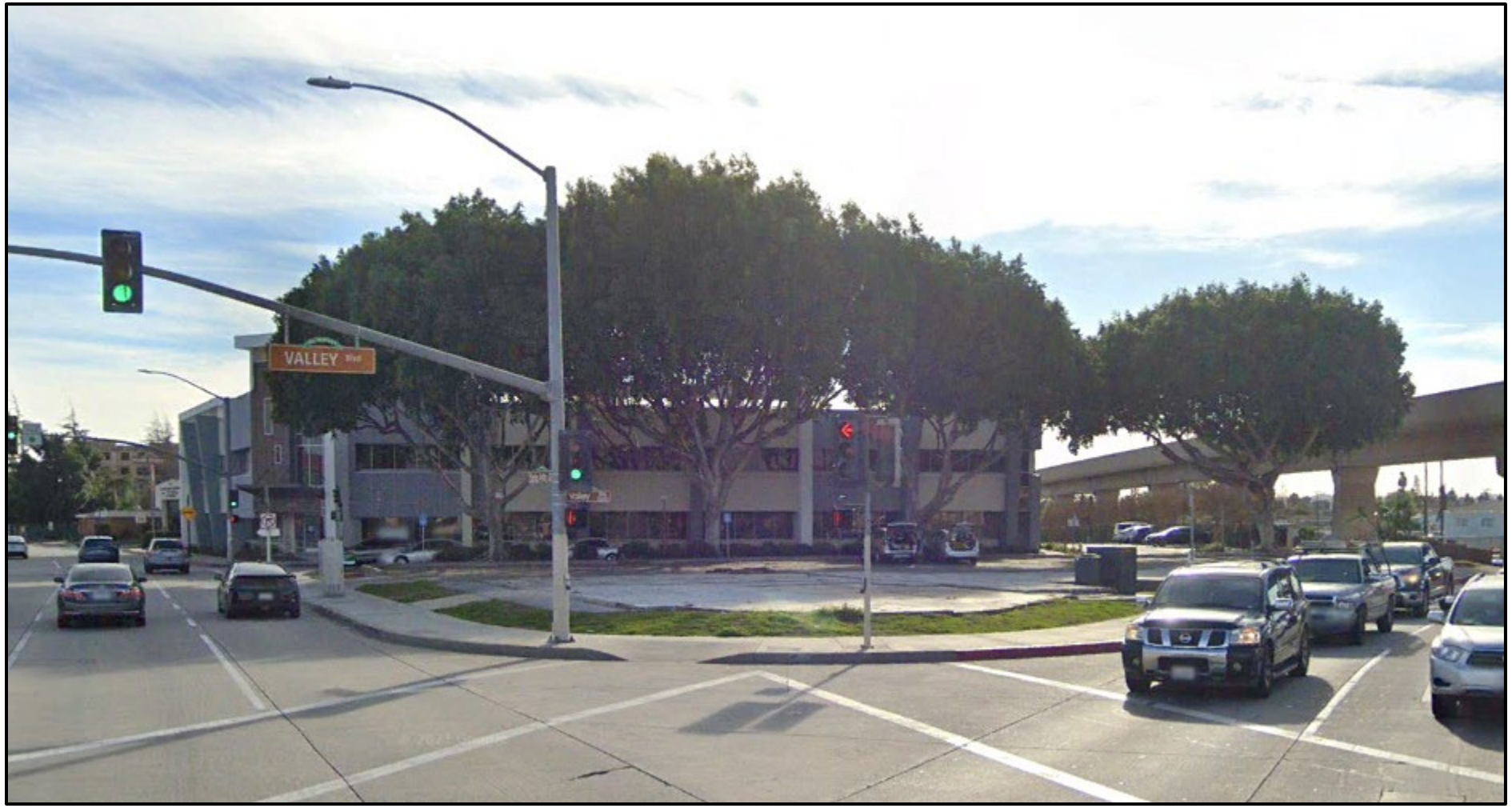
Existing Conditions



Poll #3

What word describes the transformation along Valley Boulevard?

To participate:

Go to

www.menti.com

Enter the code

3629 4086

Or use QR code

Option 1


RIO HONDO
RAILROAD
VALLEY BLVD
SANTA ANITA AVE
MAIN ST
LEGEND
1 BERMED LAWN AREA
2 DECORATIVE PAVING MAZE
3 DECORATIVE PAVING INSPIRED BY RIO HONDO RIVER
4 BENCHES
5 PICNIC TABLE W/ CHESS BOARDS
6 EXISTING FICUS TREES TO REMAIN
SCALE 1" = 40'

Santa Anita Mini Park

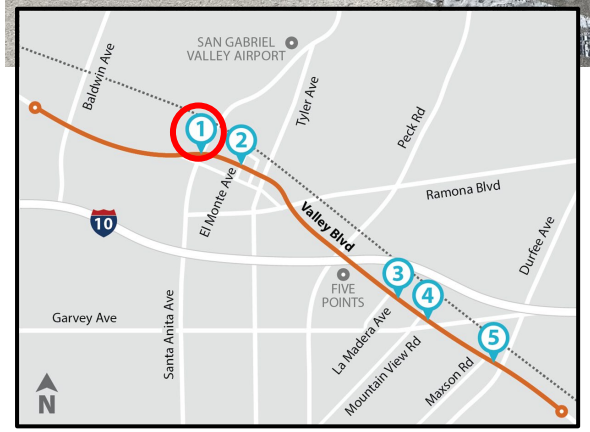
Option 2



Photo Renderings *Santa Anita Intersection*

Before





After



Poll #4

What features do you like about the mini-park options?

a. Landscaping
b. Lighting
c. Water Feature
d. Interactive Feature
e. Memorial Wall
f. Passive Space
g. All of the above
h. None of the above

To participate:

Go to

www.menti.com

Enter the code

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Poll #5

Which one of the mini-park options do you prefer?

a. Option1
b. Option 2

To participate:

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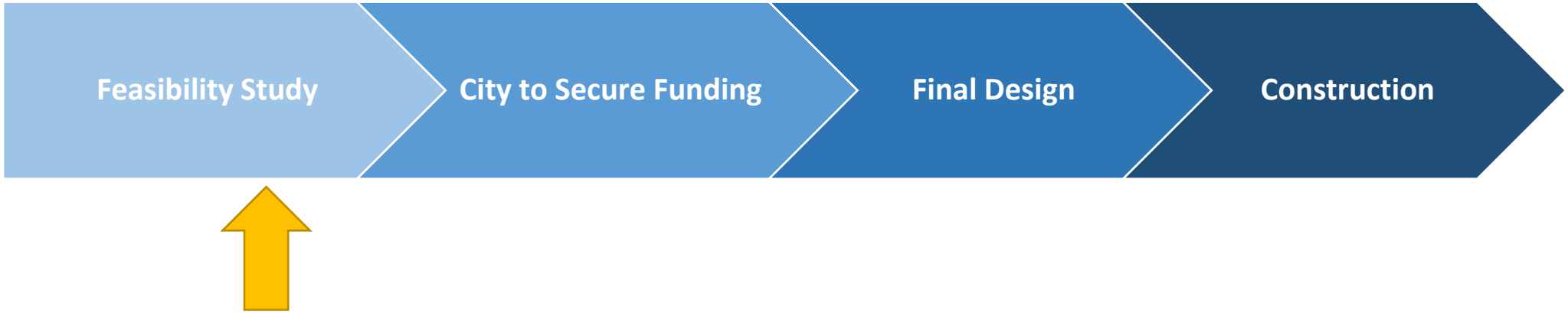
Next Steps

- City Council Input
- Finalize Feasibility Study
- City to Pursue Grant Funding
- Final Design
- Construction



Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

Please submit comments or questions by December 15th!

EMcompletestreets.com

completestreets@elmonteca.gov

CityofElMonte

myelmonte

MyElMonte

For more information, scan the QR code with your mobile phone or visit: https://linktr.ee/emcompletestreets

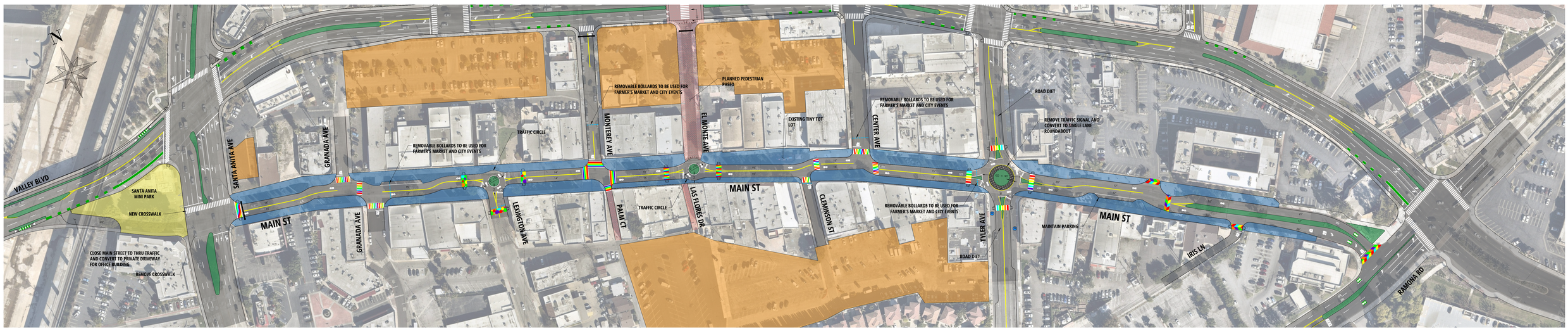
VALLEY BLVD
COMPLETE STREETS

Questions & Answers



Appendix B

Roll Plot- Main St



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- EXISTING BUS STOP
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- TRUCK APRON
- TRAFFIC SIGNAL
- PUBLIC PARKING
- SIDEWALK/LANDSCAPING /COMMUNITY SPACE
- EXISTING CURB RAMP
- PROPOSED CURB RAMP
- GATEWAY SIGN
- PERMANENT BOLLARD
- REMOVABLE BOLLARD

80 40 0

SCALE: 1"=80'

Main Street
Draft Corridor Concept Plan

Appendix C
E-Blast Notifications

Initial Eblast



Introducing Updated Concepts Based on Your Feedback!

¡Presentamos conceptos actualizados basados en sus comentarios!

Come Explore the New Proposed Concepts!
Join us for the 3rd Community Advisory Committee Meetings focusing on making Valley Boulevard and Main Street accessible for all users. Provide feedback on proposed concepts and contribute to making an impact in your community.

¡Venga a explorar los nuevos conceptos propuestos!
Acompáñenos para la tercera reunión del Comité Asesor Comunitario que se centra en hacer que Valley Boulevard y Main Street sean accesibles para todos los usuarios. Proporcione comentarios sobre los conceptos propuestos y contribuya a tener un impacto en su comunidad.



Upcoming Meetings/*Próximas reuniones*

Valley Boulevard

Join us for an engaging virtual meeting where we will discuss the new proposed concepts for Valley Blvd!

¡Acompáñenos a una reunión virtual en la que hablaremos acerca de los nuevos conceptos propuestos para Valley Boulevard!

Date/*Fecha*:
Wednesday, November 29, 2023
Miércoles, 29 de noviembre de 2023
Time/*Hora*:
1:30 - 2:30 p.m.
Location/*Ubicación*:
Zoom

Register Here/ Regístrese aquí

Main Street

Join us for a breakfast meeting where we will discuss the new proposed concepts for Main St!

¡Acompáñenos a una reunión con desayuno donde hablaremos acerca de los nuevos conceptos propuestos para Main Street!

Date/*Fecha*:
Thursday, November 30, 2023
Jueves, 30 de noviembre de 2023
Time/*Hora*:
8:00 - 9:00 a.m.
Location/*Ubicación*:
Main Street
Outside of Tiki Tiki Frozen Yogurt and Ice Cream
10815 Main St, El Monte, CA 91731

Register Here/ Regístrese aquí

Stay Connected/ *Manténgase Conectado*

For more information on this project, visit our website: EMCompleteStreets.com. If you have any questions, please contact us at completestreets@elmonteca.gov.

Para obtener más información sobre este proyecto, visite nuestro sitio web: EMCompleteStreets.com. Si tiene alguna pregunta, porfavor contáctenos en completestreets@elmonteca.gov.

Reminder #1



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Miércoles, 29 de noviembre de 2023
Time/*Hora*:
1:30 - 2:30 p.m.
Location/*Ubicación*:
Zoom

Register Here/ Regístrese aquí

Main Street

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Thursday, November 30, 2023
Jueves, 30 de noviembre de 2023
Time/*Hora*:
8:00 - 9:00 a.m.
Location/*Ubicación:*
Main Street
Outside of Tiki Tiki Frozen Yogurt and Ice Cream
10815 Main St, El Monte, CA 91731

Register Here/ Regístrese aquí

Stay Connected/ *Manténgase Conectado*

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Reminder #2



Introducing Updated Concepts Based on Your Feedback!

¡Presentamos conceptos actualizados basados en sus comentarios!

Come Explore the New Proposed Concepts!
Join us for the 3rd Community Advisory Committee Meetings focusing on making Valley Boulevard and Main Street accessible for all users. Provide feedback on proposed concepts and contribute to making an impact in your community.

¡Venga a explorar los nuevos conceptos propuestos!
Acompáñenos para la tercera reunión del Comité Asesor Comunitario que se centra en hacer que Valley Boulevard y Main Street sean accesibles para todos los usuarios. Proporcione comentarios sobre los conceptos propuestos y contribuya a tener un impacto en su comunidad.



Upcoming Meetings/*Próximas reuniones*

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Miércoles, 29 de noviembre de 2023
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Location/*Ubicación*:
Zoom

Register Here/ Regístrese aquí

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Jueves, 30 de noviembre de 2023
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Outside of Tiki Tiki Frozen Yogurt and Ice Cream
10815 Main St, El Monte, CA 91731

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APPENDIX F

Public Meeting #1
Summary with Appendices



Valley Boulevard and Main Street Complete Streets Feasibility Study

Public Meeting #1
Summary Report

1. Meeting Overview

As part of the planning efforts for the City of El Monte's Valley Boulevard and Main Street Complete Streets Feasibility Study, Public Meeting # 1 was held virtually to discuss the objectives of the Study and gather the public's perception of the two corridors and identify key improvement needs that will allow for safe travel along and across Valley Boulevard and Main Street for all users.

The Public Meeting #1 was held:

- **Public Meeting #1**
  Date: Tuesday, June 27, 2023
  Time: 6:00 – 7:00 p.m.
  Location: Zoom Webinar

During the meetings, the project team introduced participants to the Study overview, objectives, and a variety of complete streets features that can be considered for Valley Boulevard and Main Street. During the meeting, participants provided their input on what type of features they would like to see implemented. Additionally, live Spanish interpretation was made available throughout the meeting for participants. Both meetings were recorded and will be made available in English and Spanish to all stakeholders after the culmination of the first meeting series.

2. Meeting Agenda

The following agenda items were discussed during meeting:

- Introductions
- Study Overview
- Valley Boulevard
- Existing Conditions
- Design Elements
- Main Street
- Existing Conditions
- Design Elements
- Future Engagement Opportunities
- Stay Connected
- Questions & Answers

To view the presentation shared during the meeting, see *Appendix A*.

3. Meeting Notification

E-blasts

An e-blast was distributed to invite stakeholders part of the stakeholder database to the meeting. E-blasts were sent in English and Spanish.

Table 1. E-Blast Notification Schedule

E-blast	Date Sent
Initial Invitation	June 13, 2023
Reminder #1	June 21, 2023
Reminder #2	June 26, 2023

To view the e-blasts, please reference *Appendix B*.

Social Media

The City's social media platforms were utilized to promote the upcoming public meetings. To view the social media posts, see *Appendix C.* Social media content was posted in English and Spanish.

Table 2. Social Media Notification Schedule

Platform	Content	Date Sent
Facebook	Initial Invite	June 13, 2023
	Reminder #1	June 21, 2023
	Flyer	June 21, 2023
	Online Event	June 21, 2023
	Reminder #2	June 26, 2023
	Reminder #3	June 27, 2023
Instagram	Pinned Post	June 13, 2023
	Flyer	June 21, 2023

City Website and Calendar

In order to utilize the City's existing network, upcoming meeting information was shared on the City's main website and upcoming events calendar. Interested community members were directed to register for the event as well as navigate through key information about the Study.



Figure 1. City Website

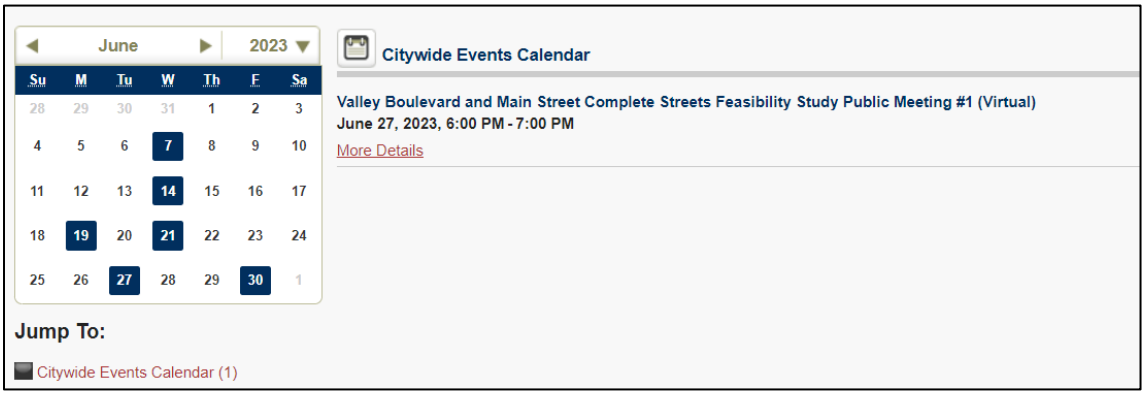


Figure 2. City Events Calendar

Business Corridor Walk

On June 14, 2023, the outreach team visited 200 businesses along Valley Boulevard and Main Street to promote project engagement. Business owners were informed of upcoming project meetings and key project collateral was shared.

See *Appendix D* for a complete summary.

Table 3. Business Corridor Walk Summary

Business Corridor Walk	
Businesses Visited	200
Contact Information Collected	32
New Businesses Contacted	17

Participation at City Events

With the objective of notifying the community of the upcoming meetings, the outreach team coordinated an informational booth at the City of El Monte's Main Street Farmer's Market. The booth attracted approximately 100 visitors and the project team was able to invite the public to the upcoming public meetings as well as collect information about community needs.

See *Appendix E* for a complete summary.



Figure 3. Main Street Farmer's Market

Meeting Flyer Distribution

A meeting flyer was developed in English, Spanish, Chinese and Vietnamese to promote upcoming meetings. Flyers were distributed on June 9, 2023, by mail to contacts part of the project's stakeholder database. See *Appendix F* for the meeting flyer.

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.

Sidewalk Decals

Sidewalk decals were installed at key locations throughout Valley Boulevard and Main Street. The sidewalk decals included a QR code that led to a Linktree containing information about the upcoming public meetings as well as other key project information.





Figure 4. Sidewalk Decal Installation

4. Attendee Reports

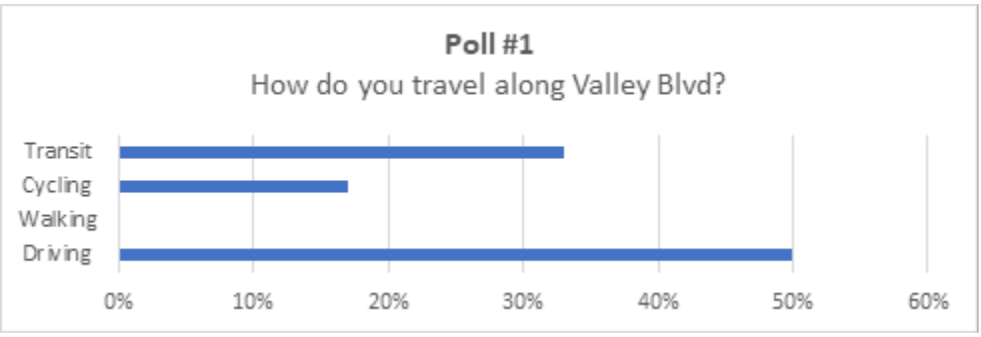
See Table 2 for a list of registrations and attendees.

Table 2. Public Meeting #1 Registrations and Attendees

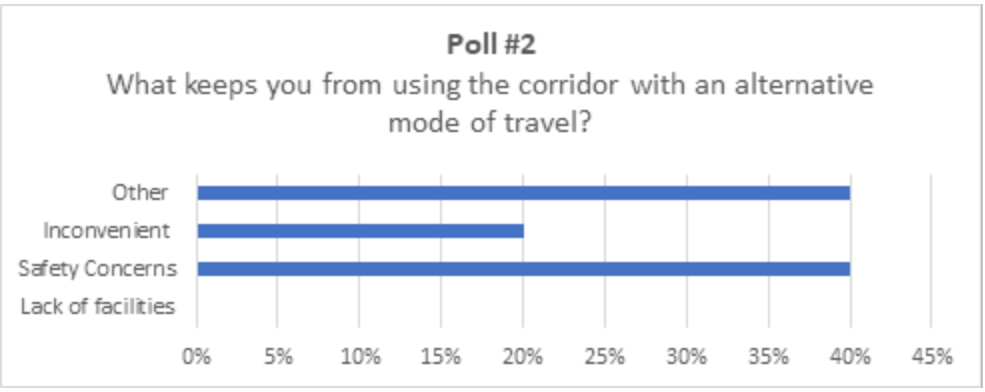
No.	Name	Organization	Registered (R) /Attended (A)
1	Edward Duong	ActiveSGV	R
2	Sal Mendez	City of El Monte	**A**
3	Robert Waddell	City of El Monte	**A**
4	Blanca Medina	Downtown El Monte Business Association	R
5	Jose Herrera	El Monte City School District	R
6	Jimmie Pitts	El Monte Police Traffic Safety Bureau	**A**
7	Henry Lopez	Foothill Transit	R
8	Naresh Bhakta	La Bonita Motel	**A**
9	Colin Wu	Marcus and Millichap	R
10	Chuck Hoff	Resident of El Monte	R
11	Edwin Arguijo	Did not state	**A**
12	John Lee	Did not state	**A**
13	David Diaz	Did not state	**A**
14	Rudy Sanchez	Did not state	**A**
15	Nathan Bui	Did not state	**A**
16	Natalia Perez	Did not state	R

5. Meeting Poll Results

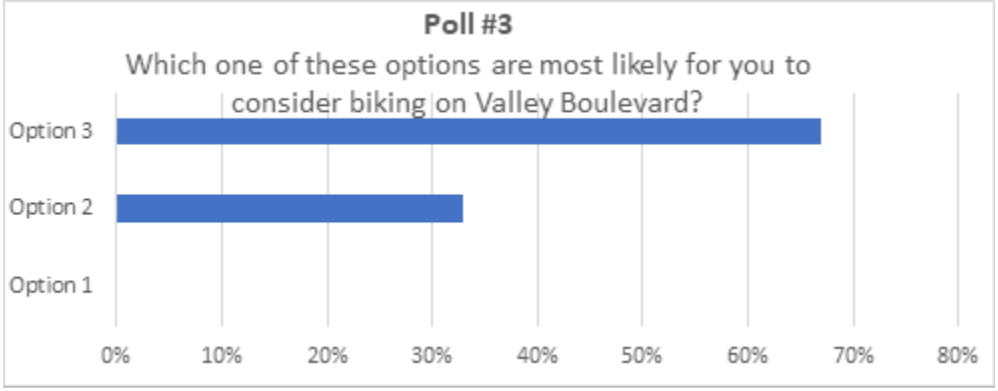
During the meeting, a series of polls were launched to understand participant's travel patterns and use of the corridor as well as their needs when traveling along Valley Boulevard and when visiting Main Street.



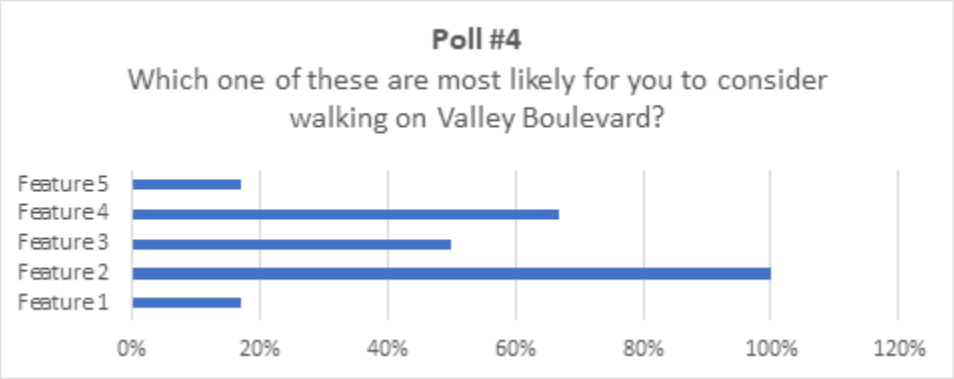
The results show that driving is the dominant mode of transportation along Valley Boulevard, while walking and transit are comparatively less popular.



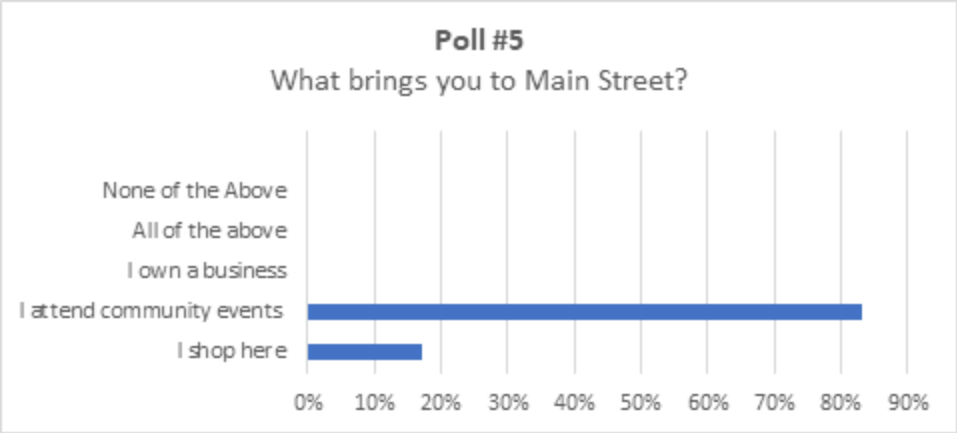
The results indicate that safety concerns and inconvenience were chosen as the primary reasons that keeps people from using Valley Boulevard.



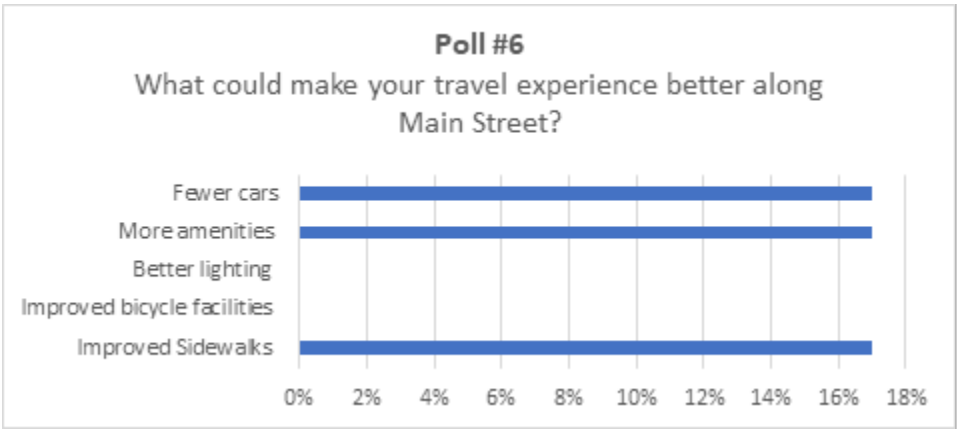
The results show that people prefer option 3 (bike lane physical buffer) and option 2 (bike lane with striped buffer) as viable options for them to consider biking along Valley Boulevard.



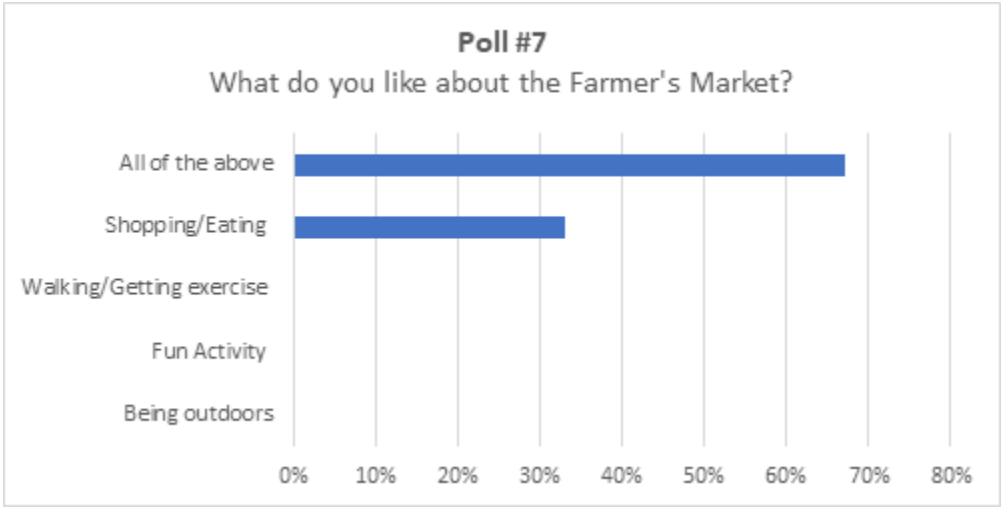
The results indicate that feature 2 (curb extension) and feature 4 (pedestrian hybrid beacon) as viable options for them to consider walking along Valley Boulevard.



The results reveal individuals visiting Main Street go to shop, while the additional reasons to visit include attending community events in the area.



The results reveal that fewer cars, improved sidewalks, and more amenities are equally favored to enhance travel experience on Main Street.



The results show that shopping/eating, walking/getting exercise, fun activities and being outdoors are all reasons people enjoy the Farmer's Market at Main Street.

6. Participant Input

Participants were able to provide input and ask questions during the breakout rooms and Q&A segment of the meeting. Below are key points discussed during both meetings.

See *Appendix G* for a comprehensive report of the discussion and participant input.

The conversation included the following key themes:

- Inclusion of bus only lanes as a complete streets component
- Closure of Main Street
- Prior complete streets efforts in other parts of Valley Boulevard
- Future complete streets efforts on Garvey Avenue
- Funding secured for Valley Boulevard
- Timeline for completion of final design of the project

7. Appendices

The appendices below are available for review at the end of the report.

- Appendix A. Presentation
- Appendix B. E-Blast Notifications
- Appendix C. Social Media Posts
- Appendix D. Business Corridor Walk Summary
- Appendix E. Farmer's Market Summary
- Appendix F. Meeting Flyer
- Appendix G. Q&A Log

APPENDIX A
Presentation

Interpretation / *Interpretación*



This meeting is transmitted in both English and Spanish. Everyone must choose a language.

Click the **Interpretation** icon in your meeting controls to enter an *English or Spanish* room.

To hear the interpreted language only, click **Mute Original Audio** (Optional).

Esta reunión se transmite tanto en inglés como en español. Todos deben elegir un idioma.

*Haga clic en el icono de **Interpretación** en los controles de sureunión para ingresar a una sala en inglés o español.*

*Para escuchar solo el idioma interpretado, haga clic en **Mute Original Audio** o **Silenciar Audio Original** (Opcional).*

1

VALLEY BLVD | MAIN STREET

COMPLETE STREETS

WELCOME!

Public Meeting #1 | Tuesday, June 27, 2023

2

VALLEY BLVD MAIN STREET COMPLETE STREETS

Introductions

Michael Baker INTERNATIONAL

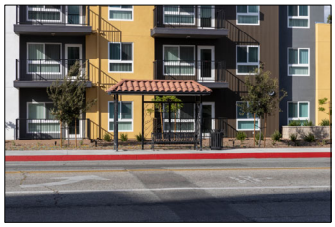
arellano associates

3

Agenda

- Introductions
- Study Overview
- Valley Boulevard
  - Existing Conditions
  - Design Elements
- Main Street
  - Existing Conditions
  - Design Elements
- Future Engagement Opportunities
- Stay Connected
- Questions & Answers









4

VALLEY BLVD MAIN STREET COMPLETE STREETS

Study Overview



5

Overview



The City of El Monte is conducting the Valley Boulevard and Main Street Complete Street Feasibility Study (Study) to enhance connectivity, accessibility and safety for all users in the community.



6

Study Objectives

Enhance multi-modal accommodations

Improve safety for all users

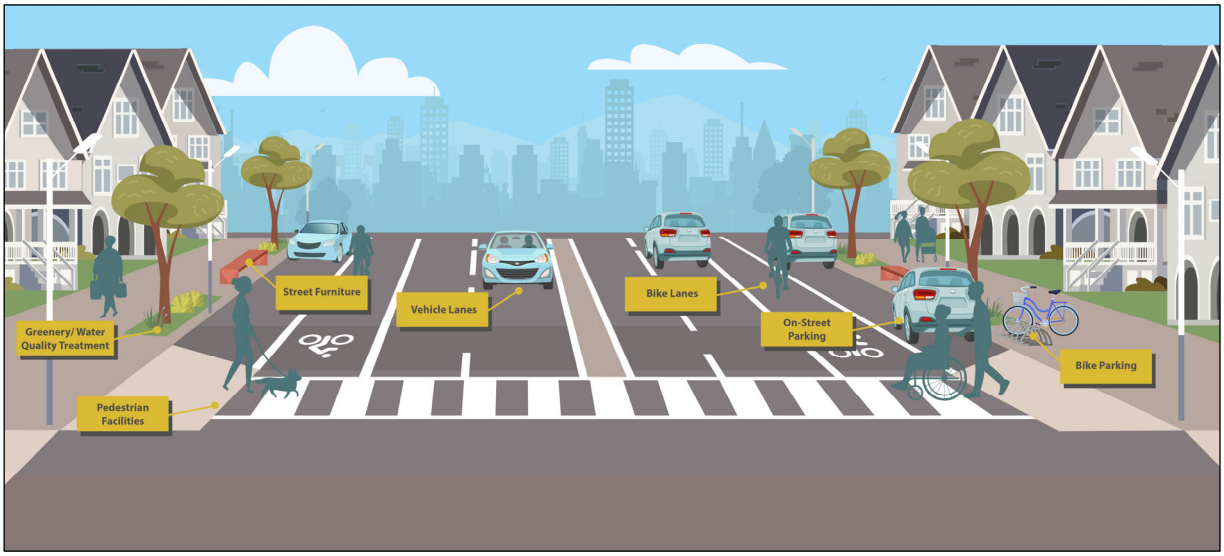
Americans with Disabilities (ADA) enhancements

Incorporate low-impact development

Improve streetscape beautification and landscaping

7

What Makes a Street "Complete"?



8

Valley Boulevard Overview

- Approximately 3.3 miles
- Major arterial serving as one of the City's primary gateways
- Serves as a critical link in the regional transit network





9

Poll Question #1

What is your favorite ice cream flavor?

a. Vanilla **b.** Chocolate **c.** Strawberry

d. Mint chip **e.** Cookie dough **f.** Other

10

Poll Question #2



How do you travel along Valley Blvd?

a. Driving **b.** Walking **c.** Cycling **d.** Transit

Poll Question #3



What keeps you from using the corridor with an alternate mode of travel?

a. Lack of facilities **b.** Safety Concerns
c. Inconvenient **d.** Other (*please state in chat*)

VALLEY BLVD COMPLETE STREETS

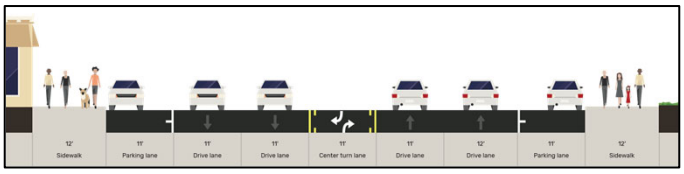
Existing Conditions- Valley Boulevard



Existing Conditions- Valley Boulevard



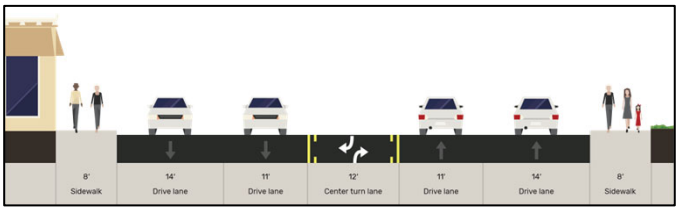
102' Width





Existing Conditions- Valley Boulevard

78' Width

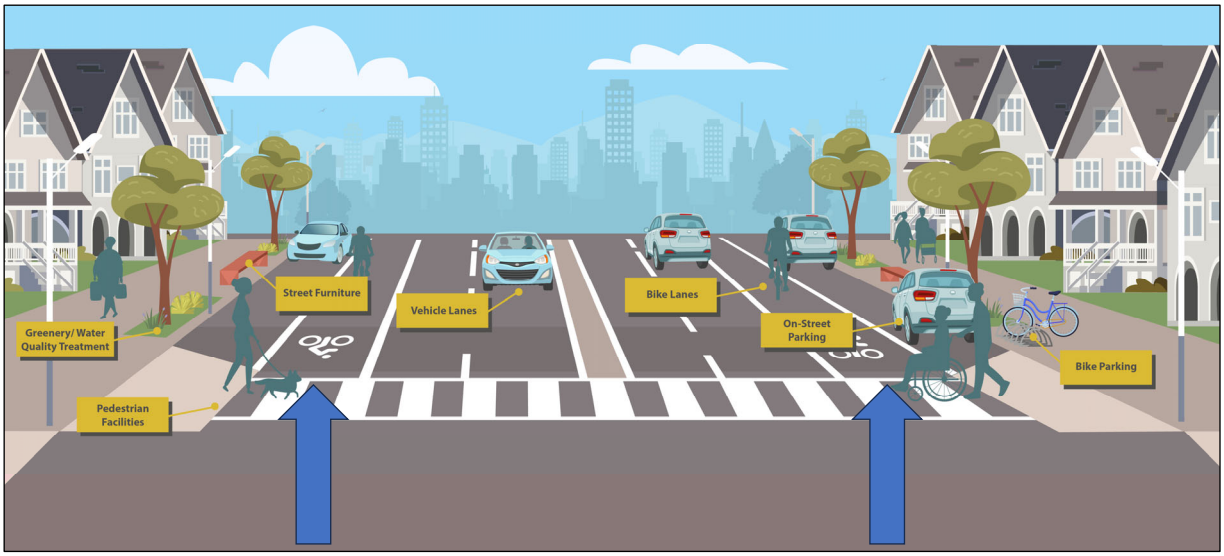




VALLEY BLVD
COMPLETE STREETS

Complete Streets Elements- Valley Boulevard

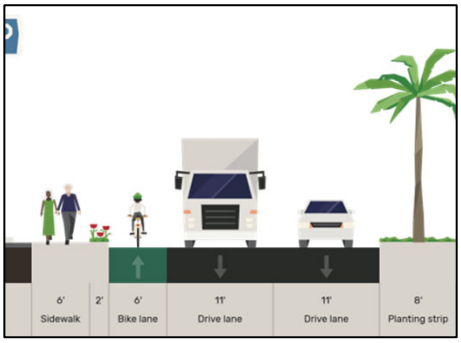
Complete Street Elements – Bicycle Facilities



17

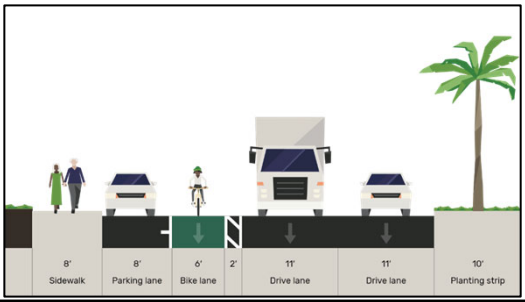
Complete Street Elements – Bicycle Facilities

Striped Bike Lane Without Buffer
Option 1





Parking Adjacent Bike Lane

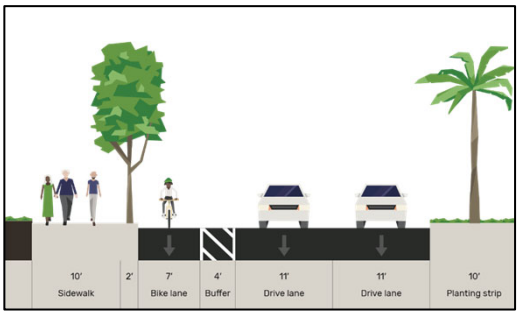


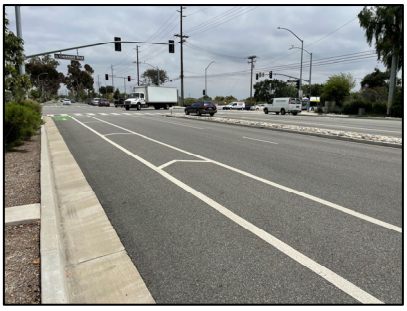


18

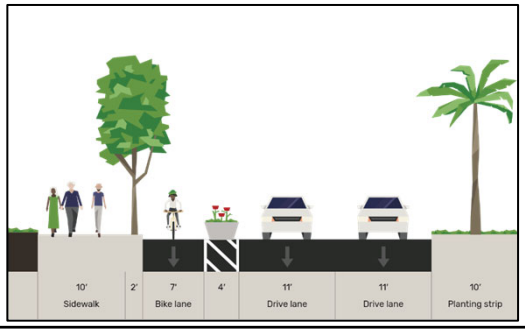
Complete Street Elements – Bicycle Facilities

Bike Lane with Striped Buffer
Option 2





Bike Lane with Physical Buffer
Option 3





19

Poll Question #4

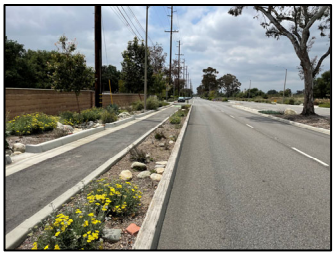
Which one of these options are most likely to have you considering biking on Valley Boulevard?
(Pick up to two)



Option 1



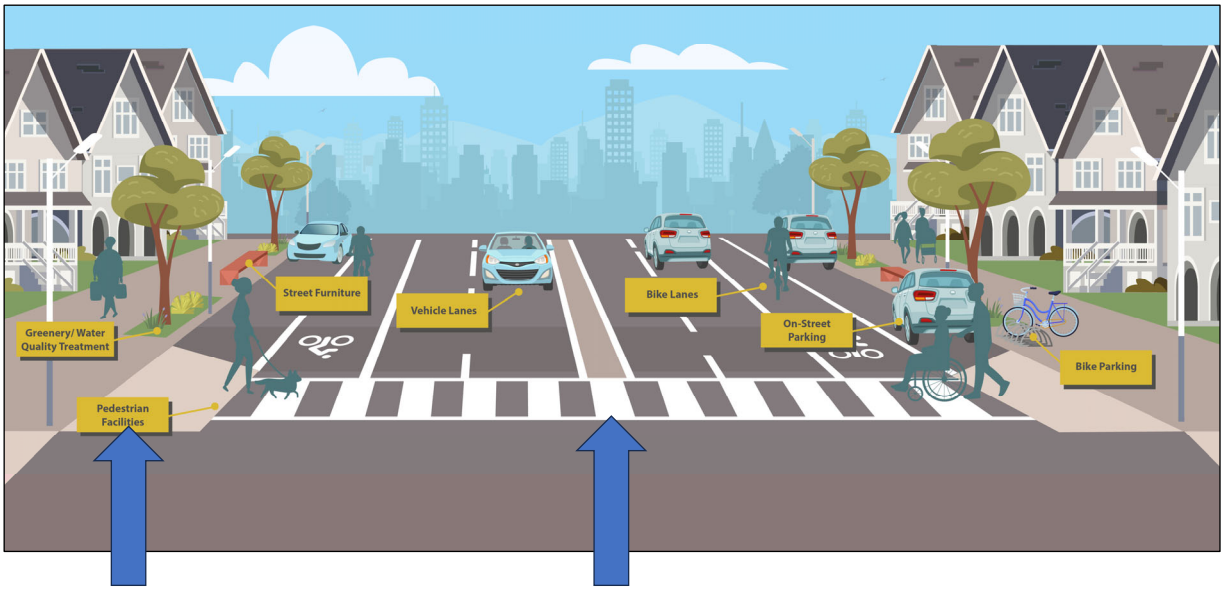
Option 2



Option 3

20

Complete Street Elements – Pedestrian Facilities



21

Complete Streets Elements – Pedestrian Facilities

High Visibility Crosswalks
Feature 1



Curb Extensions
Feature 2



Raised Median Refuge
Feature 3



22

Complete Streets Elements – Pedestrian Facilities

Pedestrian Hybrid Beacon (HAWK)
Feature 4



Rapid Rectangular Flashing Beacon (RRFB)
Feature 5



Poll Question #5

Which one of these features are most likely to have you considering walking on Valley Boulevard?

(Pick up to three)



Feature 1



Feature 2



Feature 3



Feature 4



Feature 5

MAIN STREET COMPLETE STREETS

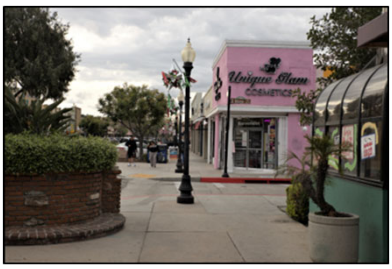
Main Street

25

Main Street Overview

- Approximately 0.5 miles
- Commercial district in the heart of El Monte's downtown area
- Popular destination for outdoor shopping and dining experiences





26

Poll Question #6



What brings you to Main Street?

a. I work here **b.** I shop here **c.** I attend community events

d. I own a business here **d.** All of the above **e.** None of the above

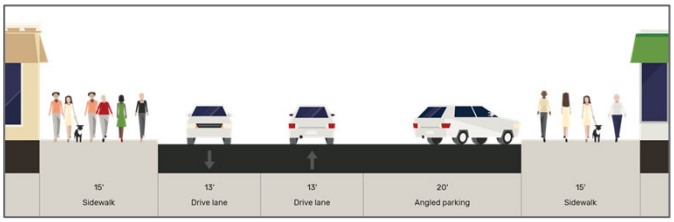
MAIN STREET COMPLETE STREETS

Existing Conditions- Main Street



Existing Conditions- Main Street

100' Width





29

MAIN STREET
COMPLETE STREETS

Complete Streets Elements- Main Street

30

Complete Streets Elements – Main Street



Bicycle Striping



Bulbouts & High Visibility Crosswalks



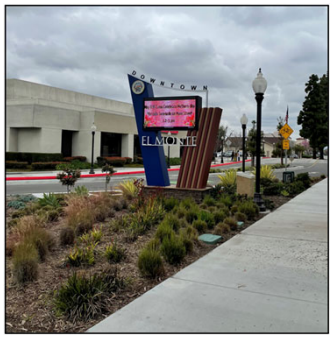
Traffic Circles

31

Complete Streets Elements – Main Street



Community Spaces



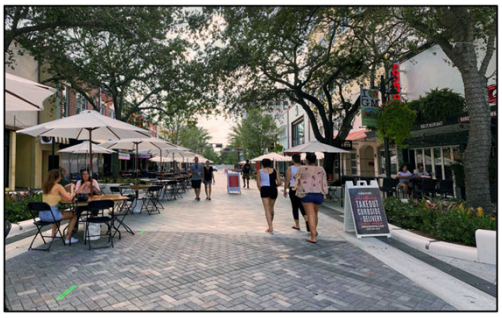
Greenery

32

Complete Streets Elements – Main Street



Gateway Feature



Pedestrian Paseo

33

Poll Question #7

What could make your travel experience better along Main Street?

a. Improved sidewalks b. Improved bicycle facilities c. Better lighting

d. More amenities e. Fewer cars f. All of the above

g. None of the above

34

Poll Question #8



What do you like about the Farmer's Market?

a. Being outdoors **b.** Fun Activity **c.** Walking/Getting Exercise

d. Shopping/Eating **e.** All of the above **f.** None of the above

Poll Question #9



I would be open to more pedestrian plazas on Main Street at the following times.

a. Thursdays only **b.** During events **c.** Weekends

d. Always **e.** Never

Future Engagement Opportunities

Upcoming Events and Meetings

Public Meeting #2

Date: Wednesday, July 12
Time: 6:00-7:00 p.m.
Location: El Monte Aquatic Center
11001 Mildred St, El Monte, CA 91731





Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

EMcompletestreets.com

completestreets@elmonteca.gov

CityofElMonte

myelmonte

MyElMonte

For more information, scan the QR code with your mobile phone or visit: https://linktr.ee/emcompletestreets

VALLEY BLVD MAIN STREET
COMPLETE STREETS

Questions & Answers



APPENDIX B

E-Blast Notifications

Initial Invitation



Be part of the El Monte Valley Boulevard and Main Street Complete Streets Feasibility Study!

Join us for upcoming public meetings and let us know your thoughts!

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Streets Feasibility Study. This study will help identify key improvement needs that will allow for safe travel along and across Valley Boulevard and Main Street for all users, connecting the community safely to local and regional transit services, residences, businesses, parks, and other community destinations.



Upcoming Meetings

Public Meeting #1
Date: Tuesday, June 27, 2023
Time: 6:00 – 7:00 p.m.
Location: Virtual meeting via Zoom

Register Here

Public Meeting #2
Date: Wednesday, July 12
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available. Additional language interpretation can be requested 72 hours in advance at completestreets@elmonte.ca.gov.

If you can't attend the meetings, a meeting recording will be available on EMCompleteStreets.com following the conclusion of both meetings.

Take the Survey

Your voice matters in shaping the future of our streets. Participate in the survey for the City of El Monte Complete Streets project and share your valuable input to create safer, more accessible, and vibrant streets for all. To access the survey, scan the QR code with your mobile phone or visit EMCompleteStreets.com.

Stay Connected

For more information visit EMCompleteStreets.com.



¡Sea Parte del Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street de El Monte!

¡Acompáñenos las próximas reuniones públicas y déjenos saber sus pensamientos!

La ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street. Este estudio ayudará a identificar las necesidades de mejora claves que permitirán un viaje seguro a lo largo y a través de Valley Boulevard y Main Street para todos los usuarios, conectando a la comunidad de manera segura con los servicios de tránsito locales y regionales, residencias, negocios, parques y otros destinos comunitarios.



Próximas Reuniones

Reunión Pública #1
Fecha: martes, 27 de jjunio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: Virtual vía Zoom

¡Regístrese aquí!

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: El Monte Aquatic Center- 11001 Mildred St, El Monte, CA 91731

Habrá interpretación simultanea disponible en español. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a completestreets@elmonte.ca.gov.

Si no puede asistir a las reuniones, una grabación de la reunión estará disponible en EMCompleteStreets.com después de la conclusión de ambas reuniones.

Participe en la Encuesta

Su voz es importante para dar forma al futuro de nuestras calles. Participe en la encuesta para el proyecto de calles completas de la ciudad de El Monte y comparta su valioso aporte para crear calles más seguras, accesibles y vibrantes para todos. Para acceder a la encuesta, escanee el código QR con su teléfono móvil o visite EMCompleteStreets.com.

Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com.

Reminder #1



REMINDER:
Join us for the Upcoming Public Meetings!

Join us at an upcoming public meeting and let us know your thoughts! Help us identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The Valley Boulevard and Main Street Complete Streets Feasibility Study is focused on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Upcoming Meetings

Public Meeting #1
Date: Tuesday, June 27, 2023
Time: 6:00 – 7:00 p.m.
Location: Virtual meeting via Zoom

Register Here

Public Meeting #2
Date: Wednesday, July 12, 2023
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

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Take the Survey

Participate in the survey for the City of El Monte Complete Streets project and share your valuable input to create safer, more accessible, and vibrant streets for all. To access the survey, scan the QR code with your mobile phone or visit EMCompleteStreets.com.

Stay Connected

For more information visit EMCompleteStreets.com.



RECORDATORIO:

¡Acompáñenos a las próximas reuniones públicas!

¡Acompáñenos a las próximas reuniones públicas y cuéntenos lo que piensa! Ayúdenos a identificar las mejoras claves que permitirán un viaje seguro a lo largo y ancho de Valley Boulevard y Main Street para todos los usuarios. El Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street se centra en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje y alumbrado público; Mejoras para estadounidenses con discapacidades acto (ADA); desarrollo de bajo impacto; y mejoras en el paisaje y los árboles de las calles.

Próximas Reuniones

Reunión Pública #1
Fecha: martes, 27 de junio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: Virtual vía Zoom

Registar Aquí

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: El Monte Aquatic Center- 11001 Mildred St, El Monte, CA 91731

Habrá interpretación simultanea disponible en español. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a completestreets@elmonteca.gov.
Si no puede asistir a las reuniones, una grabación de la reunión estará disponible en EMCompleteStreets.com después de la conclusión de ambas reuniones.

Participe en la Encuesta

Participe en la encuesta para el proyecto de calles completas de la ciudad de El Monte y comparta su valioso aporte para crear calles más seguras, accesibles y vibrantes para todos. Para acceder a la encuesta, escanee el código QR con su teléfono móvil o visite EMCompleteStreets.com

Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com.

Reminder #2



REMINDER:
Join us for the Upcoming Public Meetings!

Join us at an upcoming public meeting and let us know your thoughts! Help us identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The Valley Boulevard and Main Street Complete Streets Feasibility Study is focused on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Upcoming Meetings

Public Meeting #1
Date: Tuesday, June 27, 2023
Time: 6:00 – 7:00 p.m.
Location: Virtual meeting via Zoom

Register Here

Public Meeting #2
Date: Wednesday, July 12, 2023
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available. Additional language interpretation can be requested 72 hours in advance at completestreets@elmonteca.gov.

If you can't attend the meetings, a meeting recording will be available on EMCompleteStreets.com following the conclusion of both meetings.

Take the Survey

Participate in the survey for the City of El Monte Complete Streets project and share your valuable input to create safer, more accessible, and vibrant streets for all. To access the survey, scan the QR code with your mobile phone or visit EMCompleteStreets.com.

Stay Connected

For more information visit EMCompleteStreets.com.



RECORDATORIO:

¡Acompáñenos a las próximas reuniones públicas!

¡Acompáñenos a las próximas reuniones públicas y cuéntenos lo que piensa! Ayúdenos a identificar las mejoras claves que permitirán un viaje seguro a lo largo y ancho de Valley Boulevard y Main Street para todos los usuarios. El Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street se centra en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje y alumbrado público; Mejoras para estadounidenses con discapacidades acto (ADA); desarrollo de bajo impacto; y mejoras en el paisaje y los árboles de las calles.

Próximas Reuniones

Reunión Pública #1
Fecha: martes, 27 de junio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: Virtual vía Zoom

Registar Aquí

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: El Monte Aquatic Center- 11001 Mildred St, El Monte, CA 91731

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APPENDIX C

Social Media Posts

Facebook

City of El Monte CA Government

Jun 13 ·

Be part of the Valley Boulevard and Main Street Complete Streets Feasibility Study!

... See more



7 2 comments

Like Comment Share

City of El Monte CA Government

Jun 21 ·

Join us virtually on Tuesday, 6/27 and in-person on Wednesday, 7/12 from 6-7 p.m. and let us know how we can improve connectivity, accessibility and saf... See more



4

Like Comment Share

City of El Monte CA Government

Jun 21 ·



BE PART OF THE VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY!

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Streets **Feasibility Study as part of its planning efforts.** This study will help identify key improvements needs to ensure safe travels along and across Valley Boulevard and Main Street for all users, **which will offer a direct and secure link between** the neighborhood and regional and national transit services, business, parks, and other community destinations.

Join us for the upcoming public meetings and let us know your thoughts on how we can improve Valley Boulevard and Main Street.



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Register here: *https://linktr.ee/emcompletestreets*

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Location: El Monte Aquatic Center
11001 Mildred St, El Monte, CA 91731

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STAY ENGAGED

We want to ensure we know how you use the corridor and ways we can improve it. Please scan the QR code to take a survey and provide your thoughts.

STAY CONNECTED

Connect with us using any of the methods below:

completestreets@elmonteca.gov EMCompleteStreets.com facebook.com/CityofElMonte @MyElMonte

8

Like Comment Share

City of El Monte CA Government created an online **event.**

Jun 21 ·



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completestreets@elmonteca.gov · EMCompleteStreets.com · facebook.com/CityofElMonte · @MyElMonte

TUE, JUN 27

Valley Boulevard and Main Street Complete Streets Feasibility Study Pu...

☆ Interested

City of El Monte CA Government

Jun 26 ·

Let us know how we can improve Valley Boulevard and Main Street. Join us tomorrow from 6-7 p.m. for a virtual pu... See more



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3 1 share

City of El Monte CA Government
Jun 27 ·

City of El Monte CA Government · Follow
Jun 26 ·

Let us know how we can improve Valley Boulevard and Main Street. Join us tomorrow from 6-7 p.m. for a virtual pu... See more



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STAY CONNECTED

Connect with us using any of the methods below:

Instagram

myelmonte



Liked by jule_1958 and **others**

myelmonte Be part of the Valley Boulevard & Main Street Complete Streets Feasibility Study! Join us virtually on Tuesday, 6/27 and in-person on Wednesday, 7/12 from 6-7 p.m... more

View 1 comment

June 13 · **See translation**

myelmonte



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Liked by **jule_1958** and **others**

View all 2 comments

June 21

APPENDIX D

Business Corridor Walk Summary



Event Summary Report
Valley Boulevard and Main Street Business Corridor Walk

Date	Wednesday, June 14, 2023
Location	Valley Boulevard and Main Street, El Monte, California
Event Time	10:00 am – 6:00 pm
Staff	Allison Crook (AA) Eric Davidan (AA)
Businesses Visited	200
Contact Information Collected	32
New Businesses	17
CAC Interest	The Plug for Barbers – 10423 Valley Blvd Ste D1, El Monte, CA 91731 Jose's Travel – 10053 Valley Blvd Ste 12 El Monte, CA 91731

On Wednesday, June 14, the outreach team conducted a comprehensive outreach effort for the Valley Boulevard and Main Street Complete Streets Feasibility Study by visiting a total of 200 businesses to provide them with crucial information regarding the project. The primary objective was to inform business owners about the upcoming project meetings and distribute relevant materials to facilitate their understanding and engagement.

During the outreach initiative, a packet that included a meeting flyer and two fact sheets (Valley Boulevard and Main Street) was distributed detailing the key aspects of the Study. These materials served as a valuable resource for businesses to stay informed about the project's scope, timeline, and potential impacts.

To ensure inclusivity and effective communication, we prepared flyers in multiple languages. In addition to English, we had flyers available in Spanish, Vietnamese, and Chinese. This allowed us to engage with a diverse range of business owners and address language barriers, ensuring that crucial information about the project was accessible to all.

This outreach effort aimed to establish clear lines of communication, build relationships with local businesses, and foster an environment of collaboration and understanding. By proactively visiting businesses and providing them with detailed project information in their preferred language, we sought to encourage their active involvement and participation in the decision-making process. This effort was well received among business owners as they shared appreciation for the in-person effort to share important information about City efforts.

APPENDIX E

Farmer's Market Summary

VALLEY BLVD MAIN STREET

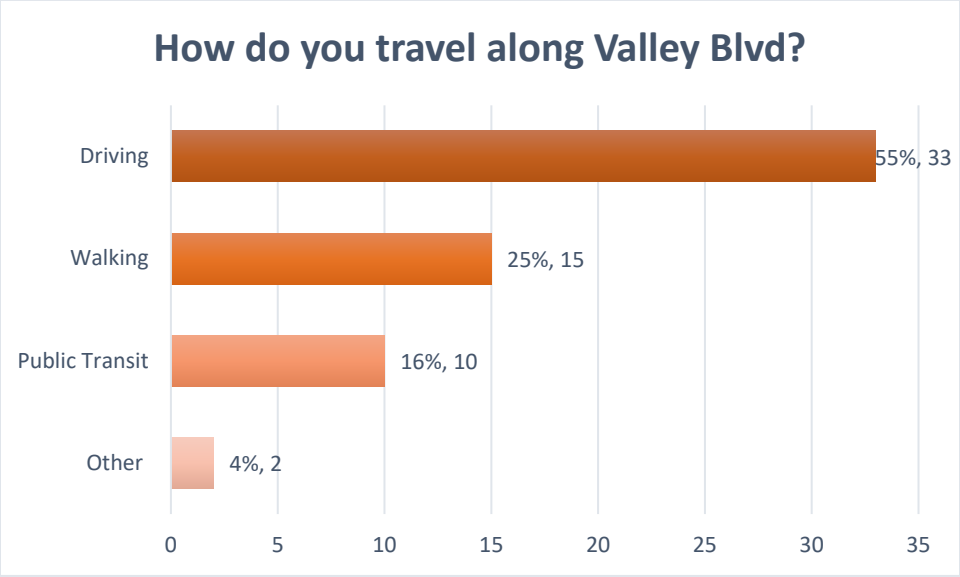
COMPLETE STREETS

Event Summary Report
City of El Monte Main Street Farmers Market

Date	Thursday, June 15, 2023
Location	Main Street, El Monte, California
Event Time	5:00 pm – 9:00 pm
Set Up Time	3:30 pm
Staff	Marlena Perez (MBI) Allison Crook (AA) Eric Davidian (AA)
Booth Visitors	100

The project team coordinated an informational booth at the City of El Monte's Main Street Farmers Market, which attracted an estimated attendance of 100 booth visitors. Our booth included three boards asking questions about Main Street and Valley Boulevard. Members of the public answered them by placing a sticker under their choice. Our outreach efforts identified several areas of improvement in both the Main Street and Valley Blvd areas recommended by the public.

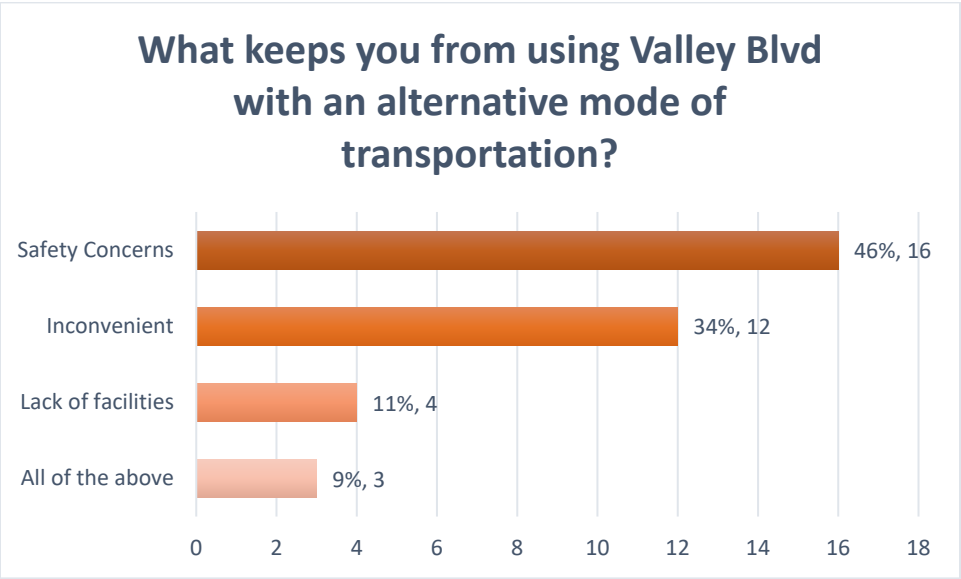
Board Activity Results- Valley Boulevard



VALLEY BLVD MAIN STREET

COMPLETE STREETS





Summary- Valley Boulevard

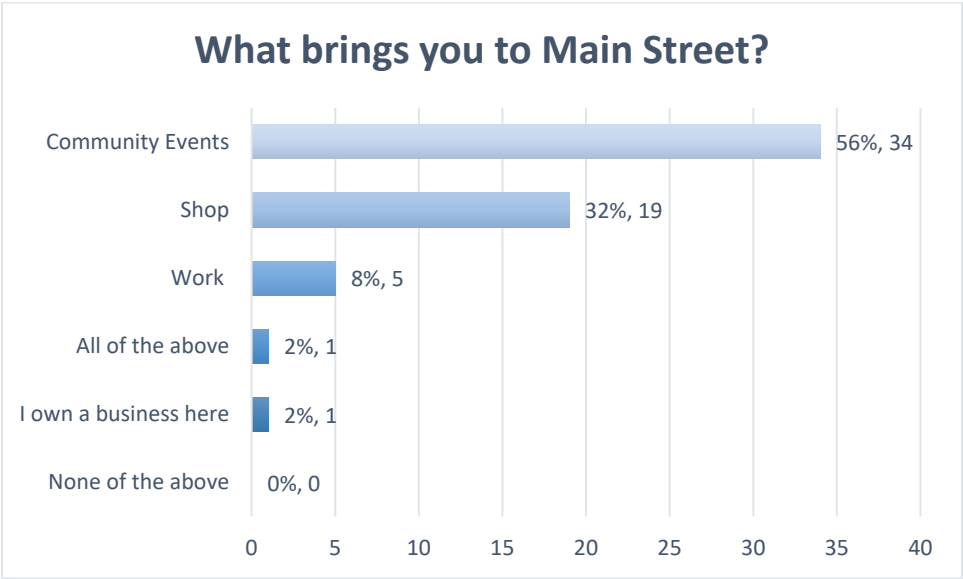
Valley Boulevard Improvements	
Bus Shade	Installing shade structures at bus stops along Valley Blvd.
Pothole Repair	Addressing the issue of potholes on Valley Blvd through timely repairs to ensure a smooth driving experience.
Sidewalk Improvements	Ensuring sidewalks are available on both sides of Valley Blvd.
ADA Accessibility	Implementing measures to ensure compliance with the Americans with Disabilities Act (ADA) and improve accessibility for individuals with disabilities along Valley Blvd.
Traffic and Speeding	Implementing traffic management strategies and speed reduction measures to improve Valley Blvd road safety and traffic flow.
Frequent Bus Service	Enhancing the frequency of bus services along Valley Blvd.
Class 4 Bike Lanes	Adding dedicated Class 4 bike lanes on Valley Blvd to facilitate safer cycling and promote alternative modes of transportation

VALLEY BLVD MAIN STREET

COMPLETE STREETS



Board Activity Results- Main Street



Summary- Main Street

Main Street Improvements	
Lighting	Enhancing the lighting infrastructure on Main Street to improve visibility and safety.
Advertising Opportunities	Implementing additional advertising opportunities on Main Street to promote local businesses.
Community Activities	Increase the number of community activities on Main Street; with an Emphasis on Latino Community.
More Stores	Encouraging the opening of new stores and businesses on Main Street to attract more visitors.
Road Pavement	Addressing the need for road pavement to improve the overall quality of the street and ensure a smooth driving and walking experience.
Trash Cans	Installing additional trash cans along Main Street to maintain cleanliness.
Pedestrian-Only Street	Turn Main Street into a pedestrian-only space for enhanced safety and community interaction.
More Park Areas:	Create additional parking areas or green spaces along Main Street to provide recreational opportunities and improve the area's aesthetic appeal.

VALLEY BLVD MAIN STREET

COMPLETE STREETS

Summary- Shared Improvements, Valley Boulevard and Main Street

Valley Boulevard and Main Street Areas of Common Improvement	
Community Internet	Addressing the need for community-wide internet access to give residents access to online resources.
Security	Enhancing security measures in both Main Street and Valley Blvd

Event Photos



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

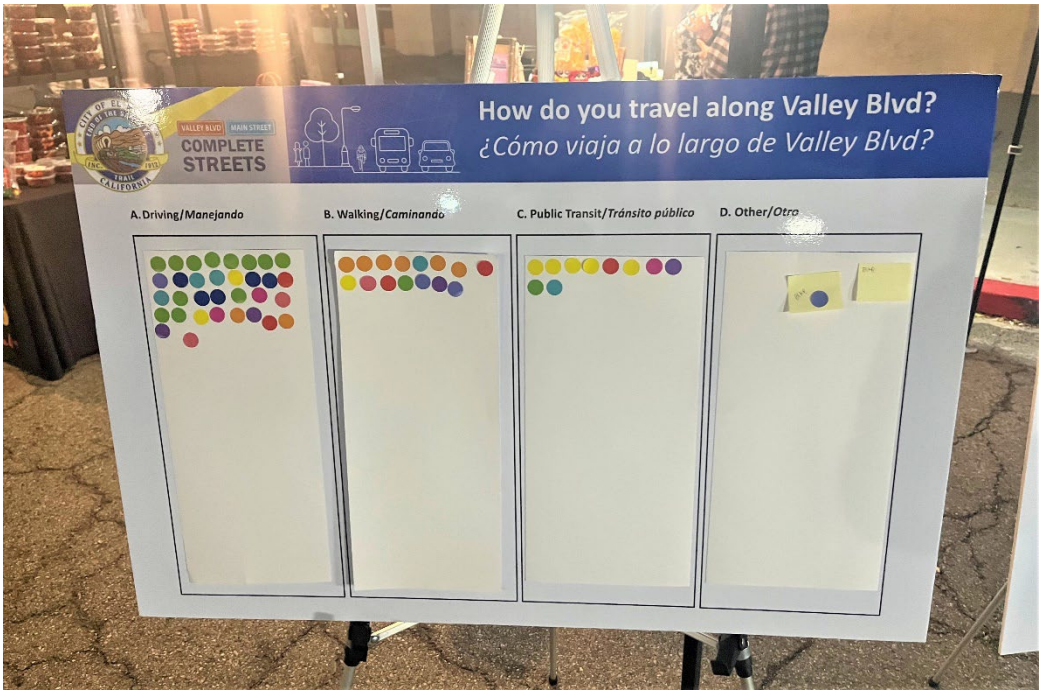




VALLEY BLVD | MAIN STREET

COMPLETE STREETS

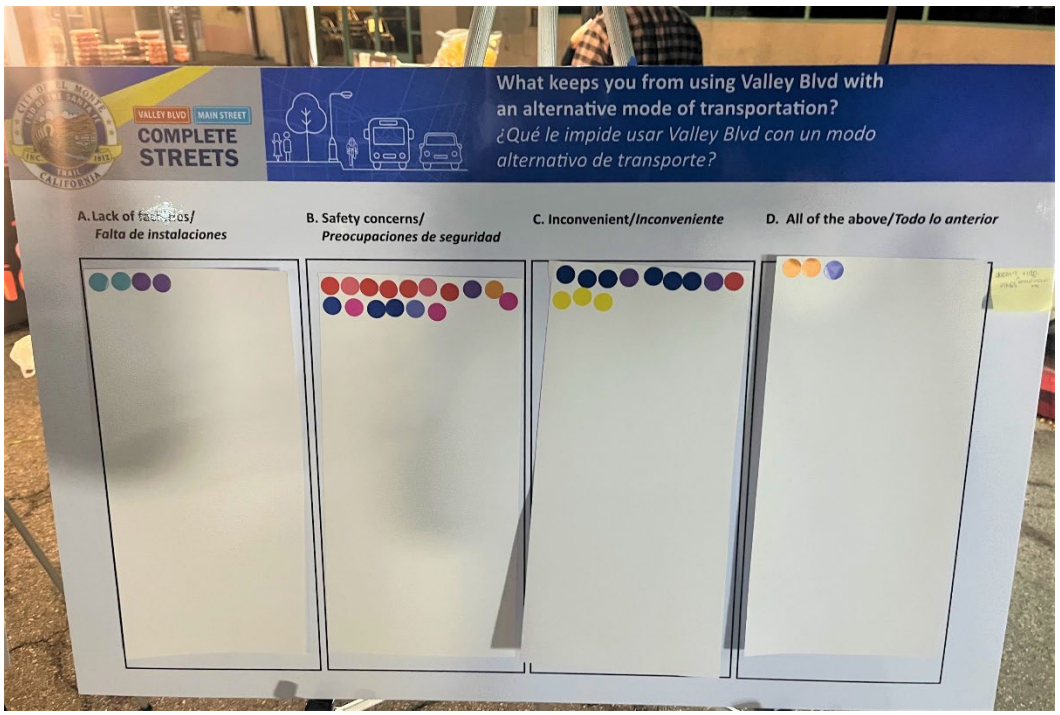


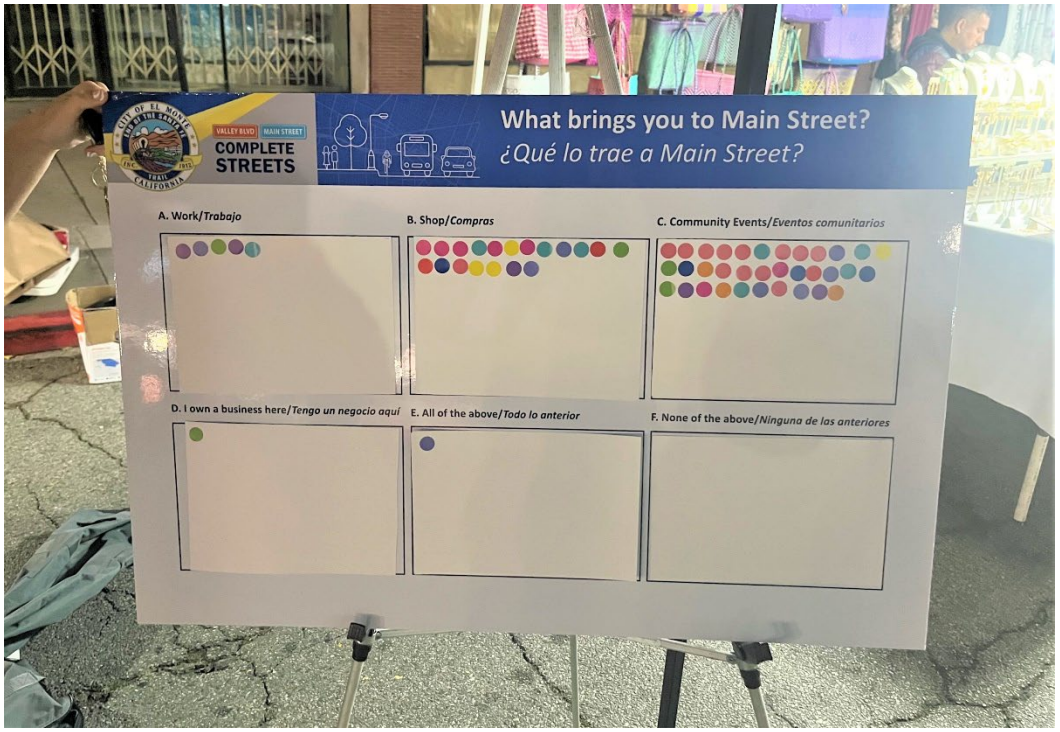


VALLEY BLVD | MAIN STREET

COMPLETE STREETS







APPENDIX F
Meeting Flyer

VALLEY BLVD | MAIN STREET

COMPLETE STREETS



BE PART OF THE VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY!

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Time: 6:00 p.m. – 7:00 p.m.
Register here: *https://linktr.ee/emcompletestreets*

PUBLIC MEETING #2

Date: Wednesday, July 12, 2023
Time: 6:00 p.m. – 7:00 p.m.
Location: El Monte Aquatic Center
11001 Mildred St, El Monte, CA 91731

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STAY ENGAGED

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STAY CONNECTED

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completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

VALLEY BLVD | MAIN STREET

CALLES COMPLETAS



¡SEA PARTE DEL ESTUDIO DE FACTIBILIDAD DE CALLES COMPLETAS DE VALLEY BOULEVARD Y MAIN STREET!

La ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street como parte de sus esfuerzos de planificación. Este estudio contribuirá a identificar las necesidades de mejora claves a fin de garantizar que todos los usuarios puedan desplazarse de manera segura por las calles de Valley Boulevard y Main Street, que ofrecerán un nuevo enlace directo y seguro entre el vecindario y los servicios de transporte público regional y nacional, los comercios, los parques y otros destinos de la comunidad.

Acompáñenos en las próximas reuniones públicas y comparta con nosotros su opinión sobre cómo podríamos mejorar Valley Boulevard y Main Street.



PRÓXIMAS REUNIONES

REUNIÓN PÚBLICA #1 (VIRTUAL)

Fecha: 27 de junio de 2023

Hora: 6:00 p.m. – 7:00 p.m.

Regístrese aquí: *https://linktr.ee/emcompletestreets*

REUNIÓN PÚBLICA #2

Fecha: 12 de julio de 2023

Hora: 6:00 p.m. – 7:00 p.m.

Lugar: El Monte Aquatic Center

11001 Mildred St, El Monte, CA 91731

Habrá servicio de interpretación simultánea disponible en español durante ambas reuniones públicas. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a *completestreets@elmonteca.gov*.

MANTÉNGASE COMPROMETIDO

Queremos asegurarnos de conocer cómo utiliza el corredor y las formas de mejorarlo. Por favor escanee el código QR para responder a la encuesta y compartir su opinión.

MANTÉNGASE CONECTADO

Comuníquese con nosotros por cualquiera de estas vías:

completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

VALLEY BLVD | MAIN STREET

完整街道



成为山谷大道和主街完整街道可行性研究的一部分！

作为其规划工作的一部分，埃尔蒙特市正在进行山谷大道和主街完整街道的可行性研究。这项研究将有助于确定关键的改进需求，以确保所有用户能够安全地沿着山谷大道和主街出行和穿越这些街道，这将在邻里与地区和国家交通服务、商业、公园和其他社区目的之间提供直接和安全的联系。

请加参加我们参加即将举行的公开会议，让我们知道您对如何改善山谷大道和主街的想法。



即将举行的会议

公开会议#1（虚拟）
日期：2023 年 6 月 27 日，星期二
时间：晚上 6 时至7时
在这里注册： *https://linktr.ee/emcompletestreets*

公开会议 #2
日期：2023 年 7 月 12 日，星期三
时间：晚上 6 时至7时
地点：埃尔蒙特水上运⊠中心
11001 Mildred St, El Monte, CA 91731

两次公开会议期间都将提供现场西班牙语口译服务。可提前 72 小时通过 *completestreets@elmonteca.gov* 要求其他语言翻译。

保持参与

我们想确保我们知道您如何使用该走廊以及我们可以改进它的方式。请扫描二维码参与问卷调查并提出您的想法。

保持联系

使用以下任何方法与我们联系：

completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

VALLEY BLVD | MAIN STREET

TOÀN BỘ ĐƯỜNG PHỐ



HÃY THAM GIA CUỘC NGHIÊN CỨU TÍNH KHẢ THI CỦA TOÀN BỘ ĐƯỜNG PHỐ VALLEY BOULEVARD & MAIN STREET!

Thành phố El Monte đang tiến hành Cuộc Nghiên cứu Tính Khả thi của Toàn bộ Đường phố Valley Boulevard và Main Street như một phần trong nỗ lực lập kế hoạch của thành phố. Cuộc nghiên cứu này sẽ trợ giúp việc nhận định các nhu cầu cải tiến chính yếu để đảm bảo việc đi lại an toàn dọc theo và bang ngang qua Valley Boulevard và Main Street cho tất cả các người sử dụng, điều này sẽ cung cấp mối liên kết trực tiếp và an toàn giữa vùng lân cận với các dịch vụ vận chuyển khu vực và quốc gia, doanh nghiệp, công viên và các điểm đến khác của cộng đồng.

Hãy tham gia với chúng tôi trong các cuộc họp công khai sắp tới và cho chúng tôi biết suy nghĩ của quý vị về cách chúng tôi có thể cải thiện Valley Boulevard và Main Street.



CÁC CUỘC HỌP SẮP TỚI

CUỘC HỌP CÔNG KHAI #1 (TRÊN MẠNG)

Ngày: Thứ Ba, ngày 27 tháng 6 năm 2023

Thời gian: 6:00 p.m. - 7:00 p.m.

Đăng ký tại đây: *https://linktr.ee/emcompletestreets*

CUỘC HỌP CÔNG KHAI #2

Ngày: Thứ Tư, ngày 12 tháng 7 năm 2023

Thời gian: 6:00 p.m. - 7:00 p.m.

Địa điểm: **El Monte Aquatic Center**

11001 Mildred St, El Monte, CA 91731

Thông dịch tiếng Tây Ban Nha trực tiếp sẽ có sẵn trong cả hai cuộc họp công khai. Có thể yêu cầu thông dịch viên cho các ngôn ngữ khác trước 72 giờ tại *completestreets@elmonteca.gov*.

HÃY TIẾP TỤC THAM GIA

Chúng tôi muốn đảm bảo rằng chúng tôi biết cách quý vị sử dụng hành lang và những cách thức chúng tôi có thể cải thiện. Vui lòng quét mã QR để thực hiện khảo sát và cho biết suy nghĩ của quý vị.

HÃY TIẾP TỤC GIỮ LIÊN LẠC

Kết nối với chúng tôi bằng bất kỳ phương pháp nào dưới đây:

completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

APPENDIX G

Q&A Log

Public Meeting #1
Tuesday, June 27, 2023 | 6-7 p.m.

AGENDA	NAME	QUESTION/COMMENT	COMMENT TYPE	RESPONSE
Poll Questions (Valley)	Rudy Sanchez	Could a bus only lane become apart of the Complete Street?	Chat	Valley is a heavily traveled transit corridor. We are considering a number of options including bus lanes and other transit enhancements.
Poll Questions (Valley)	Jimmie Pitts	How many are attending this meeting?	Chat	Right now we have 8 people in the meeting, but it has flucuated between 9 and 7.
Poll Questions (Main)	David Diaz	Would it be possible for y'all to consider shutting down Main St to cars permanently? Walking promenade, median businesses, and park amenities?	Chat	I'm glad you asked! We are exploring options to create pedestrian plazas along the corridor, which include restricting auto access on parts of the corridor.
Q&A Segment	Rudy Sanchez	Could a bus only lane become a part of the complete street?	Chat	So we understand that Valley Boulevard is a heavily trans-traveled transit corridor, so that's one option we're looking at as part of this study. But along with that, we're looking at other general transit enhancements. So to answer your question, yes, that's part that's under consideration and we'll be exploring that future in future development of the project.
Q&A Segment	Rudy Sanchez	Have Complete Streets been implemented in other sections of Valley Blvd? If so how have those gone?	Chat	Yes, there have been complete street elements incorporated. Portions of valley boulevard have been more isolated and directed to specific intersections. And not. A more comprehensive look at it. So there are developments that have occurred along the streets. There have been requests for enhanced safety at crosswalks. And some of these complete street elements that we're discussing. Today has been implemented—more as a reactive approach to safety pedestrian safety, bicycle safety, etc. but mostly centered around pedestrian safety. But here we are looking at a more comprehensive look at the quarter. So this will be a much deeper dive than we've done. Not specific to. Development is not specific to a particular intersection or a safety issue, but this will be a more holistic report approach to the quarter.
Q&A Segment	Naresh Bhakta	Any development similar on Garvey? In future…?	Chat	It is, but I attend the staff meetings, and we are doing a Garvey complete project. We recently received proposals. We're in the selection process. So we'll have a consultant on board sometime this year. And we'll go through a similar approach as we're doing here for the Garvey Quarter. These two quarters will be tracking ahead of that particular quarter, but it is already in the works, and you will get additional information as that project kicks off.
Q&A Segment	Anonymous	How much funding has been secured for Valley Blvd?	Chat	To comply, complete the studies as part of the studies and as part of Michael Baker's task is to make recommendations to us that are competitive in areas where we can apply for grant opportunities to fund. We look at this as part of our feasibility study, and we'll be discussing the city is different grant programs that are out there that this project could qualify for and helping guide the city through that process. To secure funding for future phases and construction down the line. So that'll all be looked at, but that'll be more of a behind-the-scenes between us and the city we'll be working on as we progress this project.
Q&A Segment	Rudy Sanchez	I voted for closing Main Street on weekends only. Say this were to come true, would that decision be permanent? Could the decision be extended to closing it permanently?	Chat	Yeah, I can take that one. So that's actually really good question. And one thing we're looking at is If we do go the route of a partial closure on Main Street.Do we wanna look we're looking at options for doing that on a temporary basis potentially to start and seeing how that is received and how the space is utilized and then potentially doing that in the more long term or we could alternatively if there's the appetite to do the more permanent closures now. We could go that route to begin with, but that's something that we're still kind of waiting to see how. You know, this is just our first meeting. We're waiting to see once we actually have concepts and take that to a larger public audience. The reception of that along the corridor, but that's definitely something that's an option is doing a more temporary one and then maybe in a year or 2 checking back and seeing how people like that option and if they wanna explore something more permanent like that on Main Street.
Q&A Segment	Anonymous	When do you anticipate completing the final design?	Chat	Currently we are just doing, we're just doing feasibility. So, for our portion of this project, we're taking this to the concept level design stages and that'll be done by the end of this year. But final design is really contingent upon funding the future phases. So that's kind of up in the air until the funding for those is secured and the timeframe for that hasn't really been established yet. But we will have concepts. Approved by the end of this year likely.

APPENDIX G

Public Meeting #2
Summary with Appendices

VALLEY BLVD MAIN STREET
COMPLETE STREETS

Valley Boulevard and Main Street Complete Streets Feasibility Study
Public Meeting #2
Summary Report

1. Meeting Overview

As part of the planning efforts for the City of El Monte's Valley Boulevard and Main Street Complete Streets Feasibility Study, the community Update meeting was held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Valley Boulevard and Main Street for all users.

The Public Meeting #2 was held:

- **Public Meeting #2**
  Date: Wednesday, July 12, 2023
  Time: 6:00 – 7:00 p.m.
  Location: El Monte Aquatic Center (1101 Mildred St. El Monte, CA 91731)

During the meetings, the project team shared a presentation that introduced the Study and its objectives. Following the presentation, participants were able to visit different stations and interact with project staff. The following stations were available:

- Project Overview
- Valley Boulevard
  - Existing Conditions
  - Proposed Concepts
- Main Street
  - Existing Conditions
  - Proposed Concepts
  - Santa Anita Mini Park

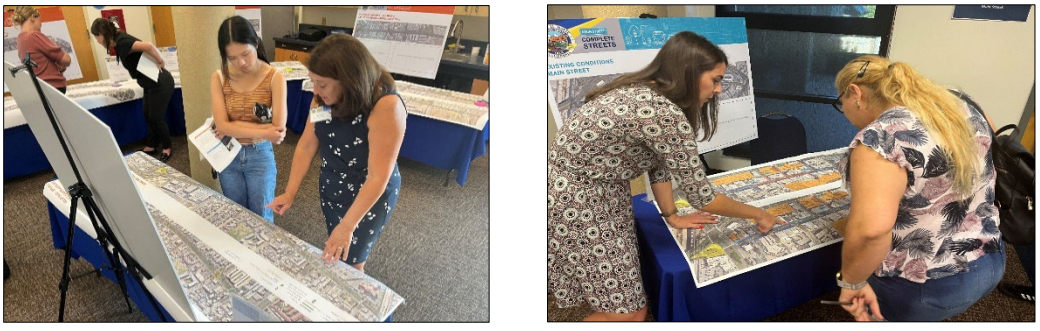


Figure 1. Public Meeting #2 Stations

At each station, participants provided their input on the proposed concepts and what features they would like to see along Valley Boulevard and Main Street. Additionally, live Spanish interpretation was made available throughout the meeting for participants.

See *Appendix A* for the presentation and *Appendix B* for the display boards.

2. Meeting Agenda

The following agenda items were discussed during the meeting:

- Introductions
- Study Overview
- Valley Boulevard
- Main Street
- Stay Connected
- Explore the Stations

3. Meeting Notification

E-blasts

An e-blast was distributed to invite stakeholders who are part of the stakeholder database to the meeting. E-Blasts were sent out in English and Spanish. See *Appendix C* for the e-blast content.

Table 1. E-Blast Notification Schedule

E-blast	Date Sent
Initial	June 13, 2023
Reminder #1	June 21, 2023
Reminder #2	June 26, 2023
Reminder #3	July 6, 2023
Reminder #4	July 11, 2023

Social Media

The City's social media platforms were utilized to promote the upcoming public meetings. To view the social media posts, see *Appendix D* Social media content was posted in English and Spanish.

Platform	Content	Date Sent
Facebook	Initial Invite	June 13, 2023
	Reminder #1	June 21, 2023
	Flyer	June 21, 2023
	Online Event	June 21, 2023
	Reminder #2	July 11, 2023
Instagram	Pinned Post	June 13, 2023
	Flyer	June 21, 2023

City Website and Calendar

In order to utilize the City's existing network, upcoming meeting information was shared on the City's main website and upcoming events calendar. Interested community members were directed to register for the event as well as navigate through key information about the Study.



Figure 2. City Website

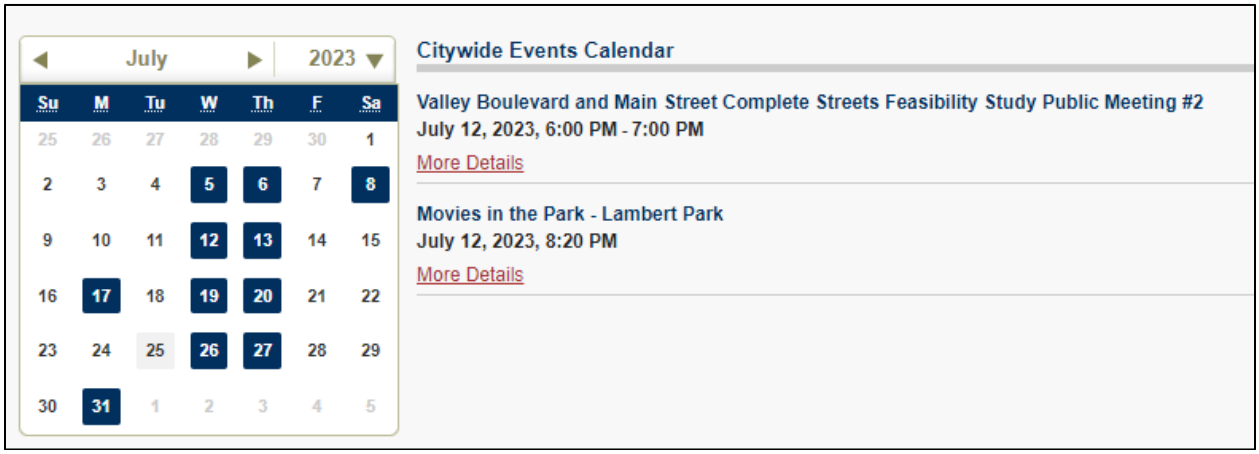


Figure 3. City Events Calendar

Business Corridor Walk

On June 14, 2023, the outreach team visited 200 businesses along Valley Boulevard and Main Street to promote project engagement. Business owners were informed of upcoming project meetings and key project collateral was shared.

See *Appendix E* for a complete summary.

Table 3. Business Corridor Walk Summary

Business Corridor Walk	
Businesses Visited	200
Contact Information Collected	32
New Businesses Contacted	17

Participation at City Events

With the objective of notifying the community of the upcoming meetings, the outreach team coordinated an informational booth at the City of El Monte's Main Street Farmer's Market. The booth attracted approximately 100 visitors and the project team was able to invite the public to the upcoming public meetings as well as collect information about community needs.
See *Appendix F* for a complete summary.



Figure 4. Farmer's Market

Meeting Flyer Distribution

A meeting flyer was developed in English, Spanish, Chinese and Vietnamese to promote upcoming meetings. Flyers were distributed on June 9, 2023, by mail to contacts part of the project's stakeholder database. See *Appendix G* for the meeting flyer.
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.

Sidewalk Decals

Sidewalk decals were installed at key locations throughout Valley Boulevard and Main Street. The sidewalk decals included a QR code that led to a Linktree containing information about the upcoming public meetings as well as other key project information.



Figure 5. Sidewalk Decals

Business Card Drop Off

On July 7, 2023, the outreach team visited businesses along Valley Boulevard and Main Street that have previously expressed interest in engaging with the project. A business card was created that featured a QR Code to access the survey and the upcoming meetings.



Figure 5. Business Cards

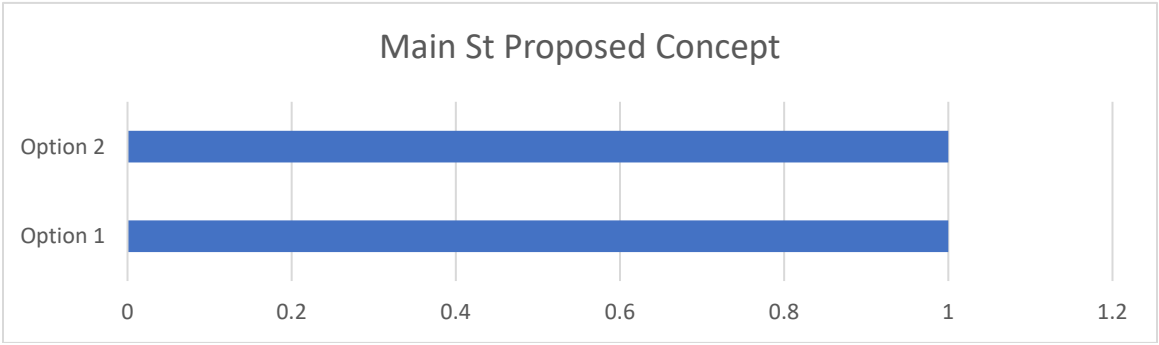
Attendee Report

No.	Name	Organization	Registered (R) /Attended (A)
1	Chris Greenspon	StreetsBlog LA	A
2	Blanca Medina	Downtown El Monte Business Association	A
3	Nguyen Tran	Did Not State	A

Station Engagement

Participants had the opportunity to obtain additional information by visiting each station and selecting their preferred option by placing a sticker on the board. See *Appendix B* for more details on the option participants referenced to make their selection.

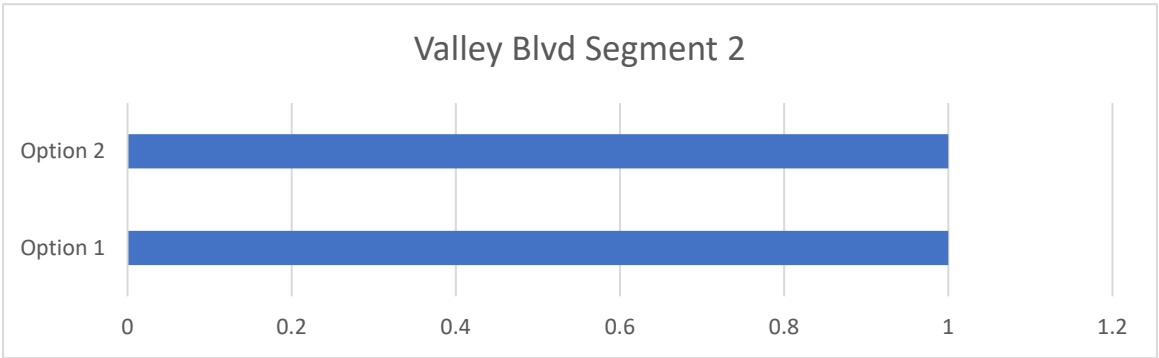
Main Street- Proposed Concepts



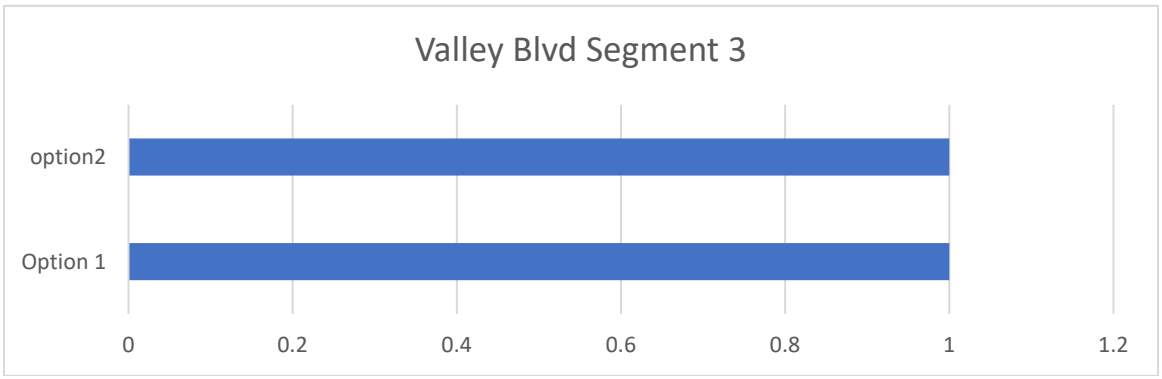
Valley Boulevard – Proposed Concepts, Segment 1 Rowland Ave to Santa Anita Ave

No voting occurred here.

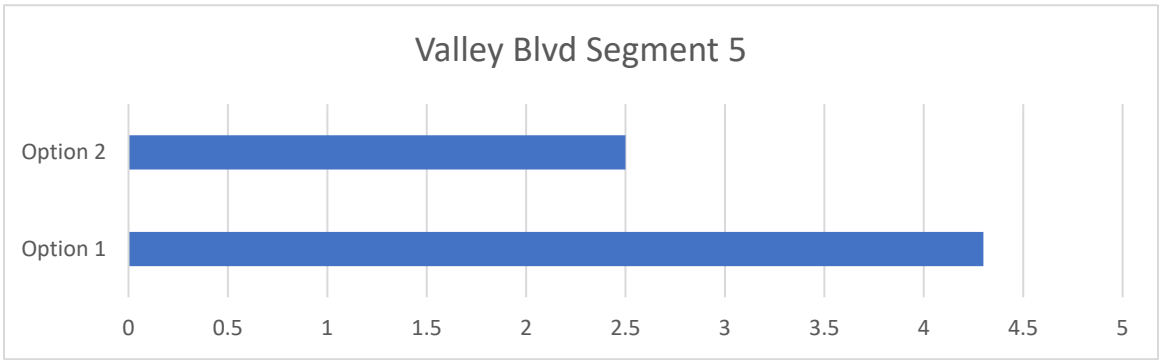
Valley Boulevard – Proposed Concepts, Segment 2 Santa Anita Ave to Ramona Boulevard



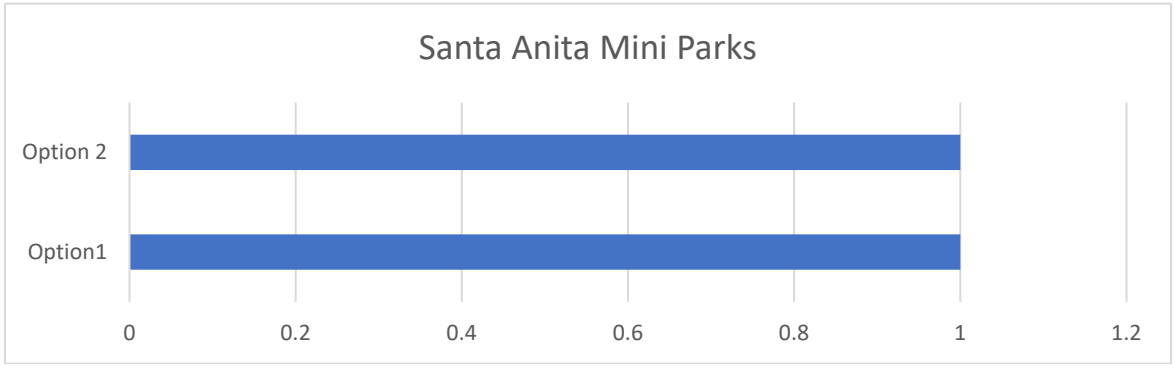
Valley Boulevard – Proposed Concepts, Segment 3 Ramona Boulevard to Mountain View Road



Valley Boulevard – Proposed Concepts, Segment 5 Garvey Ave to San Gabriel River Trail



Santa Anita Mini Parks



6. Participant Input

Participants were able to provide input and ask questions during the meeting. Below are key points discussed during both meetings. The conversation included the following key themes:

- Concerns about unhoused community utilizing the mini parks.

- Against closing Main Street and prefers to keep vehicle traffic.
- Considers closing Main Street a good option but there are concerns about accessibility and knowledge of area.
- Parking on Valley Boulevard is well utilized however, Main Street is not.
- Use intersection for stages for events.

7. Appendices

The appendices below are available for review at the end of the report.

- Appendix A. Presentation English/Spanish
- Appendix B. Display Boards English/Spanish
- Appendix C. E-Blast Notifications
- Appendix D. Social Media Posts
- Appendix E. Business Corridor Walk Summary
- Appendix F. Farmer's Market Summary
- Appendix G. Meeting Flyer

Appendix A

Presentation English/Spanish

VALLEY BLVD | MAIN STREET

COMPLETE STREETS

WELCOME!

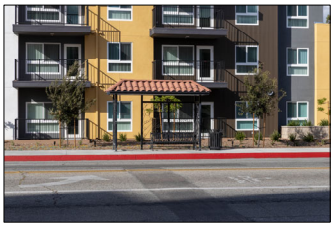
Public Meeting #2 | Wednesday, July 12, 2023

1

Agenda

- Introductions
- Study Overview
- Valley Boulevard
- Main Street
- Stay Connected
- Stations









2

VALLEY BLVD | MAIN STREET
COMPLETE STREETS

Introductions

Michael Baker INTERNATIONAL

arellano associates

3

Study Overview

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Street Feasibility Study (Study) to enhance connectivity, accessibility and safety for all users in the community.



4

Study Objectives

Enhance multi-modal accommodations

Improve safety for all users

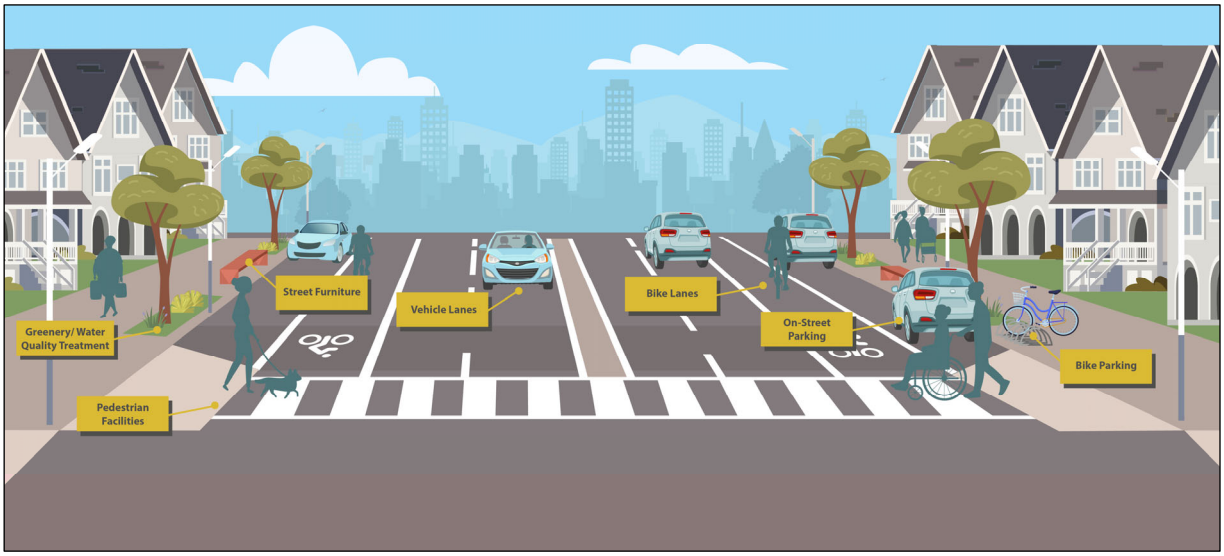
Americans with Disabilities Act (ADA) improvements

Incorporate low-impact development

Improve streetscape beautification and landscaping

5

What Makes a Street "Complete"?



6

Valley Boulevard Overview

- Approximately 3.3 miles
- Major arterial serving as one of the City's primary gateways
- Serves as a critical link in the regional transit network





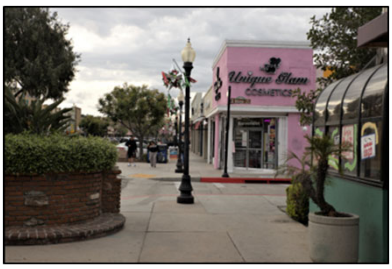
7

7

Main Street Overview

- Approximately 0.5 miles
- Commercial district in the heart of El Monte's downtown area
- Popular destination for outdoor shopping and dining experiences





8

8

Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

EMcompletestreets.com

completestreets@elmonteca.gov

CityofElMonte

myelmonte

MyElMonte

For more information, scan the QR code with your mobile phone or visit: https://linktr.ee/emcompletestreets

9

Stations

Learn more about the Study by visiting each station!

Study Overview

- Study Objectives
- Project Map
- Complete Streets
- Interactive Map

Valley Boulevard

- Existing Conditions
- Proposed Concepts
- Mini Park Concepts

Main Street

- Existing Conditions
- Proposed Concepts

For more information and to participate in the surveys, scan the QR code with your mobile phone or visit: https://linktr.ee/emcompletestreets

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VALLEY BLVD | MAIN STREET

COMPLETE STREETS

¡BIENVENIDO!

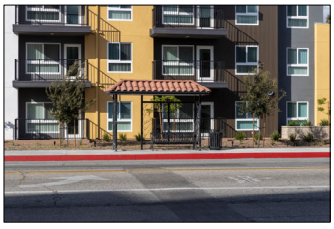
Reunión Pública #2 | miércoles, 12 de julio de 2023

11

Agenda

- Introducciones
- Descripción general del estudio
- Valley Boulevard
- Main Street
- Manténgase conectado
- Estaciones









12

VALLEY BLVD | MAIN STREET
COMPLETE STREETS

Introducciones

Michael Baker INTERNATIONAL

arellano associates

13

Descripción general del estudio

La Ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street (Estudio) para mejorar la conectividad, accesibilidad y seguridad para todos los usuarios de la comunidad.



14

Objetivos del estudio

Mejorar el alojamiento multimodal

Mejorar la seguridad de todos los usuarios

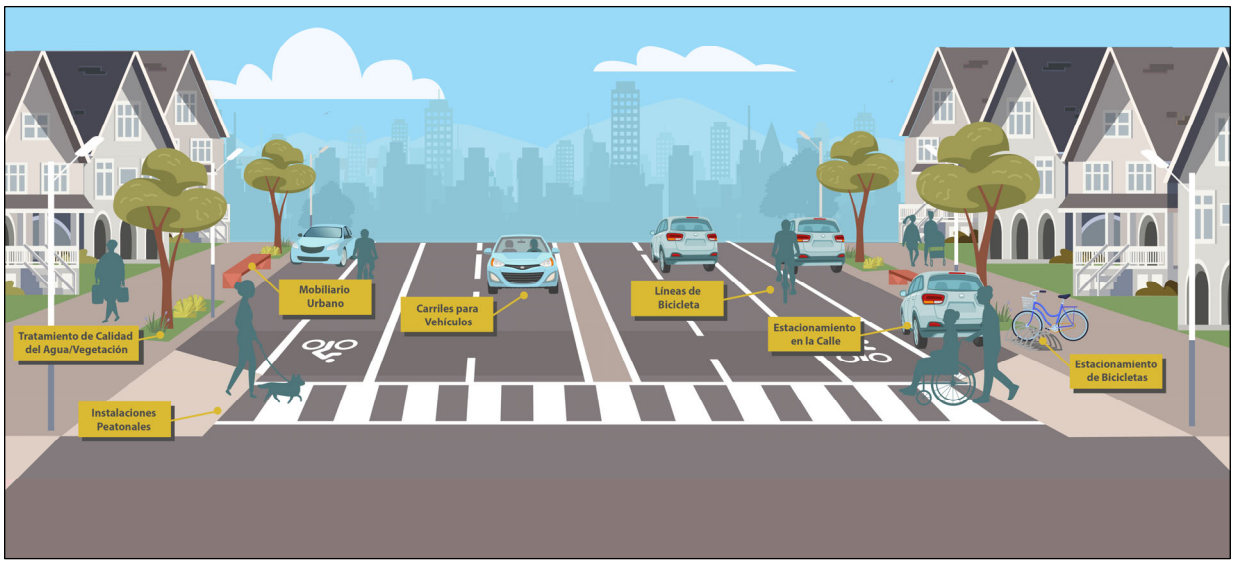
Mejoras del acta de estadounidenses con discapacidades (ADA)

Incorporar desarrollo de bajo impacto

Mejorar el embellecimiento del paisaje urbano y el paisajismo

15

¿Qué hace que una calle sea "completa"?



16

Descripción General de Valley Boulevard

- Aproximadamente 3.3 millas
- La arteria principal sirve como una de las principales puertas de entrada de la Ciudad
- Sirve como un enlace crítico en la red de tránsito regional





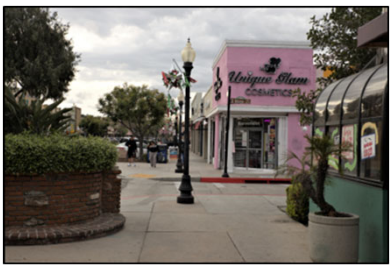
17

17

Descripción General de Main Street

- Aproximadamente 0.5 millas
- Distrito comercial en el corazón del centro de El Monte
- Destino popular para compras al aire libre y experiencias gastronómicas





18

18

Manténgase Conectado

¡Gracias por acompañarnos hoy!

Steven Wright
Gerente de Proyectos de la Ciudad

Lee Torres
Ingeniero de la Ciudad

EMcompletestreets.com

completestreets@elmonteca.gov

CityofElMonte

myelmonte

MyElMonte

Para obtener más información, escanee el código QR con su teléfono móvil o visite: https://linktr.ee/emcompletestreets

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Estaciones

¡Aprenda más sobre el Estudio visitando cada estación!

Descripción General

- Objetivos
- Mapa del proyecto
- Calles completas
- Mapa interactivo

Valley Boulevard

- Condiciones existentes
- Conceptos propuestos
- Conceptos de parques "mini"

Main Street

- Condiciones existentes
- Conceptos propuestos

Para obtener más información y para participar en la encuesta, escanee el código QR con su teléfono móvil o visite: https://linktr.ee/emcompletestreets

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Appendix B

Display Boards English/Spanish

VALLEY BLVD

COMPLETE STREETS

EXISTING CONDITIONS – SEGMENT 1
ROWLAND AVE TO SANTA ANITA AVE



IF YOU PREFER PROPOSED CONCEPT #1, PLACE STICKER HERE

IF YOU PREFER PROPOSED CONCEPT #2, PLACE STICKER HERE

VALLEY BLVD – OPTION 1
ROWLAND AVE TO SANTA ANITA AVE



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- BUFFER
- PUBLIC PARKING
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- EXISTING BUS STOP
- RELOCATED BUS STOP
- TRAFFIC SIGNAL
- RAPID RECTANGULAR FLASHING BEACON (RRFB)
- PROPOSED BOLLARD
- EXISTING CURB RAMP
- PROPOSED CURB RAMP

VALLEY BLVD – OPTION 2
ROWLAND AVE TO SANTA ANITA AVE



VALLEY BLVD

COMPLETE STREETS

EXISTING CONDITIONS – SEGMENT 2
SANTA ANITA AVE TO RAMONA BLVD



IF YOU PREFER PROPOSED CONCEPT #1, PLACE STICKER HERE

IF YOU PREFER PROPOSED CONCEPT #2, PLACE STICKER HERE

VALLEY BLVD – OPTION 1
SANTA ANITA AVE TO RAMONA BLVD



VALLEY BLVD – OPTION 2
SANTA ANITA AVE TO RAMONA BLVD



VALLEY BLVD

COMPLETE STREETS

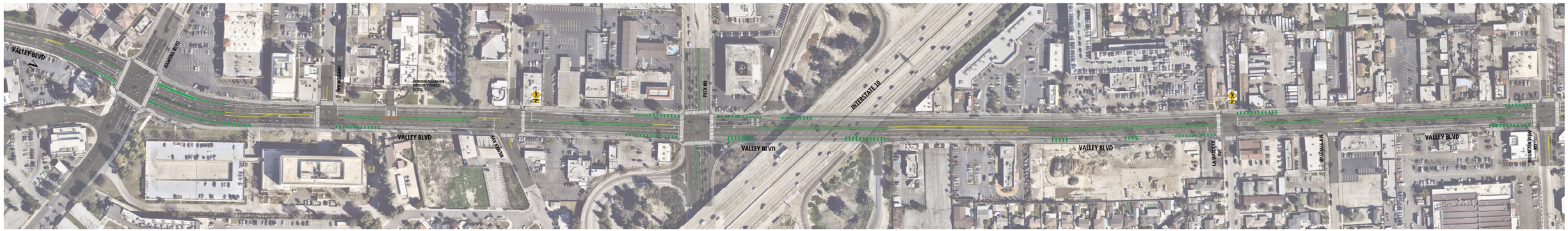
EXISTING CONDITIONS – SEGMENT 3
RAMONA BLVD TO MOUNTAIN VIEW RD



IF YOU PREFER PROPOSED CONCEPT #1, PLACE STICKER HERE

IF YOU PREFER PROPOSED CONCEPT #2, PLACE STICKER HERE

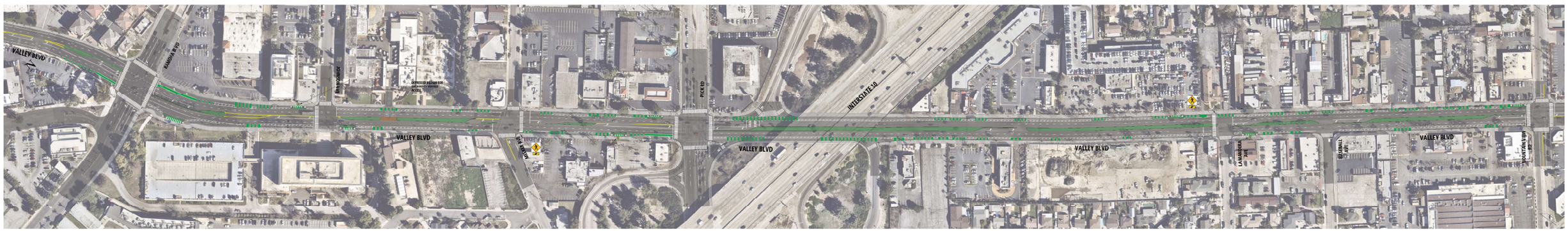
VALLEY BLVD – OPTION 1
RAMONA BLVD TO MOUNTAIN VIEW RD



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- BUFFER
- PUBLIC PARKING
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- EXISTING BUS STOP
- RELOCATED BUS STOP
- TRAFFIC SIGNAL
- RAPID RECTANGULAR FLASHING BEACON (RRFB)
- PROPOSED BOLLARD
- EXISTING CURB RAMP
- PROPOSED CURB RAMP

VALLEY BLVD – OPTION 2
RAMONA BLVD TO MOUNTAIN VIEW RD



VALLEY BLVD
COMPLETE STREETS

EXISTING CONDITIONS – SEGMENT 5
GARVEY AVE TO SAN GABRIEL RIVER TRAIL



IF YOU PREFER PROPOSED CONCEPT #1, PLACE STICKER HERE

IF YOU PREFER PROPOSED CONCEPT #2, PLACE STICKER HERE

VALLEY BLVD – OPTION 1
GARVEY AVE TO SAN GABRIEL RIVER TRAIL



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- BUFFER
- PUBLIC PARKING
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- EXISTING BUS STOP
- RELOCATED BUS STOP
- TRAFFIC SIGNAL
- RAPID RECTANGULAR FLASHING BEACON (RRFB)
- PROPOSED BOLLARD
- EXISTING CURB RAMP
- PROPOSED CURB RAMP

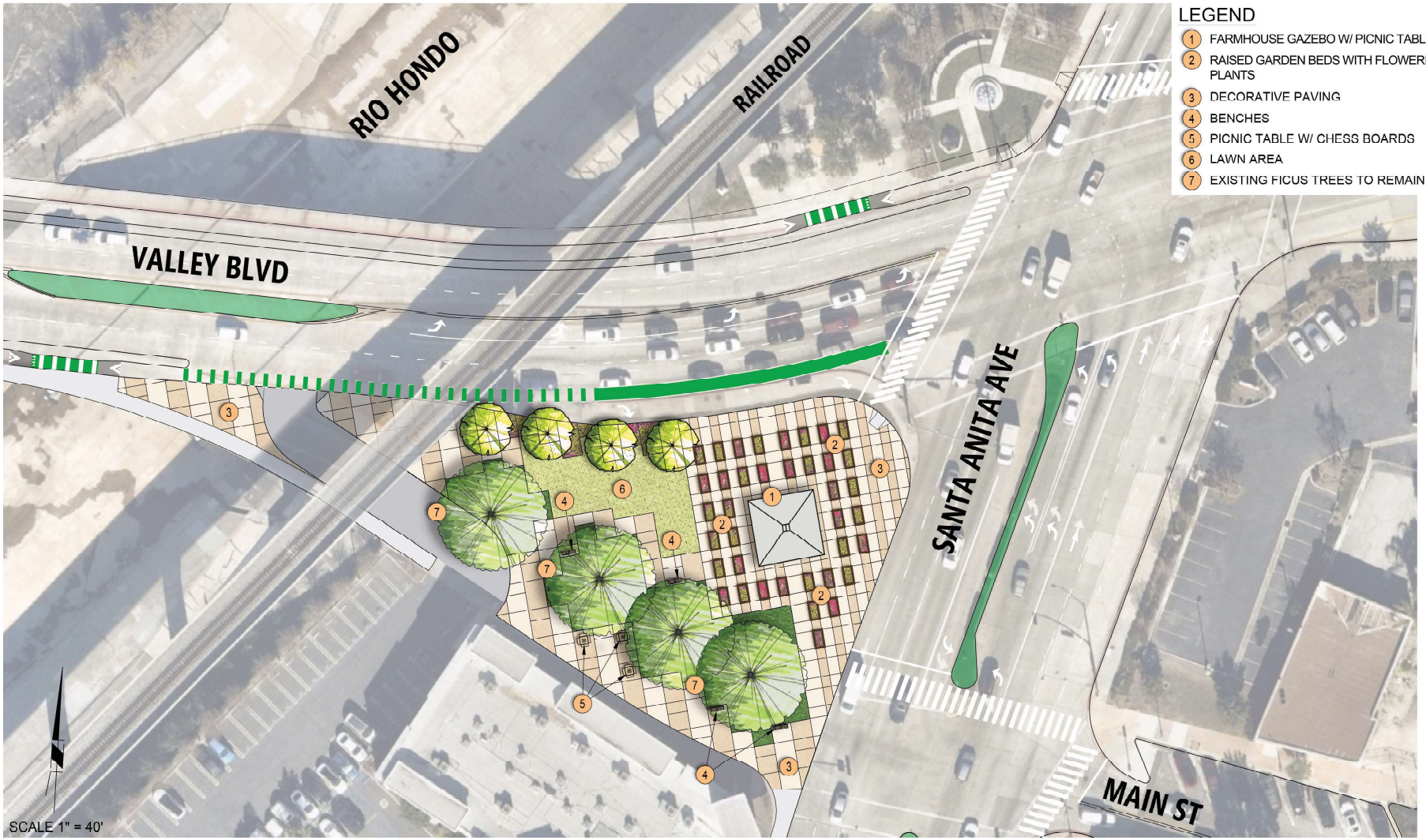
VALLEY BLVD – OPTION 2
GARVEY AVE TO SAN GABRIEL RIVER TRAIL



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

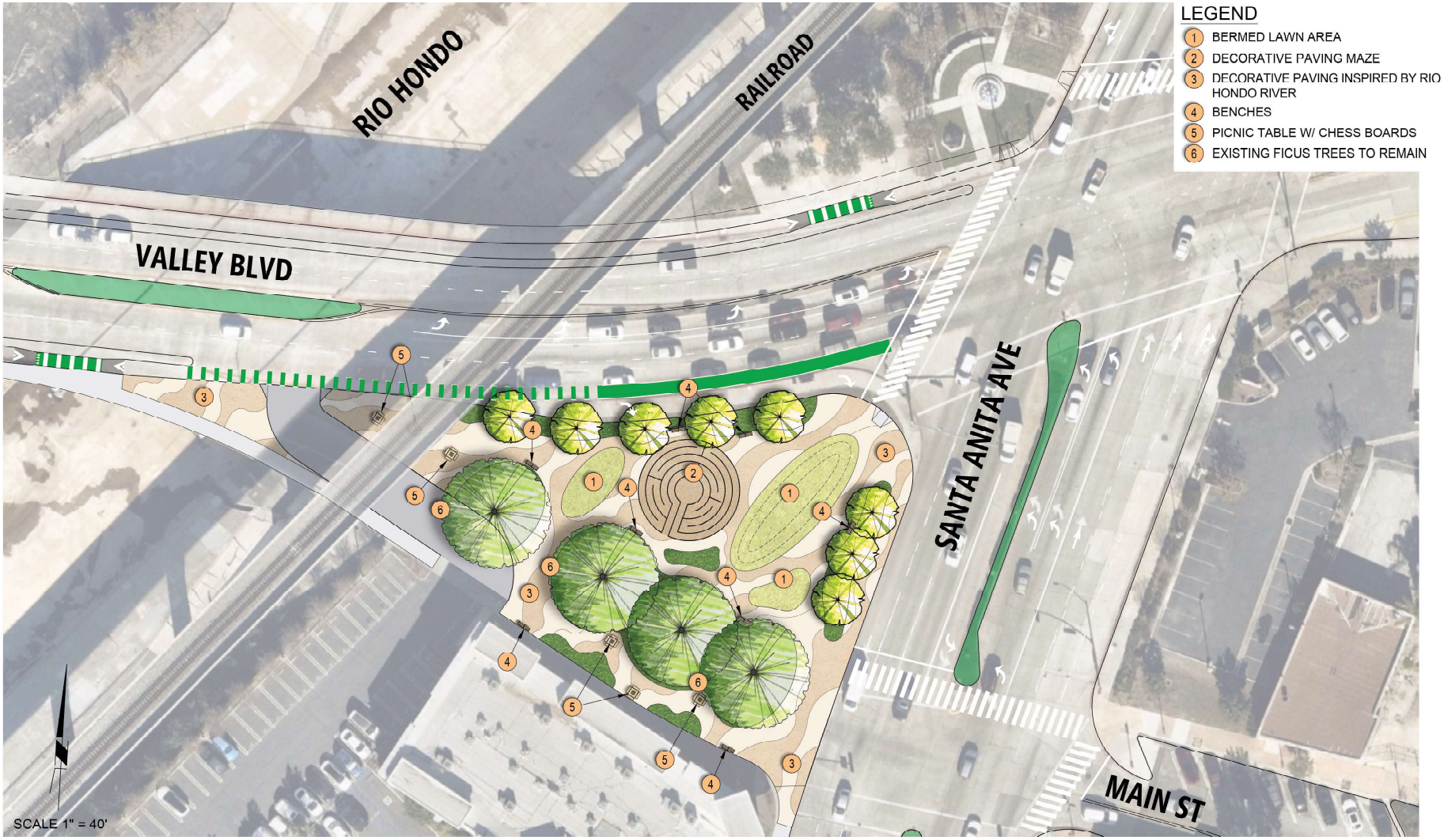
SANTA ANITA MINI PARK – OPTION 1



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

SANTA ANITA MINI PARK – OPTION 2



MAIN STREET

COMPLETE STREETS

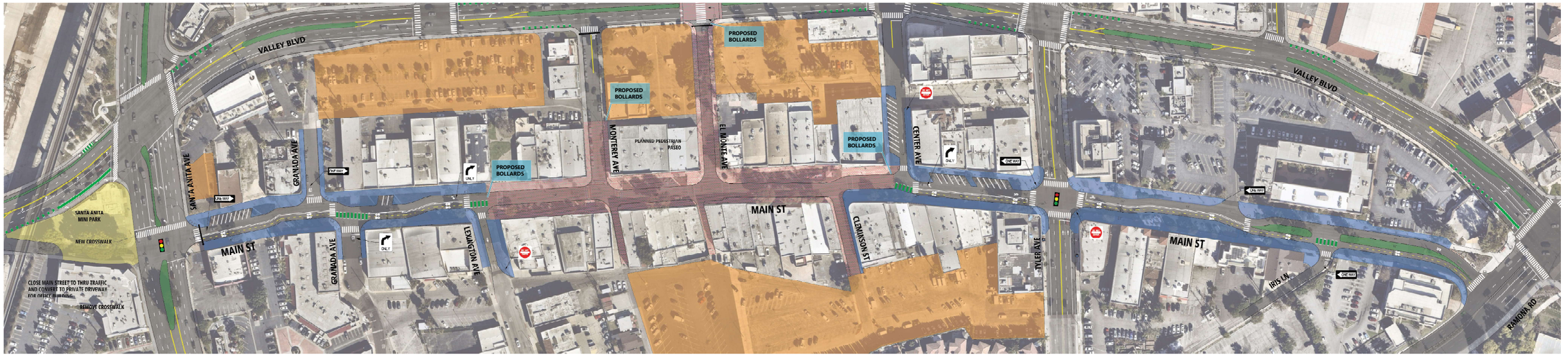
EXISTING CONDITIONS
MAIN STREET



IF YOU PREFER PROPOSED CONCEPT #1, PLACE STICKER HERE

IF YOU PREFER PROPOSED CONCEPT #2, PLACE STICKER HERE

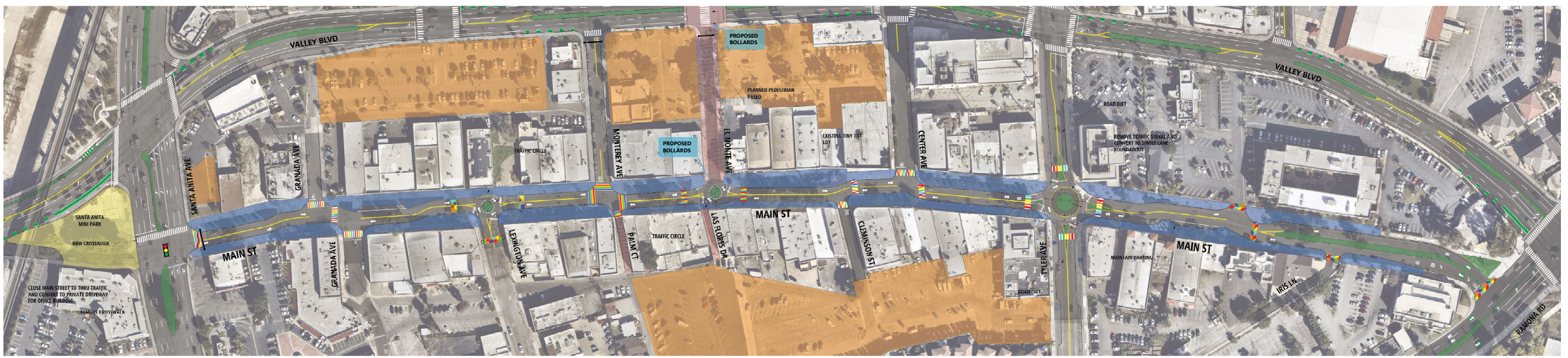
MAIN STREET – OPTION 1



LEGEND

CURB
PROPOSED STRIPE
BUFFER
BIKE LANE CONFLICT AREA
SIDEWALK
RAISED MEDIAN
PEDESTRIAN PASEO
PROPOSED BOLLARD
TRAFFIC SIGNAL
PUBLIC PARKING
SIDEWALK/LANDSCAPING/ COMMUNITY SPACE
EXISTING CURB RAMP
PROPOSED CURB RAMP
GATEWAY FEATURE
EXISTING BUS STOP

MAIN STREET – OPTION 2



VALLEY BLVD

COMPLETE STREETS

CONDICIONES EXISTENTES – SEGMENTO 1
ROWLAND AVE TO SANTA ANITA AVE



SI PREFIERE EL CONCEPTO PROPUESTO #1, COLOQUE LA ETIQUETA AQUÍ

SI PREFIERE EL CONCEPTO PROPUESTO #2, COLOQUE LA ETIQUETA AQUÍ

VALLEY BLVD – OPTION 1
ROWLAND AVE TO SANTA ANITA AVE



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- BUFFER
- PUBLIC PARKING
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- EXISTING BUS STOP
- RELOCATED BUS STOP
- TRAFFIC SIGNAL
- RAPID RECTANGULAR FLASHING BEACON (RRFB)
- PROPOSED BOLLARD
- EXISTING CURB RAMP
- PROPOSED CURB RAMP

VALLEY BLVD – OPTION 2
ROWLAND AVE TO SANTA ANITA AVE



VALLEY BLVD

COMPLETE STREETS

CONDICIONES EXISTENTES – SEGMENTO 2
SANTA ANITA AVE TO RAMONA BLVD



SI PREFIERE EL CONCEPTO PROPUESTO #1, COLOQUE LA ETIQUETA AQUÍ

SI PREFIERE EL CONCEPTO PROPUESTO #2, COLOQUE LA ETIQUETA AQUÍ

VALLEY BLVD – OPTION 1
SANTA ANITA AVE TO RAMONA BLVD



VALLEY BLVD – OPTION 2
SANTA ANITA AVE TO RAMONA BLVD



VALLEY BLVD

COMPLETE STREETS

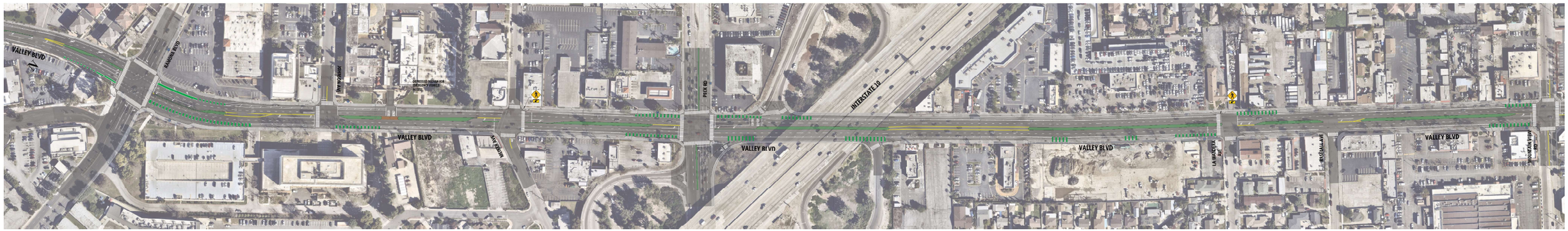
CONDICIONES EXISTENTES – SEGMENTO 3
RAMONA BLVD TO MOUNTAIN VIEW RD



SI PREFIERE EL CONCEPTO PROPUESTO #1, COLOQUE LA ETIQUETA AQUÍ

SI PREFIERE EL CONCEPTO PROPUESTO #2, COLOQUE LA ETIQUETA AQUÍ

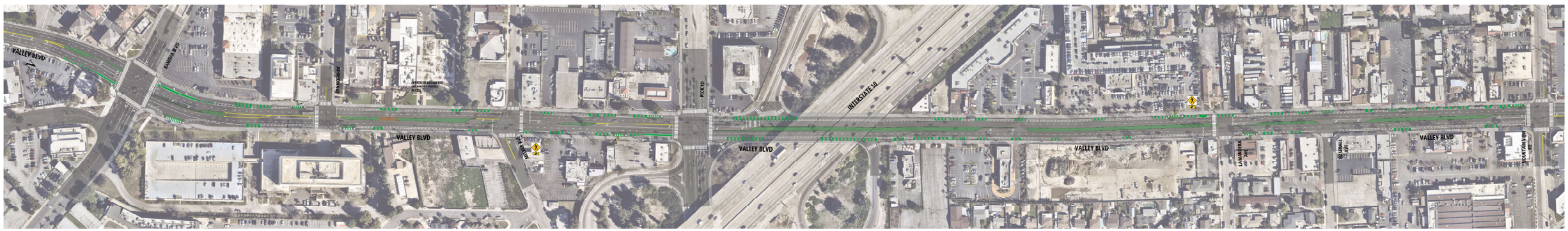
VALLEY BLVD – OPTION 1
RAMONA BLVD TO MOUNTAIN VIEW RD



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- BUFFER
- PUBLIC PARKING
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- EXISTING BUS STOP
- RELOCATED BUS STOP
- TRAFFIC SIGNAL
- RAPID RECTANGULAR FLASHING BEACON (RRFB)
- PROPOSED BOLLARD
- EXISTING CURB RAMP
- PROPOSED CURB RAMP

VALLEY BLVD – OPTION 2
RAMONA BLVD TO MOUNTAIN VIEW RD



VALLEY BLVD
COMPLETE STREETS

CONDICIONES EXISTENTES – SEGMENTO 5
GARVEY AVE TO SAN GABRIEL RIVER TRAIL



SI PREFIERE EL CONCEPTO PROPUESTO #1, COLOQUE LA ETIQUETA AQUÍ

SI PREFIERE EL CONCEPTO PROPUESTO #2, COLOQUE LA ETIQUETA AQUÍ

VALLEY BLVD – OPTION 1
GARVEY AVE TO SAN GABRIEL RIVER TRAIL



LEGEND

- CURB
- PROPOSED STRIPE
- BIKE LANE CONFLICT AREA
- BUFFER
- PUBLIC PARKING
- SIDEWALK
- RAISED MEDIAN
- PEDESTRIAN PASEO
- EXISTING BUS STOP
- RELOCATED BUS STOP
- TRAFFIC SIGNAL
- RAPID RECTANGULAR FLASHING BEACON (RRFB)
- PROPOSED BOLLARD
- EXISTING CURB RAMP
- PROPOSED CURB RAMP

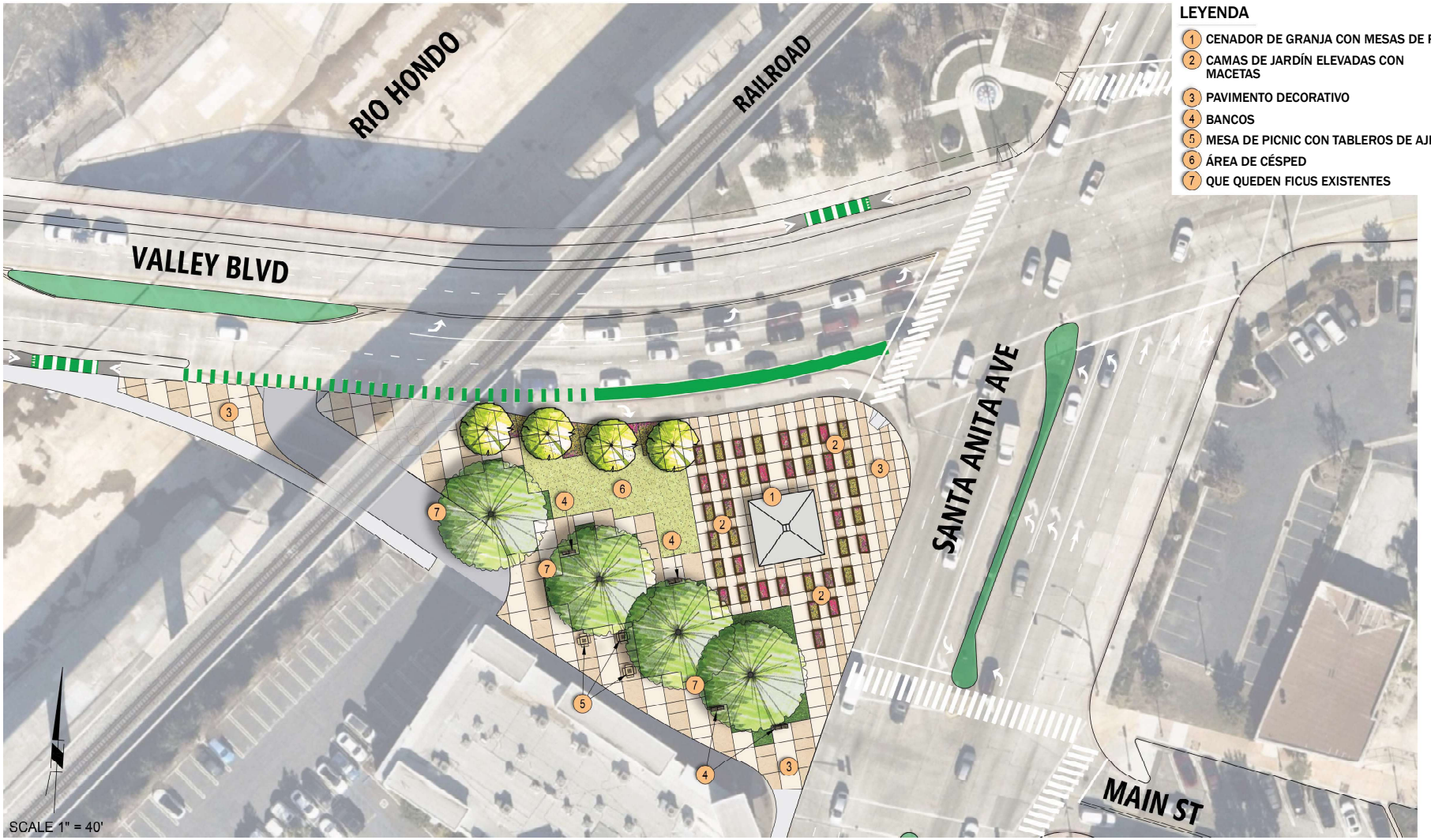
VALLEY BLVD – OPTION 2
GARVEY AVE TO SAN GABRIEL RIVER TRAIL



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

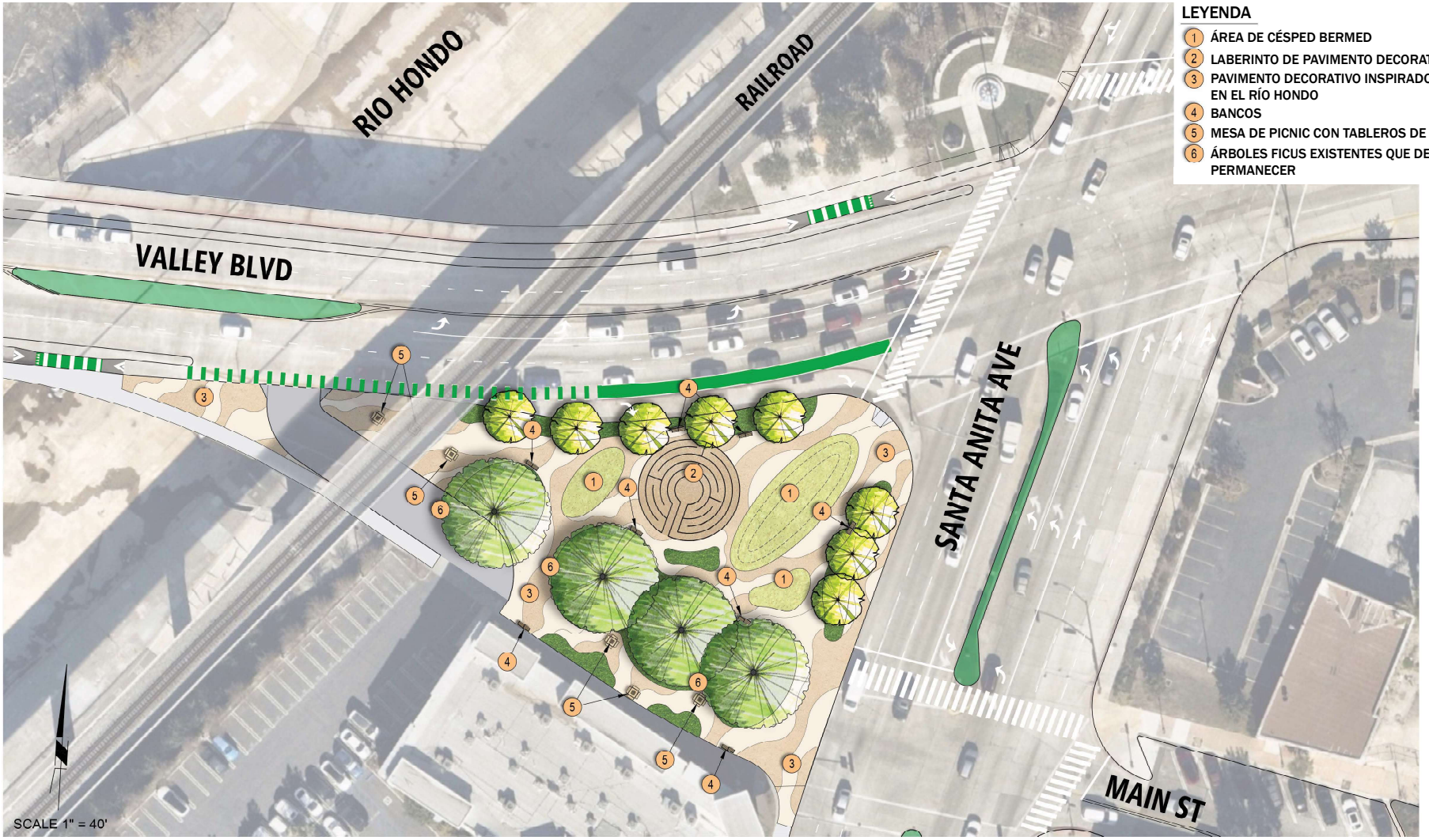
PARQUE MINI DE SANTA ANITA – OPCIÓN 1



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

PARQUE MINI DE SANTA ANITA – OPCIÓN 2



LEYENDA

1. ÁREA DE CÉSPED BERMED
2. LABERINTO DE PAVIMENTO DECORATIVO
3. PAVIMENTO DECORATIVO INSPIRADO EN EL RÍO HONDO
4. BANCOS
5. MESA DE PICNIC CON TABLEROS DE AJEDREZ
6. ÁRBOLES FICUS EXISTENTES QUE DEBEN PERMANECER

MAIN STREET

COMPLETE STREETS

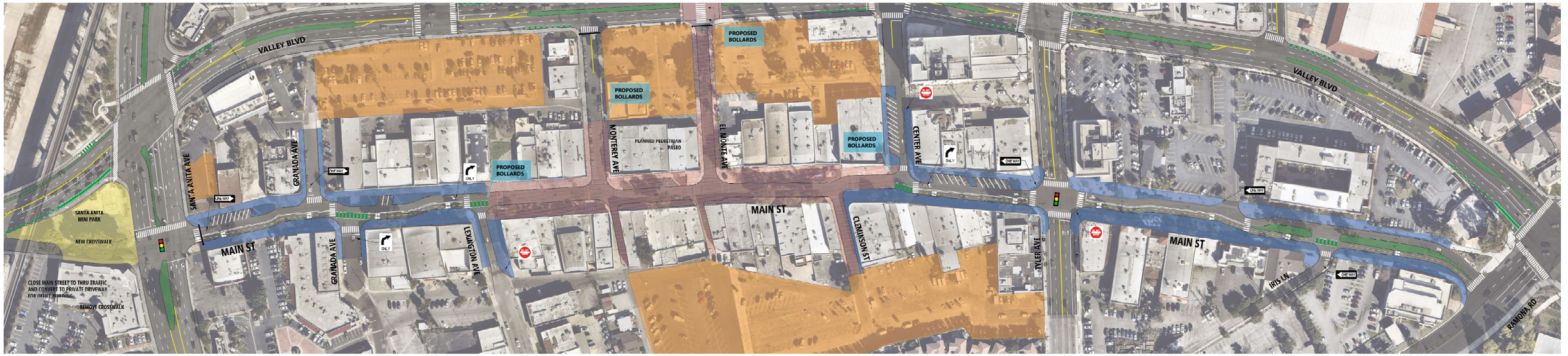
CONDICIONES EXISTENTES DE MAIN STREET



SI PREFIERE EL CONCEPTO PROPUESTO #1, COLOQUE LA ETIQUETA AQUÍ

SI PREFIERE EL CONCEPTO PROPUESTO #2, COLOQUE LA ETIQUETA AQUÍ

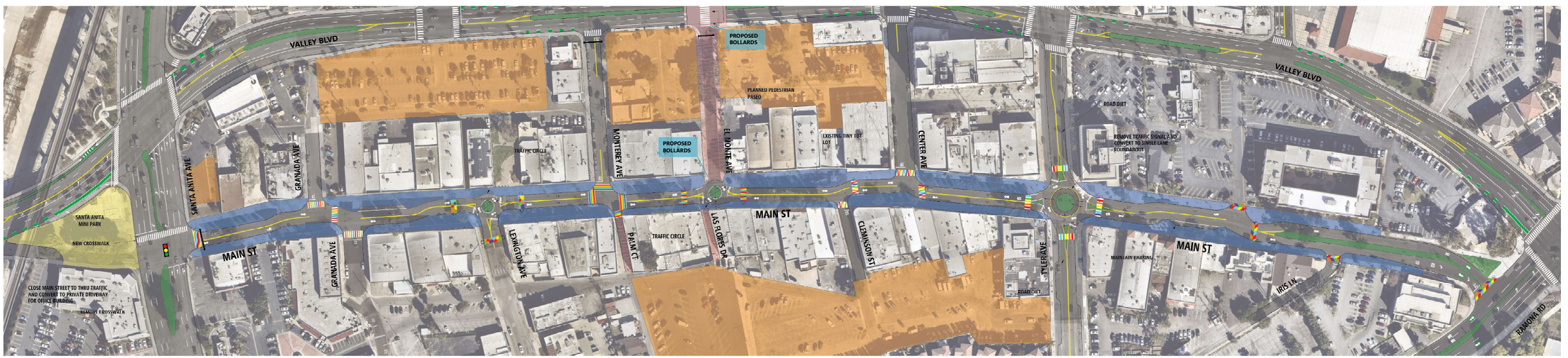
MAIN STREET – OPTION 1



LEGEND

CURB
PROPOSED STRIPE
BUFFER
BIKE LANE CONFLICT AREA
SIDEWALK
RAISED MEDIAN
PEDESTRIAN PASEO
PROPOSED BOLLARD
TRAFFIC SIGNAL
PUBLIC PARKING
SIDEWALK/LANDSCAPING/ COMMUNITY SPACE
EXISTING CURB RAMP
PROPOSED CURB RAMP
GATEWAY FEATURE
EXISTING BUS STOP

MAIN STREET – OPTION 2



Appendix C

E-Blast Notifications

Initial Invitation



Be part of the El Monte Valley Boulevard and Main Street Complete Streets Feasibility Study!

Join us for upcoming public meetings and let us know your thoughts!

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Streets Feasibility Study. This study will help identify key improvement needs that will allow for safe travel along and across Valley Boulevard and Main Street for all users, connecting the community safely to local and regional transit services, residences, businesses, parks, and other community destinations.



Upcoming Meetings

Public Meeting #1
Date: Tuesday, June 27, 2023
Time: 6:00 – 7:00 p.m.
Location: Virtual meeting via Zoom

Register Here

Public Meeting #2
Date: Wednesday, July 12
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available. Additional language interpretation can be requested 72 hours in advance at completestreets@elmonte.ca.gov.

If you can't attend the meetings, a meeting recording will be available on EMCompleteStreets.com following the conclusion of both meetings.

Take the Survey

Your voice matters in shaping the future of our streets. Participate in the survey for the City of El Monte Complete Streets project and share your valuable input to create safer, more accessible, and vibrant streets for all. To access the survey, scan the QR code with your mobile phone or visit EMCompleteStreets.com.

Stay Connected

For more information visit EMCompleteStreets.com.



¡Sea Parte del Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street de El Monte!

¡Acompáñenos las próximas reuniones públicas y déjenos saber sus pensamientos!

La ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street. Este estudio ayudará a identificar las necesidades de mejora claves que permitirán un viaje seguro a lo largo y a través de Valley Boulevard y Main Street para todos los usuarios, conectando a la comunidad de manera segura con los servicios de tránsito locales y regionales, residencias, negocios, parques y otros destinos comunitarios.



Próximas Reuniones

Reunión Pública #1
Fecha: martes, 27 de jjunio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: Virtual vía Zoom

¡Regístrese aquí!

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: El Monte Aquatic Center- 11001 Mildred St, El Monte, CA 91731

Habrá interpretación simultanea disponible en español. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a completestreets@elmonte.ca.gov.

Si no puede asistir a las reuniones, una grabación de la reunión estará disponible en EMCompleteStreets.com después de la conclusión de ambas reuniones.

Participe en la Encuesta

Su voz es importante para dar forma al futuro de nuestras calles. Participe en la encuesta para el proyecto de calles completas de la ciudad de El Monte y comparta su valioso aporte para crear calles más seguras, accesibles y vibrantes para todos. Para acceder a la encuesta, escanee el código QR con su teléfono móvil o visite EMCompleteStreets.com.

Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com.

Reminder #1



REMINDER:
Join us for the Upcoming Public Meetings!

Join us at an upcoming public meeting and let us know your thoughts! Help us identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The Valley Boulevard and Main Street Complete Streets Feasibility Study is focused on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Upcoming Meetings

Public Meeting #1
Date: Tuesday, June 27, 2023
Time: 6:00 – 7:00 p.m.
Location: Virtual meeting via Zoom

Register Here

Public Meeting #2
Date: Wednesday, July 12, 2023
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

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Take the Survey

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Stay Connected

For more information visit EMCompleteStreets.com.



RECORDATORIO:

¡Acompáñenos a las próximas reuniones públicas!

¡Acompáñenos a las próximas reuniones públicas y cuéntenos lo que piensa! Ayúdenos a identificar las mejoras claves que permitirán un viaje seguro a lo largo y ancho de Valley Boulevard y Main Street para todos los usuarios. El Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street se centra en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje y alumbrado público; Mejoras para estadounidenses con discapacidades acto (ADA); desarrollo de bajo impacto; y mejoras en el paisaje y los árboles de las calles.

Próximas Reuniones

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Fecha: martes, 27 de junio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: Virtual vía Zoom

Registar Aquí

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: El Monte Aquatic Center- 11001 Mildred St, El Monte, CA 91731

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Participe en la Encuesta

Participe en la encuesta para el proyecto de calles completas de la ciudad de El Monte y comparta su valioso aporte para crear calles más seguras, accesibles y vibrantes para todos. Para acceder a la encuesta, escanee el código QR con su teléfono móvil o visite EMCompleteStreets.com

Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com.

Reminder #2



REMINDER:
Join us for the Upcoming Public Meetings!

Join us at an upcoming public meeting and let us know your thoughts! Help us identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The Valley Boulevard and Main Street Complete Streets Feasibility Study is focused on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

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Location: Virtual meeting via Zoom

Register Here

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Time: 6:00 – 7:00 p.m.
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RECORDATORIO:

¡Acompáñenos a las próximas reuniones públicas!

¡Acompáñenos a las próximas reuniones públicas y cuéntenos lo que piensa! Ayúdenos a identificar las mejoras claves que permitirán un viaje seguro a lo largo y ancho de Valley Boulevard y Main Street para todos los usuarios. El Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street se centra en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje y alumbrado público; Mejoras para estadounidenses con discapacidades acto (ADA); desarrollo de bajo impacto; y mejoras en el paisaje y los árboles de las calles.

Próximas Reuniones

Reunión Pública #1
Fecha: martes, 27 de junio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: Virtual vía Zoom

Registar Aquí

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 p.m. – 7:00 p.m.
Ubicación: El Monte Aquatic Center- 11001 Mildred St, El Monte, CA 91731

Habrá interpretación simultanea disponible en español. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a completestreets@elmonteca.gov.
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Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com.

Reminder #3



Be Part of the Upcoming In-Person Public Meeting!

Join us at an upcoming public meeting to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The study will focus on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Public Meeting #2
Date: Wednesday, July 12, 2023
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available. Additional language interpretation can be requested 72 hours in advance at completestreets@elmonte.ca.gov.

If you can't attend the meetings, a meeting recording will be available on EMCompleteStreets.com following the conclusion of both meetings.

Take the Survey

Participate in the survey for the City of El Monte Complete Streets project and share your valuable input to create safer, more accessible, and vibrant streets for all. To access the survey, scan the QR code with your mobile phone or visit EMCompleteStreets.com.

Stay Connected

For more information visit EMCompleteStreets.com.



¡Sea parte de la próxima reunión pública en persona!

Acompáñenos a la próxima reunión pública para brindar su opinión e identificar mejoras claves que permitirán un viaje seguro a lo largo y a través de Valley Boulevard y Main Street para todos los usuarios. El estudio se centrará en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje y alumbrado público; Mejoras para estadounidenses con discapacidades (ADA); desarrollo de bajo impacto; y mejoras en el paisaje y los árboles de las calles.

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 - 7:00 pm.
Ubicación: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Habrá interpretación simultanea disponible en español. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a completestreets@elmonte.ca.gov.

Si no puede asistir a las reuniones, una grabación de la reunión estará disponible en EMCompleteStreets.com después de la conclusión de ambas reuniones.

Participe en la Encuesta

Participe en la encuesta para el proyecto de calles completas de la ciudad de El Monte y comparta su valioso aporte para crear calles más seguras, accesibles y vibrantes para todos. Para acceder a la encuesta, escanee el código QR con su teléfono móvil o visite EMCompleteStreets.com.

Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com

Reminder #4



Join us Tomorrow for the Upcoming In-Person Public Meeting!

Join us at an upcoming public meeting to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The study will focus on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Public Meeting #2
Date: Wednesday, July 12, 2023
Time: 6:00 – 7:00 p.m.
Location: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available. Additional language interpretation can be requested 72 hours in advance at completestreets@elmonte.ca.gov.

If you can't attend the meetings, a meeting recording will be available on EMCompleteStreets.com following the conclusion of both meetings.

Take the Survey

Participate in the survey for the City of El Monte Complete Streets project and share your valuable input to create safer, more accessible, and vibrant streets for all. To access the survey, scan the QR code with your mobile phone or visit EMCompleteStreets.com.

Stay Connected

For more information visit EMCompleteStreets.com.



¡Acompáñenos mañana para la próxima reunión pública en persona!

Acompáñenos a la próxima reunión pública para brindar su opinión e identificar mejoras clave que permitirán un viaje seguro a lo largo y a través de Valley Boulevard y Main Street para todos los usuarios. El estudio se centrará en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje; mejoras en el alumbrado público; Mejoras y mejoras para estadounidenses con discapacidades (ADA); desarrollo de bajo impacto; y mejoras en el paisaje y los árboles de las calles.

Reunión Pública #2
Fecha: miércoles, 12 de julio de 2023
Hora: 6:00 - 7:00 pm.
Ubicación: *El Monte Aquatic Center*- 11001 Mildred St, El Monte, CA 91731

Habrá interpretación simultanea disponible en español. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico acompletestreets@elmonte.ca.gov.

Si no puede asistir a las reuniones, una grabación de la reunión estará disponible en EMCompleteStreets.com después de la conclusión de ambas reuniones.

Participe en la Encuesta

Participe en la encuesta para el proyecto de calles completas de la ciudad de El Monte y comparta su valioso aporte para crear calles más seguras, accesibles y vibrantes para todos. Para acceder a la encuesta, escanee el código QR con su teléfono móvil o visite EMCompleteStreets.com.

Manténgase Conectado

Para obtener más información, visite EMCompleteStreets.com

Appendix D

Social Media Posts

Facebook

City of El Monte CA Government

Jun 13 ·

Be part of the Valley Boulevard and Main Street Complete Streets Feasibility Study!

... See more



7 2 comments

Like Comment Share

City of El Monte CA Government

Jun 21 ·

Join us virtually on Tuesday, 6/27 and in-person on Wednesday, 7/12 from 6-7 p.m. and let us know how we can improve connectivity, accessibility and saf... See more



4

Like Comment Share

City of El Monte CA Government

Jun 21 ·



BE PART OF THE VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY!

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Streets **Feasibility Study as part of its planning efforts.** This study will help identify key improvements needs to ensure safe travels along and across Valley Boulevard and Main Street for all users, **which will offer a direct and secure link between** the neighborhood and regional and national transit services, business, parks, and other community destinations.

Join us for the upcoming public meetings and let us know your thoughts on how we can improve Valley Boulevard and Main Street.



UPCOMING MEETINGS

PUBLIC MEETING #1 (VIRTUAL)

Date: Tuesday, June 27, 2023
Time: 6:00 p.m. – 7:00 p.m.
Register here: *https://linktr.ee/emcompletestreets*

PUBLIC MEETING #2

Date: Wednesday, July 12, 2023
Time: 6:00 p.m. – 7:00 p.m.
Location: El Monte Aquatic Center
11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available during both public meetings. Additional language interpretation can be requested 72 hours in advance at *completestreets@elmonteca.gov.*

STAY ENGAGED

We want to ensure we know how you use the corridor and ways we can improve it. Please scan the QR code to take a survey and provide your thoughts.

STAY CONNECTED

Connect with us using any of the methods below:

completestreets@elmonteca.gov EMCompleteStreets.com facebook.com/CityofElMonte @MyElMonte

8

Like Comment Share

City of El Monte CA Government created an event.
June 21 ·



WED, JUL 12

Valley Boulevard and Main Street Complete Streets Feasibility Study Public Meeting #2

El Monte, CA

2 people went

3

Like Comment Share

City of El Monte CA Government

July 11 at 9:19 AM ·

Join us tomorrow from 6-7 p.m. at the El Monte Aquatic Center and let us know how we can improve Valley Boulevard and Main Street.

For more information about the public meetings visit https://linktr.ee/emcompletestreets

For more information about the project visit EMCompleteStreets.com

... See more





4

Like Comment

Instagram

myelmonte



Liked by jule_1958 and **others**

myelmonte Be part of the Valley Boulevard & Main Street Complete Streets Feasibility Study! Join us virtually on Tuesday, 6/27 and in-person on Wednesday, 7/12 from 6-7 p.m... more

View 1 comment

June 13 · **See translation**

myelmonte



BE PART OF THE VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY!

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Streets **Feasibility Study as part of its planning efforts.** This study will help identify key improvements needs to ensure safe travels along and across Valley Boulevard and Main Street for all users, **which will offer a direct and secure link between** the neighborhood and regional and national transit services, business, parks, and other community destinations.

Join us for the upcoming public meetings and let us know your thoughts on how we can improve Valley Boulevard and Main Street.



UPCOMING MEETINGS

PUBLIC MEETING #1 (VIRTUAL)

Date: Tuesday, June 27, 2023
Time: 6:00 p.m. – 7:00 p.m.
Register here: *https://linktr.ee/emcompletestreets*

PUBLIC MEETING #2

Date: Wednesday, July 12, 2023
Time: 6:00 p.m. – 7:00 p.m.
Location: El Monte Aquatic Center
11001 Mildred St, El Monte, CA 91731

Live Spanish interpretation will be available during both public meetings. Additional language interpretation can be requested 72 hours in advance at *completestreets@elmonteca.gov.*

STAY ENGAGED

We want to ensure we know how you use the corridor and ways we can improve it. Please scan the QR code to take a survey and provide your thoughts.

STAY CONNECTED

Connect with us using any of the methods below:

completestreets@elmonteca.gov EMCompleteStreets.com facebook.com/CityofElMonte @MyElMonte

Liked by **jule_1958** and **others**

View all 2 comments

June 21

Appendix E

Business Corridor Walk Summary



Event Summary Report
Valley Boulevard and Main Street Business Corridor Walk

Date	Wednesday, June 14, 2023
Location	Valley Boulevard and Main Street, El Monte, California
Event Time	10:00 am – 6:00 pm
Staff	Allison Crook (AA) Eric Davidan (AA)
Businesses Visited	200
Contact Information Collected	32
New Businesses	17
CAC Interest	The Plug for Barbers – 10423 Valley Blvd Ste D1, El Monte, CA 91731 Jose's Travel – 10053 Valley Blvd Ste 12 El Monte, CA 91731

On Wednesday, June 14, the outreach team conducted a comprehensive outreach effort for the Valley Boulevard and Main Street Complete Streets Feasibility Study by visiting a total of 200 businesses to provide them with crucial information regarding the project. The primary objective was to inform business owners about the upcoming project meetings and distribute relevant materials to facilitate their understanding and engagement.

During the outreach initiative, a packet that included a meeting flyer and two fact sheets (Valley Boulevard and Main Street) was distributed detailing the key aspects of the Study. These materials served as a valuable resource for businesses to stay informed about the project's scope, timeline, and potential impacts.

To ensure inclusivity and effective communication, we prepared flyers in multiple languages. In addition to English, we had flyers available in Spanish, Vietnamese, and Chinese. This allowed us to engage with a diverse range of business owners and address language barriers, ensuring that crucial information about the project was accessible to all.

This outreach effort aimed to establish clear lines of communication, build relationships with local businesses, and foster an environment of collaboration and understanding. By proactively visiting businesses and providing them with detailed project information in their preferred language, we sought to encourage their active involvement and participation in the decision-making process. This effort was well received among business owners as they shared appreciation for the in-person effort to share important information about City efforts.

Appendix F

Farmer's Market Summary

VALLEY BLVD MAIN STREET

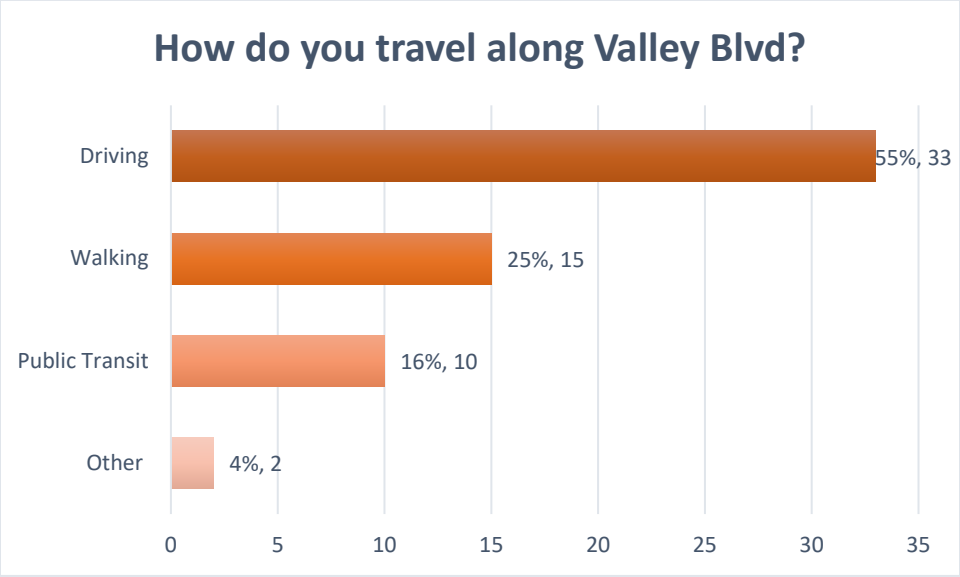
COMPLETE STREETS

Event Summary Report
City of El Monte Main Street Farmers Market

Date	Thursday, June 15, 2023
Location	Main Street, El Monte, California
Event Time	5:00 pm – 9:00 pm
Set Up Time	3:30 pm
Staff	Marlena Perez (MBI) Allison Crook (AA) Eric Davidian (AA)
Booth Visitors	100

The project team coordinated an informational booth at the City of El Monte's Main Street Farmers Market, which attracted an estimated attendance of 100 booth visitors. Our booth included three boards asking questions about Main Street and Valley Boulevard. Members of the public answered them by placing a sticker under their choice. Our outreach efforts identified several areas of improvement in both the Main Street and Valley Blvd areas recommended by the public.

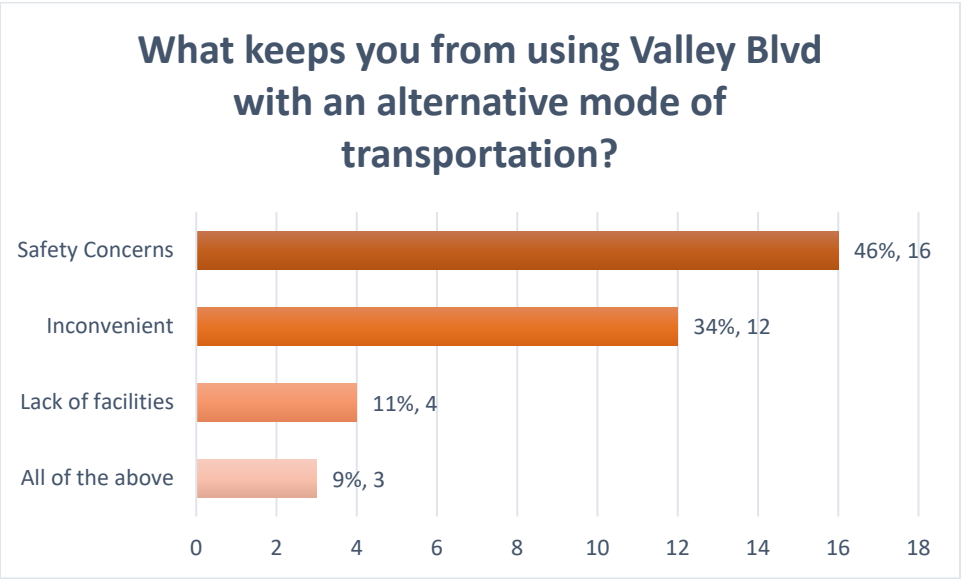
Board Activity Results- Valley Boulevard



VALLEY BLVD MAIN STREET

COMPLETE STREETS





Summary- Valley Boulevard

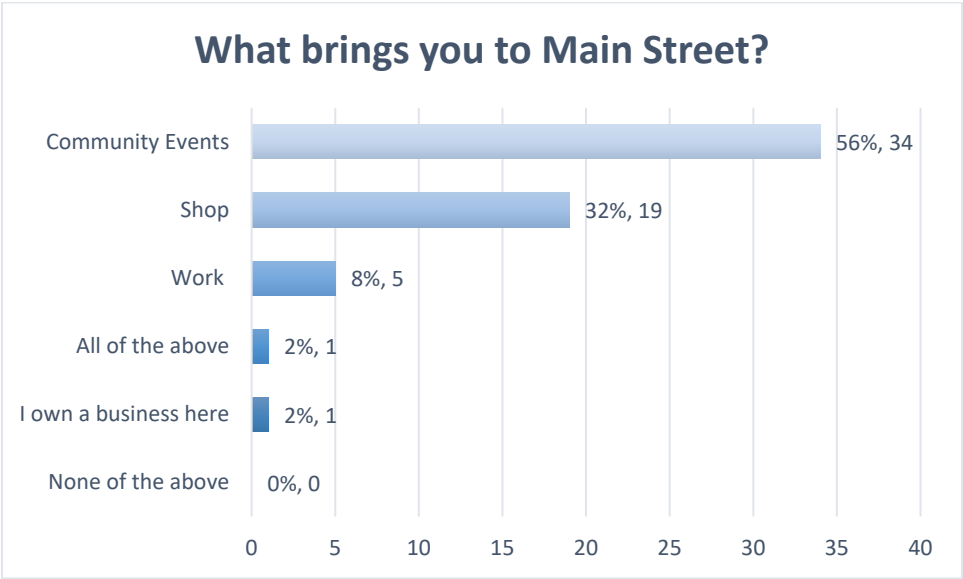
Valley Boulevard Improvements	
Bus Shade	Installing shade structures at bus stops along Valley Blvd.
Pothole Repair	Addressing the issue of potholes on Valley Blvd through timely repairs to ensure a smooth driving experience.
Sidewalk Improvements	Ensuring sidewalks are available on both sides of Valley Blvd.
ADA Accessibility	Implementing measures to ensure compliance with the Americans with Disabilities Act (ADA) and improve accessibility for individuals with disabilities along Valley Blvd.
Traffic and Speeding	Implementing traffic management strategies and speed reduction measures to improve Valley Blvd road safety and traffic flow.
Frequent Bus Service	Enhancing the frequency of bus services along Valley Blvd.
Class 4 Bike Lanes	Adding dedicated Class 4 bike lanes on Valley Blvd to facilitate safer cycling and promote alternative modes of transportation

VALLEY BLVD MAIN STREET

COMPLETE STREETS



Board Activity Results- Main Street



Summary- Main Street

Main Street Improvements	
Lighting	Enhancing the lighting infrastructure on Main Street to improve visibility and safety.
Advertising Opportunities	Implementing additional advertising opportunities on Main Street to promote local businesses.
Community Activities	Increase the number of community activities on Main Street; with an Emphasis on Latino Community.
More Stores	Encouraging the opening of new stores and businesses on Main Street to attract more visitors.
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Trash Cans	Installing additional trash cans along Main Street to maintain cleanliness.
Pedestrian-Only Street	Turn Main Street into a pedestrian-only space for enhanced safety and community interaction.
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VALLEY BLVD MAIN STREET

COMPLETE STREETS

Summary- Shared Improvements, Valley Boulevard and Main Street

Valley Boulevard and Main Street Areas of Common Improvement	
Community Internet	Addressing the need for community-wide internet access to give residents access to online resources.
Security	Enhancing security measures in both Main Street and Valley Blvd

Event Photos



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

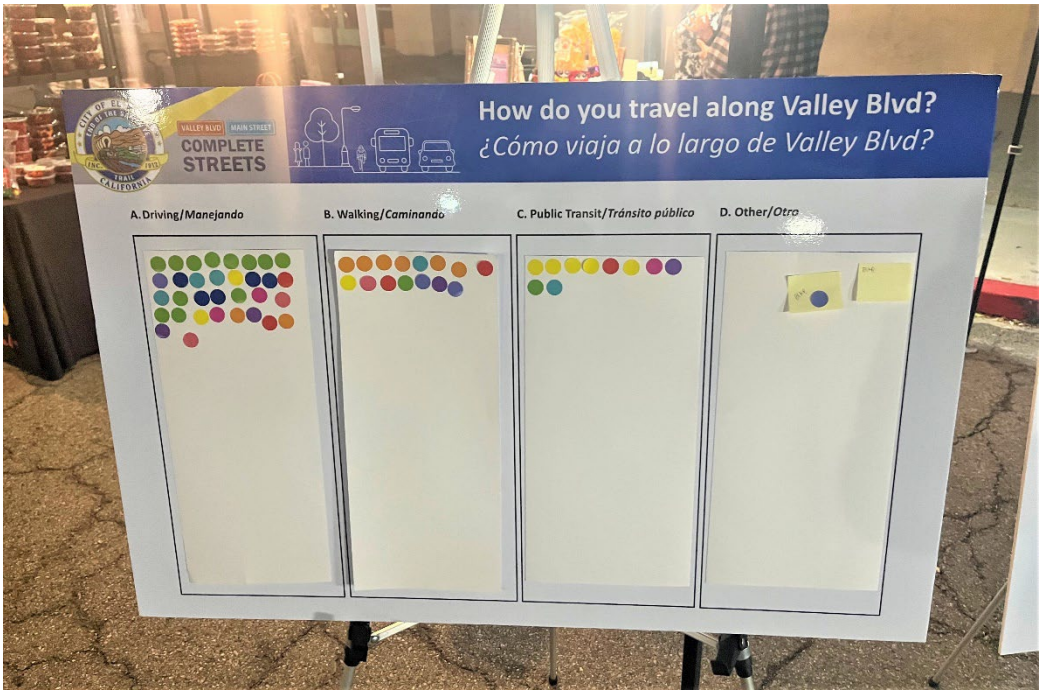




VALLEY BLVD | MAIN STREET

COMPLETE STREETS

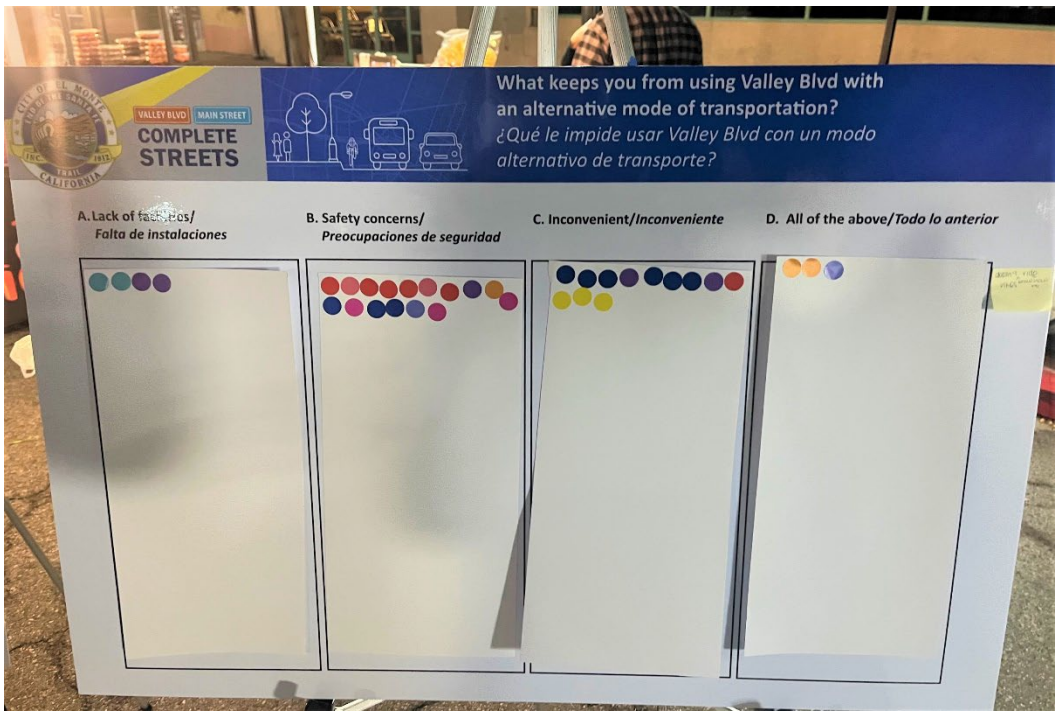


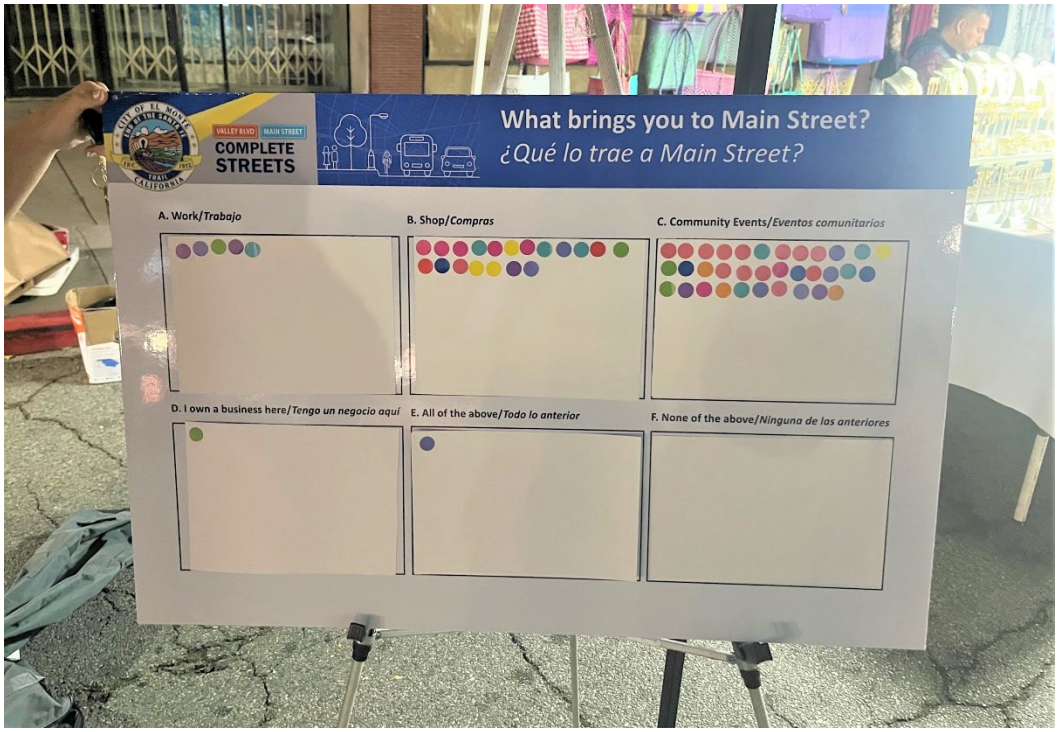


VALLEY BLVD | MAIN STREET

COMPLETE STREETS







Appendix G

Meeting Flyer

VALLEY BLVD | MAIN STREET

COMPLETE STREETS



BE PART OF THE VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY!

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Register here: *https://linktr.ee/emcompletestreets*

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Location: El Monte Aquatic Center
11001 Mildred St, El Monte, CA 91731

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VALLEY BLVD | MAIN STREET

CALLES COMPLETAS



¡SEA PARTE DEL ESTUDIO DE FACTIBILIDAD DE CALLES COMPLETAS DE VALLEY BOULEVARD Y MAIN STREET!

La ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street como parte de sus esfuerzos de planificación. Este estudio contribuirá a identificar las necesidades de mejora claves a fin de garantizar que todos los usuarios puedan desplazarse de manera segura por las calles de Valley Boulevard y Main Street, que ofrecerán un nuevo enlace directo y seguro entre el vecindario y los servicios de transporte público regional y nacional, los comercios, los parques y otros destinos de la comunidad.

Acompáñenos en las próximas reuniones públicas y comparta con nosotros su opinión sobre cómo podríamos mejorar Valley Boulevard y Main Street.



PRÓXIMAS REUNIONES

REUNIÓN PÚBLICA #1 (VIRTUAL)

Fecha: 27 de junio de 2023

Hora: 6:00 p.m. – 7:00 p.m.

Regístrese aquí: *https://linktr.ee/emcompletestreets*

REUNIÓN PÚBLICA #2

Fecha: 12 de julio de 2023

Hora: 6:00 p.m. – 7:00 p.m.

Lugar: El Monte Aquatic Center

11001 Mildred St, El Monte, CA 91731

Habrá servicio de interpretación simultánea disponible en español durante ambas reuniones públicas. Podrá solicitar el servicio de interpretación en otros idiomas con 72 horas de anticipación mandando un correo electrónico a *completestreets@elmonteca.gov*.

MANTÉNGASE COMPROMETIDO

Queremos asegurarnos de conocer cómo utiliza el corredor y las formas de mejorarlo. Por favor escanee el código QR para responder a la encuesta y compartir su opinión.

MANTÉNGASE CONECTADO

Comuníquese con nosotros por cualquiera de estas vías:

completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

VALLEY BLVD | MAIN STREET

完整街道



成为山谷大道和主街完整街道可行性研究的一部分！

作为其规划工作的一部分，埃尔蒙特市正在进行山谷大道和主街完整街道的可行性研究。这项研究将有助于确定关键的改进需求，以确保所有用户能够安全地沿着山谷大道和主街出行和穿越这些街道，这将在邻里与地区和国家交通服务、商业、公园和其他社区目的之间提供直接和安全的联系。

请加参加我们参加即将举行的公开会议，让我们知道您对如何改善山谷大道和主街的想法。



即将举行的会议

公开会议#1（虚拟）
日期：2023 年 6 月 27 日，星期二
时间：晚上 6 时至7时
在这里注册： *https://linktr.ee/emcompletestreets*

公开会议 #2
日期：2023 年 7 月 12 日，星期三
时间：晚上 6 时至7时
地点：埃尔蒙特水上运⊠中心
11001 Mildred St, El Monte, CA 91731

两次公开会议期间都将提供现场西班牙语口译服务。可提前 72 小时通过 *completestreets@elmonteca.gov* 要求其他语言翻译。

保持参与

我们想确保我们知道您如何使用该走廊以及我们可以改进它的方式。请扫描二维码参与问卷调查并提出您的想法。

保持联系

使用以下任何方法与我们联系：

completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

VALLEY BLVD | MAIN STREET

TOÀN BỘ ĐƯỜNG PHỐ



HÃY THAM GIA CUỘC NGHIÊN CỨU TÍNH KHẢ THI CỦA TOÀN BỘ ĐƯỜNG PHỐ VALLEY BOULEVARD & MAIN STREET!

Thành phố El Monte đang tiến hành Cuộc Nghiên cứu Tính Khả thi của Toàn bộ Đường phố Valley Boulevard và Main Street như một phần trong nỗ lực lập kế hoạch của thành phố. Cuộc nghiên cứu này sẽ trợ giúp việc nhận định các nhu cầu cải tiến chính yếu để đảm bảo việc đi lại an toàn dọc theo và bang ngang qua Valley Boulevard và Main Street cho tất cả các người sử dụng, điều này sẽ cung cấp mối liên kết trực tiếp và an toàn giữa vùng lân cận với các dịch vụ vận chuyển khu vực và quốc gia, doanh nghiệp, công viên và các điểm đến khác của cộng đồng.

Hãy tham gia với chúng tôi trong các cuộc họp công khai sắp tới và cho chúng tôi biết suy nghĩ của quý vị về cách chúng tôi có thể cải thiện Valley Boulevard và Main Street.



CÁC CUỘC HỌP SẮP TỚI

CUỘC HỌP CÔNG KHAI #1 (TRÊN MẠNG)

Ngày: Thứ Ba, ngày 27 tháng 6 năm 2023

Thời gian: 6:00 p.m. - 7:00 p.m.

Đăng ký tại đây: *https://linktr.ee/emcompletestreets*

CUỘC HỌP CÔNG KHAI #2

Ngày: Thứ Tư, ngày 12 tháng 7 năm 2023

Thời gian: 6:00 p.m. - 7:00 p.m.

Địa điểm: **El Monte Aquatic Center**

11001 Mildred St, El Monte, CA 91731

Thông dịch tiếng Tây Ban Nha trực tiếp sẽ có sẵn trong cả hai cuộc họp công khai. Có thể yêu cầu thông dịch viên cho các ngôn ngữ khác trước 72 giờ tại *completestreets@elmonteca.gov*.

HÃY TIẾP TỤC THAM GIA

Chúng tôi muốn đảm bảo rằng chúng tôi biết cách quý vị sử dụng hành lang và những cách thức chúng tôi có thể cải thiện. Vui lòng quét mã QR để thực hiện khảo sát và cho biết suy nghĩ của quý vị.

HÃY TIẾP TỤC GIỮ LIÊN LẠC

Kết nối với chúng tôi bằng bất kỳ phương pháp nào dưới đây:

completestreets@elmonteca.gov | EMCompleteStreets.com | facebook.com/CityofElMonte | @MyElMonte

APPENDIX H

Pop-Up Events Round #1 Summary

VALLEY BLVD | MAIN STREET

COMPLETE STREETS

Event Summary Report
City of El Monte Main Street Farmers Market

Date	Thursday, August 3, 2023
Location	Main Street, El Monte, California
Event Time	5:00 pm – 9:00 pm
Set Up Time	3:30 pm
Staff	Marlena Perez | MBI Alejandro Tapia | MBI | SPA Laura Hernandez | AA | SPA Allison Crook | AA
Booth Visitors	150

The project team coordinated an informational booth at the City of El Monte's Main Street Farmers Market, which attracted an estimated attendance of 150 booth visitors. Our booth included three stations: Santa Anita Mini Park, Valley Boulevard, and Main Street. Each station included a combination of boards presenting the existing conditions and roll plots presenting the proposed concepts. Booth visitors were able to place a sticker on their preferred concept as well as provide additional feedback on what they would like to see along the corridor.



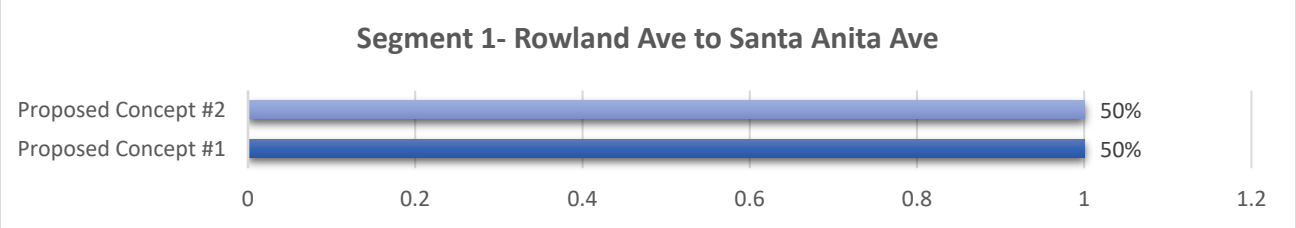


VALLEY BLVD MAIN STREET

COMPLETE STREETS

Board Activity Results

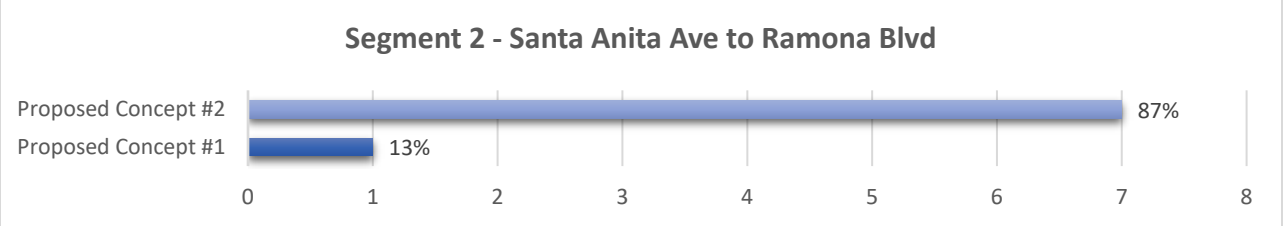
Valley Boulevard – Existing Conditions, Segment 1



Proposed Concepts #1	
Parking	• Parking is required on Valley especially if Man Street is closed

Proposed Concept #2	
Safety	• The bike lanes with the physical barrier provide more safety
Parking	• Parking is required on Valley especially if Man Street is closed

Valley Boulevard – Existing Conditions, Segment 2



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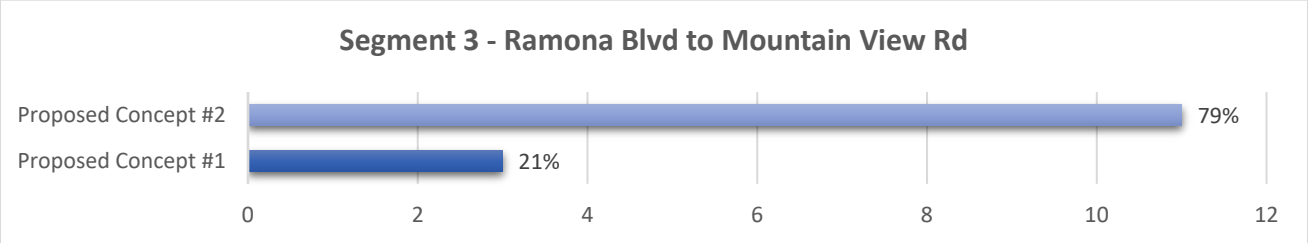
Parking	• Parking is required on Valley especially if Man Street is closed

Proposed Concept #2	
Safety	• The bike lanes with the physical barrier provide more safety
Parking	• Parking is required on Valley especially if Man Street is closed

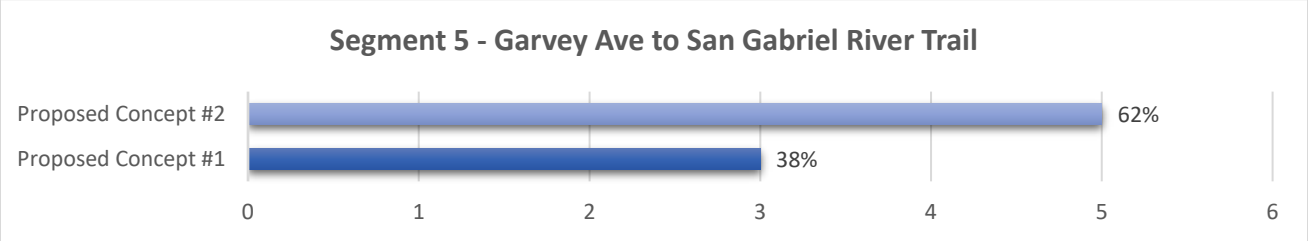
Valley Boulevard – Existing Conditions, Segment 3



Proposed Concept #1	
Traffic	• Slowing down traffic is good, it will improve safety

Proposed Concept #2	
Safety	• Add landscapes near sidewalk to protect pedestrians • Concerns with vehicle speed

Valley Boulevard – Existing Conditions, Segment 5



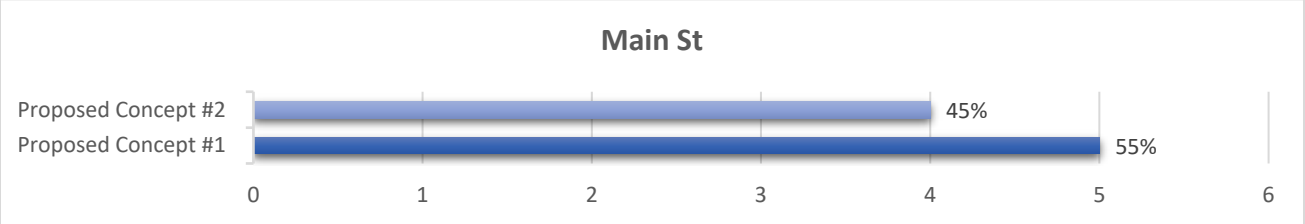
Proposed Concept #1	
Street Design	• Median causes concerns for Fire Department • Does not like Class IV • Do not narrow Sidewalk

Proposed Concept #2	
Safety	• Median causes concerns for Fire Department • Does not like Class IV • Likes the size

VALLEY BLVD MAIN STREET

COMPLETE STREETS

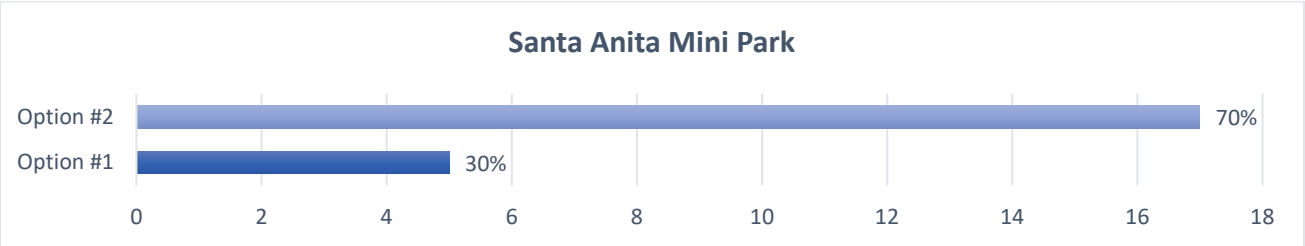
Main Street



Proposed Concepts #1	
Safety	• Making Main Street a pedestrian only would enhance safety for the community, especially children • Fire Department is concerned about access through the side streets
Signage	• Include wayfinding signs on Main Street, would be beneficial for visitors
Businesses	• Would making Main Street pedestrian only require full business involvement or closure?

Proposed Concept #2	
Traffic	• The Fire Department and Businesses prefer vehicle traffic
Accessibility	• Increase in accessibility features, add a Gateway feature

Santa Anita Mini Park



Santa Anita Mini Park – Option 1	
Parking	• Parking is necessary to use the Mini Park
Park Design	• Add a playground • Gazebo is a nice feature • Install a bike tire station • Include hydration station for cyclist • Rio Hondo Park Connections and mid-point stop for trail

Santa Anita Mini Park – Option 2	
Park Design	• Rio Hondo Park Connections and mid-point stop for trail • Install a bike tire station • Include hydration station for cyclist
Parking	• Parking is necessary to use the Mini Park

VALLEY BLVD MAIN STREET

COMPLETE STREETS

Event Photos





VALLEY BLVD | MAIN STREET

COMPLETE STREETS





VALLEY BLVD | MAIN STREET

COMPLETE STREETS





VALLEY BLVD MAIN STREET

COMPLETE STREETS

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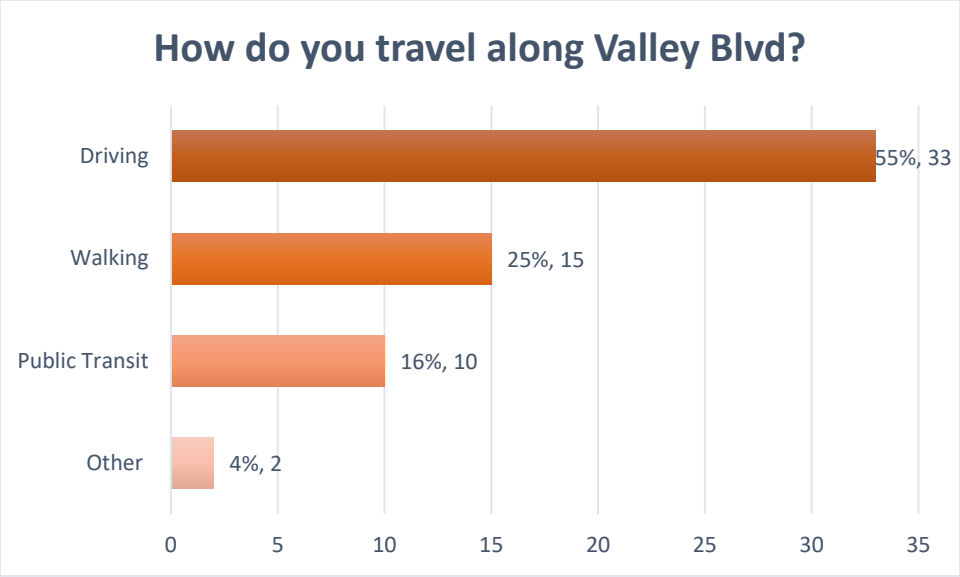
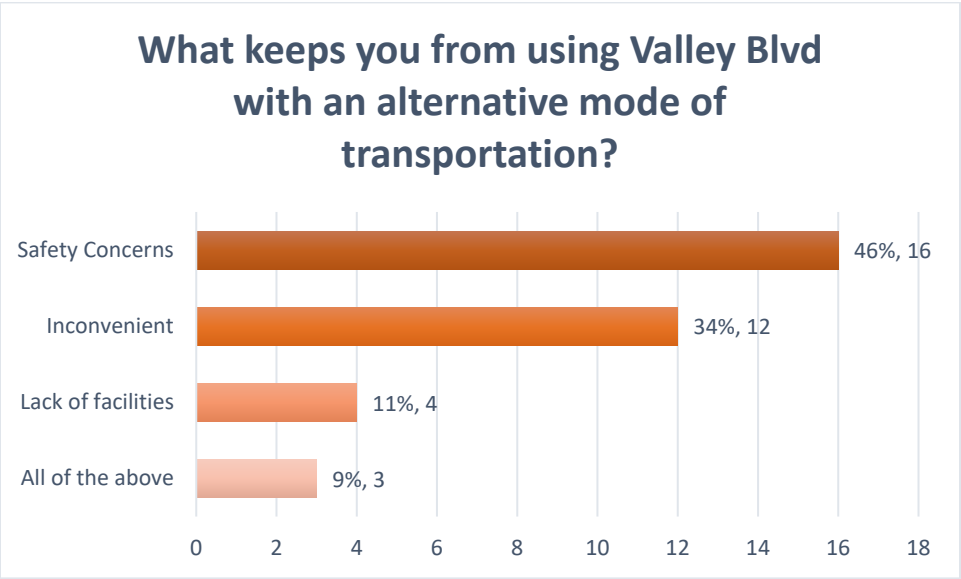


VALLEY BLVD MAIN STREET

COMPLETE STREETS





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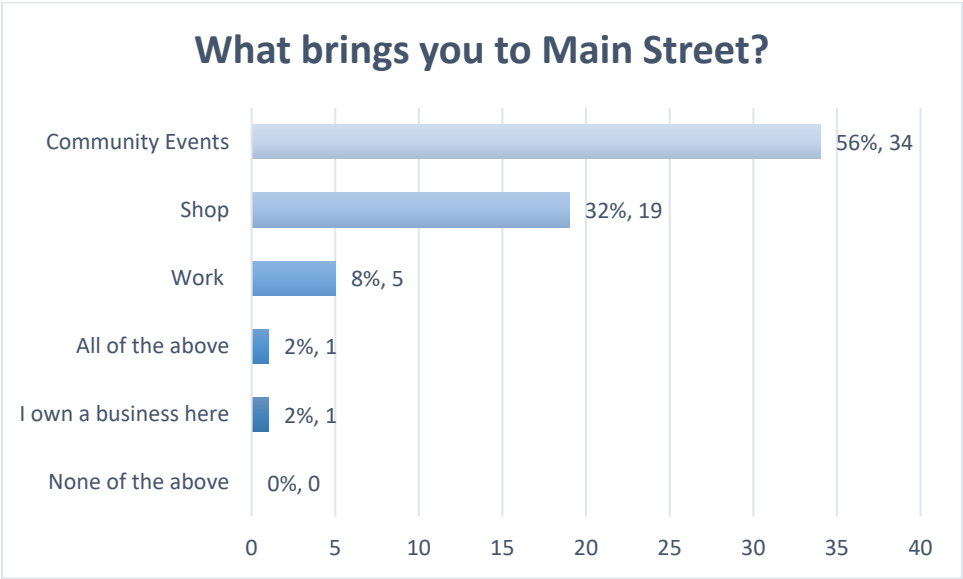
VALLEY BLVD MAIN STREET

COMPLETE STREETS



Board Activity Results- Main Street



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VALLEY BLVD MAIN STREET

COMPLETE STREETS

Summary- Shared Improvements, Valley Boulevard and Main Street

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Event Photos



VALLEY BLVD | MAIN STREET

COMPLETE STREETS

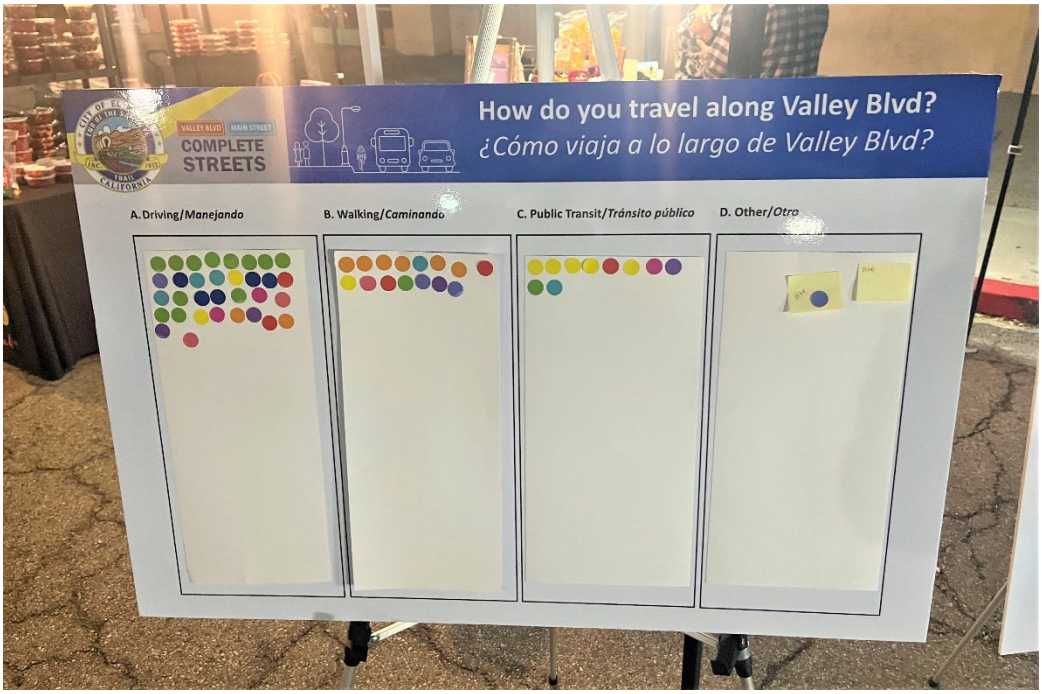




VALLEY BLVD | MAIN STREET

COMPLETE STREETS

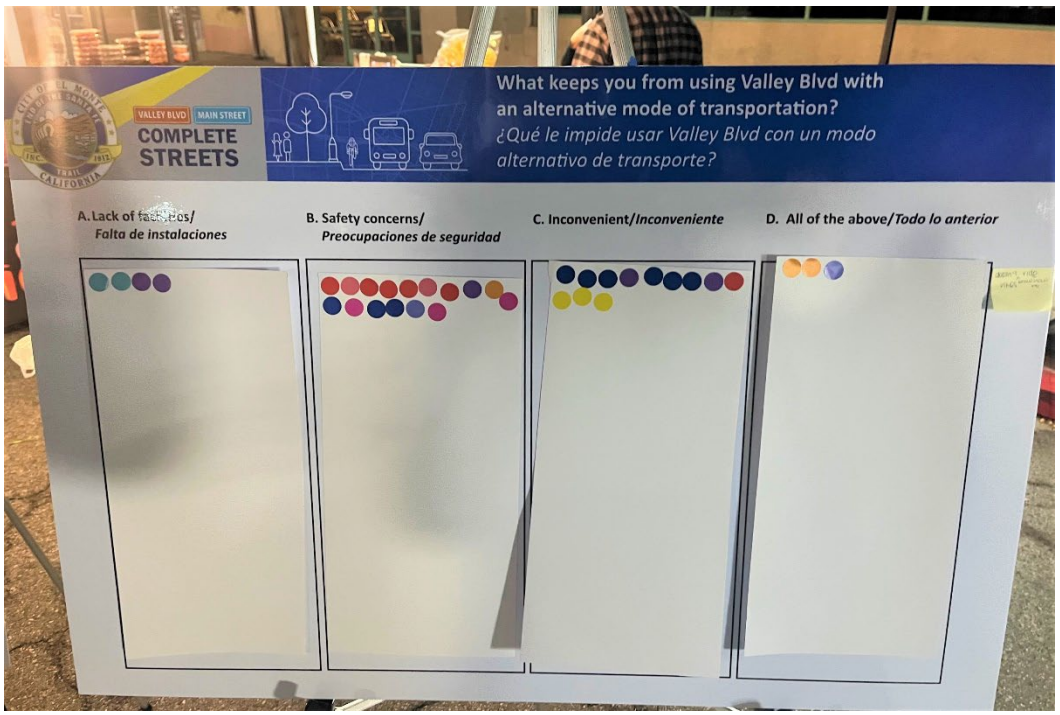


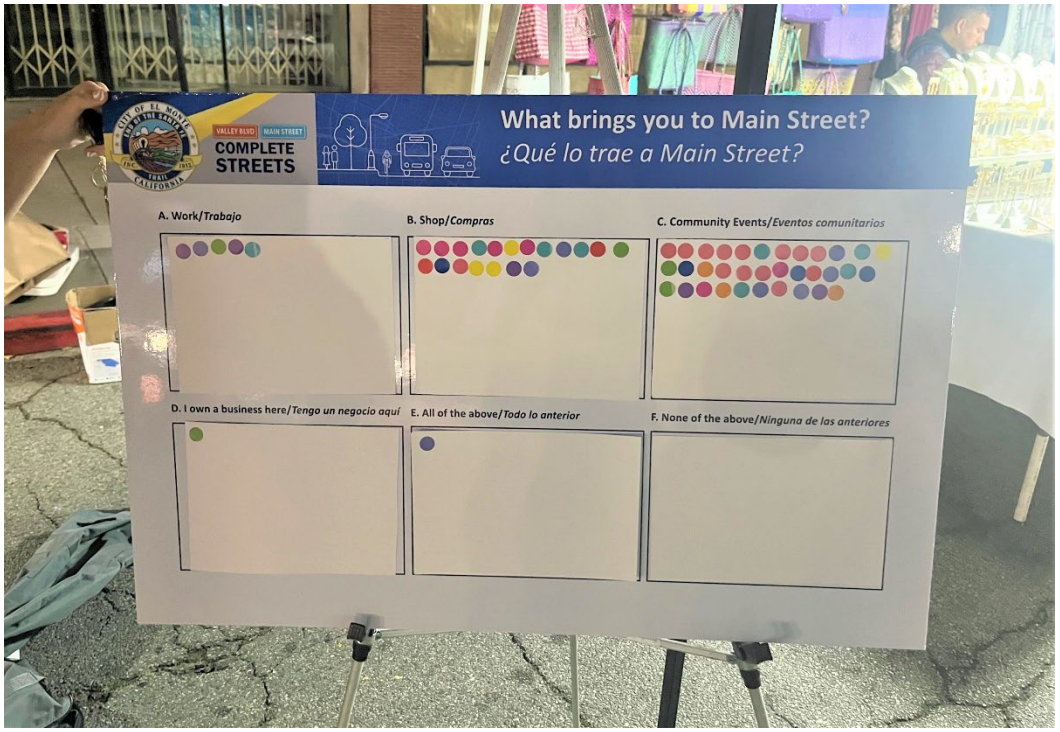


VALLEY BLVD | MAIN STREET

COMPLETE STREETS







APPENDIX I

Public Meeting #3
Summary with Appendices



Valley Boulevard and Main Street Complete Streets Feasibility Study
Public Meeting #3
Summary Report

1. Meeting Overview

As part of the planning efforts for the City of El Monte's Valley Boulevard and Main Street Complete Streets Feasibility Study, the community Update meeting was held to discuss the public's perception of the two corridors and to help identify key improvement needs that will allow for safe travel along and across Valley Boulevard and Main Street for all users.

The Public Meeting #3 was held:

- **Public Meeting #3**
  Date: Wednesday, October 11, 2023
  Time: 6:00 – 7:30 p.m.
  Location: Virtual

The project team shared a presentation during the meetings introducing the Study and its objectives. During the presentation, participants could take and ask the project staff questions.

Participants provided input on the proposed concepts and what features they would like to see along Valley Boulevard and Main Street using polls. Additionally, live Spanish interpretation was made available throughout the meeting for participants.

See *Appendix A* for the presentation.

2. Meeting Agenda

The following agenda items were discussed during the meeting:

- Introductions
- Study Overview

- Valley Boulevard



E-blasts

An e-blast was distributed to invite stakeholders in the stakeholder database to the meeting. E-Blasts were sent out in English and Spanish. See *Appendix C* for the e-blast content.

Table 1. E-Blast Notification Schedule

E-blast	Date Sent
Initial	September 27, 2023
Reminder #1	October 5, 2023
Reminder #2	October 10, 2023

Social Media

The City's social media platforms were utilized to promote the upcoming public meetings. To view the social media posts, see *Appendix D* Social media content was posted in English and Spanish.

Platform	Content	Date Sent
Facebook	Initial Invite	September 27, 2023
Instagram	Pinned Post	September 27, 2023

City Website and Calendar

To utilize the City's existing network, upcoming meeting information was shared on the City's main website and upcoming events calendar. Interested community members were directed to register for the event and navigate through key information about the Study.

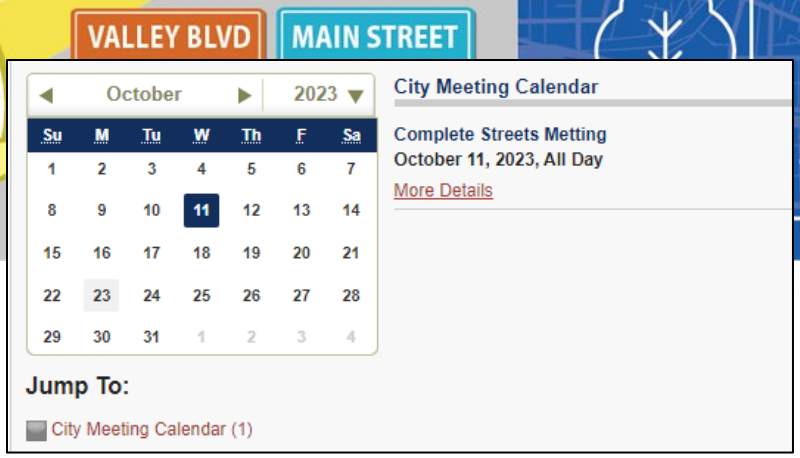


Figure 3. City Events Calendar

Walking Man Flyer Distribution

A meeting flyer was developed in English, Spanish, Chinese, and Vietnamese to promote upcoming meetings. 1,600 meeting notices were distributed on September 27 at properties and parked cars along the project corridor. See *Appendix G* for the meeting flyer.
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.

Sidewalk Decals

The existing sidewalk decals were leveraged to promote the new meeting series. The sidewalk decals included a QR code that led to a Linktree containing information about the upcoming public meetings and other key project information.



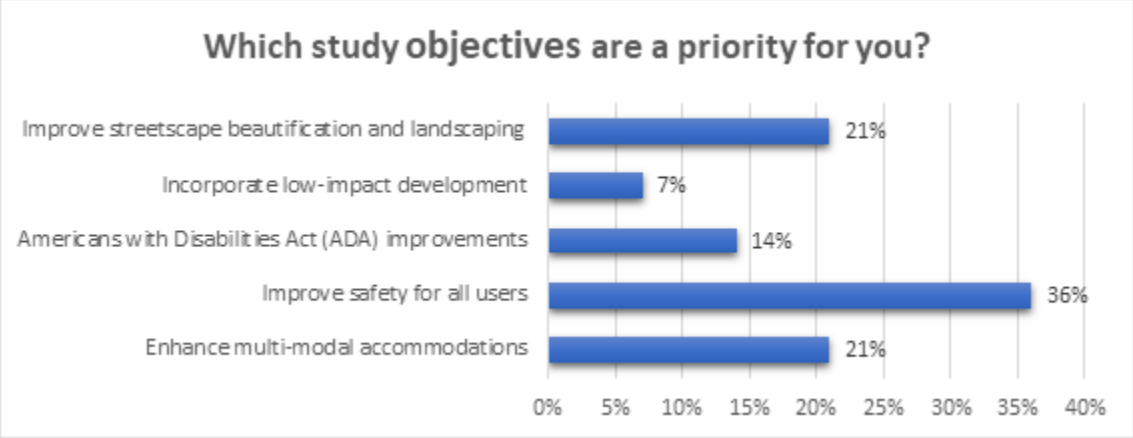
Figure 5. Sidewalk Decals

Attendee Report

No.	Name	Organization	Registered (R) /Attended (A)
1	Naresh Bhkata	La Bonita Motel	R
2	John L	Did Not Disclose	A
3	Blanca Medina	DEMBA	R
4	Pauline Cazares	DEMBA	R
5	Jerry Ho	Did Not Disclose	R
6	George	The Plug 4 Barbers	R
7	Andrew Mora	El Monte Police Department	A
8	Edward Duong	Active SGV	R
9	Chris Greenspon	SGV Reporter	A
10	Jose Nava	David's Jewelers	A
11	Rossana Meza	Meza's Jewelry	A
12	David Diaz	Active SGV	R
13	Darin DeKnikker	Mountain View Elementary School District	A
14	Ada Li	Did Not Disclose	A
15	Laura Landin	Did Not Disclose	A
16	Miguel Meza	Meza's Jewelry	A
17	Raul Miya	Did Not Disclose	A

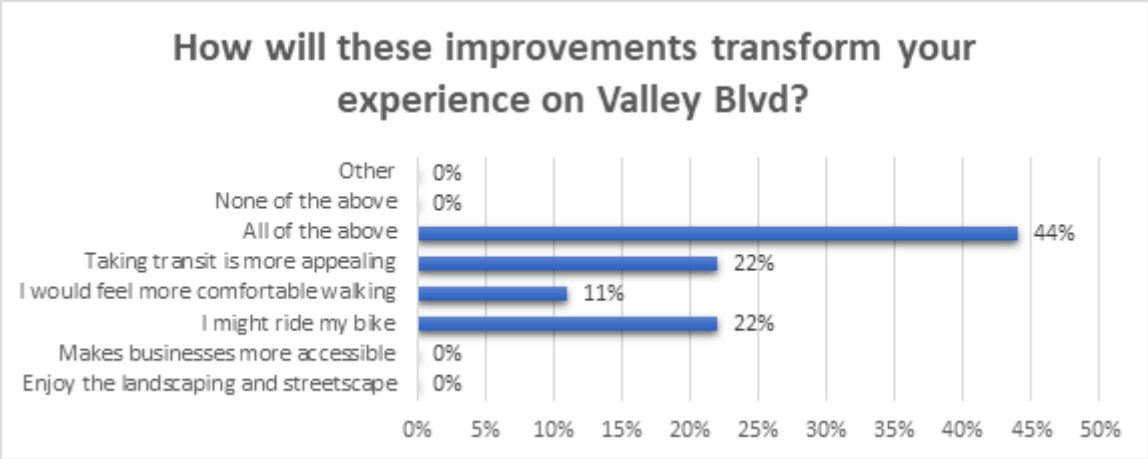
Valley Boulevard Proposed Concepts

Poll #1



The respondents value all users (36%) the most. There is also a large interest in enhancing multi-modal accommodations (21%) and improving streetscape beautification and landscaping (20%). Americans with Disabilities Act (ADA) improvements (14%) and low-impact development (7%) are also valued but at a lower volume.

Poll #2



The poll suggests that a portion (44%) of respondents believed all the listed improvements would transform their experience on Valley Blvd. Additionally, 22% expressed an increased interest in bike riding, and a similar percentage (22%) found public transit more appealing, while 11% expected to feel more comfortable walking due to these enhancements.

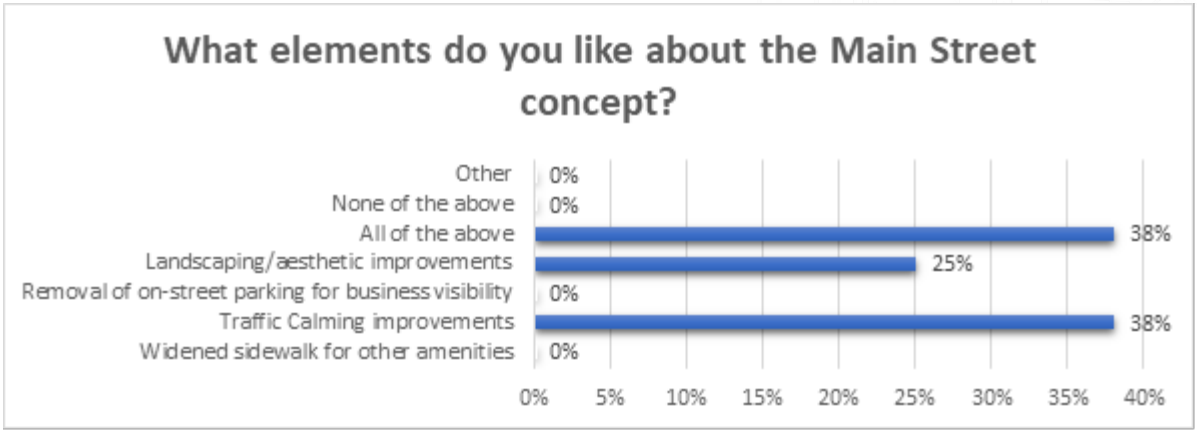
Poll #3



The word cloud shows that the respondents think that the word to describe the transformation of Valley is safety. The word appears larger because they were entered multiple times by respondents.

Main Street Proposed Concepts

Poll #4



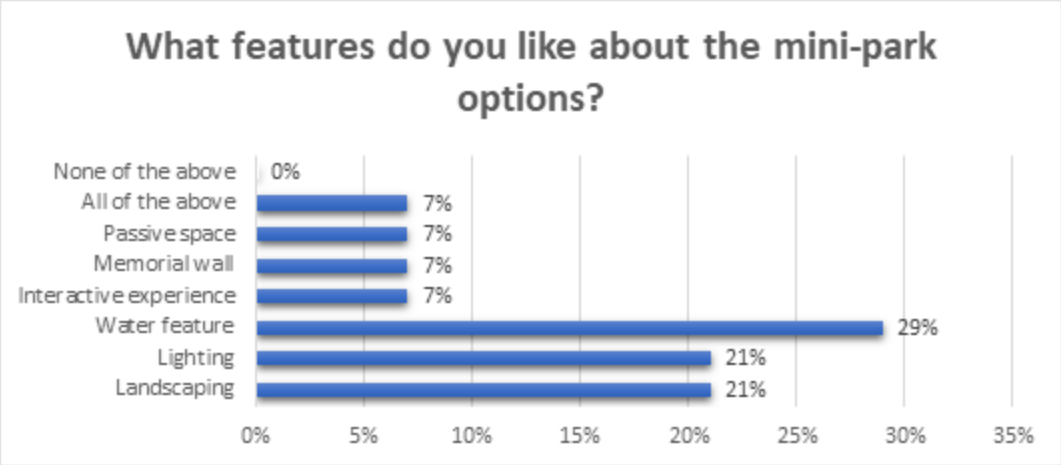
In summary, according to the survey, the most liked elements of the Main Street concept were traffic calming improvements and landscaping/aesthetic enhancements, each receiving support from 38% and 25% of the respondents, respectively. A significant portion (38%) also favored all listed elements.

Poll #5



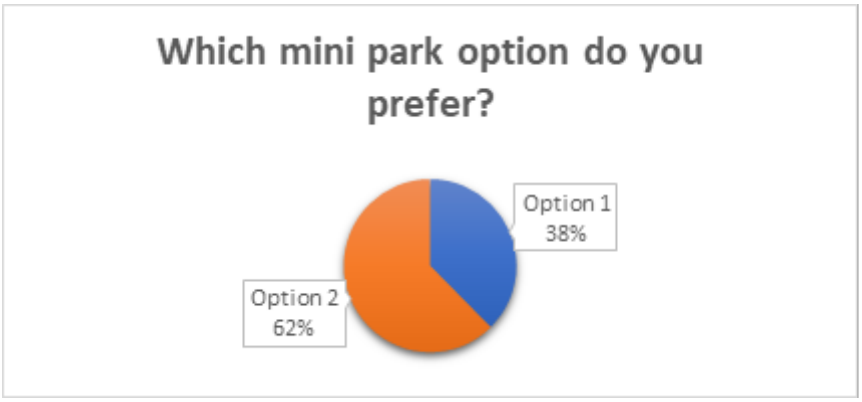
The word cloud shows that the respondents think that the words to describe the transformation on Main Street are improvement, safety, and better. These words appear larger because they were entered multiple times by respondents.

Poll #6



The results reveal that a water feature (29%) received the highest preference among respondents for the mini-park options. Landscaping and lighting (each 21%) were also popular choices. Additionally, interactive experiences, memorial walls, passive spaces, and selecting all the listed features were each valued the same (each 7%)

Poll #7



The results indicate that the respondents prefer mini-park option 2 (62%) over mini-park option 1 (38%).

6. Participant Input

Participants were able to provide input and ask questions during the meeting. Below are key points discussed during both meetings. The conversation included the following key themes:

- Emphasis on Safety Along Valley Blvd: The meeting attendees strongly emphasized safety while traveling along Valley Blvd. This community's top priority is ensuring that Valley Blvd is a safe and user-friendly street.
- Safety Concerns on Main Street: Business owners along Main Street voiced safety concerns, emphasizing the need for an increased police presence. This highlights a shared community interest in ensuring a safe environment for residents and businesses.
- Pedestrian-Focused Preferences: Main Street business owners preferred pedestrian-focused improvements over the proposed options. This indicates a desire for measures that prioritize the safety and convenience of pedestrians, which aligns with the need for enhanced safety.
- The community meeting highlighted the significance of safety and security on Main Street and along Valley Blvd as a shared concern among residents, business owners, and meeting attendees. Additionally, the preference for pedestrian-oriented improvements indicates a desire for measures that enhance safety and accessibility for walkers and cyclists in the community.

7. Appendices

The appendices below are available for review at the end of the report.

- Appendix A. Presentation English/Spanish
- Appendix B. E-Blast Notifications
- Appendix C. Social Media Posts
- Appendix D. Meeting Flyer

Appendix A

Presentation English/Spanish

Interpretation / *Interpretación*



This meeting is transmitted in both English and Spanish. Everyone must choose a language.

Click the **Interpretation** icon in your meeting controls to enter an *English or Spanish* room.

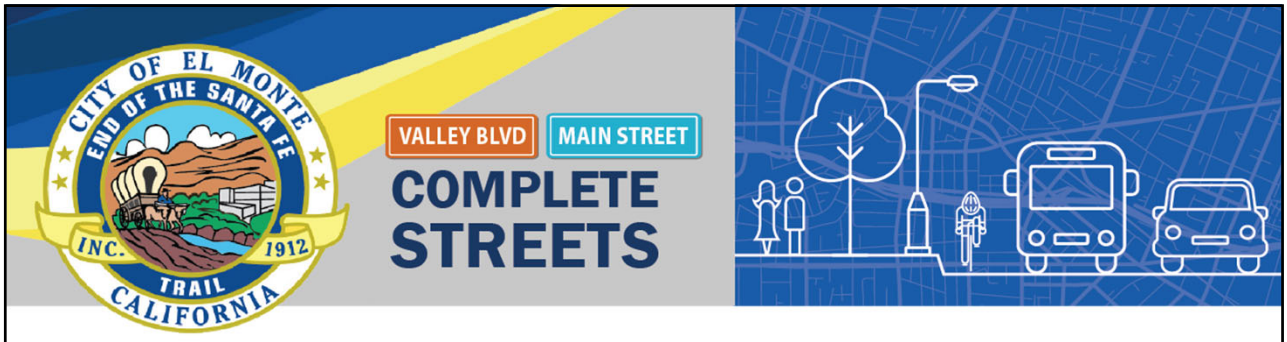
To hear the interpreted language only, click **Mute Original Audio** (Optional).

Esta reunión se transmite tanto en inglés como en español. Todos deben elegir un idioma.

*Haga clic en el icono de **Interpretación** en los controles de sureunión para ingresar a una sala en inglés o español.*

*Para escuchar solo el idioma interpretado, haga clic en **Mute Original Audio** o **Silenciar Audio Original** (Opcional).*

1



WELCOME!

Public Meeting #3 | Wednesday, October 11, 2023

2

VALLEY BLVD MAIN STREET COMPLETE STREETS

Introductions

Michael Baker INTERNATIONAL

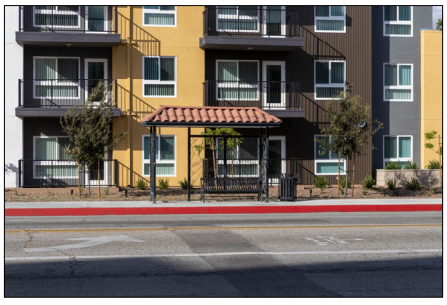
arellano associates

3

Agenda

- Introductions
- Study Overview
- Valley Boulevard
- Main Street
- Santa Anita Mini Park
- Next Steps
- Stay Connected
- Q&A Segment





4

Mentimeter Polling Activity

To participate:

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5

Mentimeter Poll #1

How did you hear about this meeting?

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6

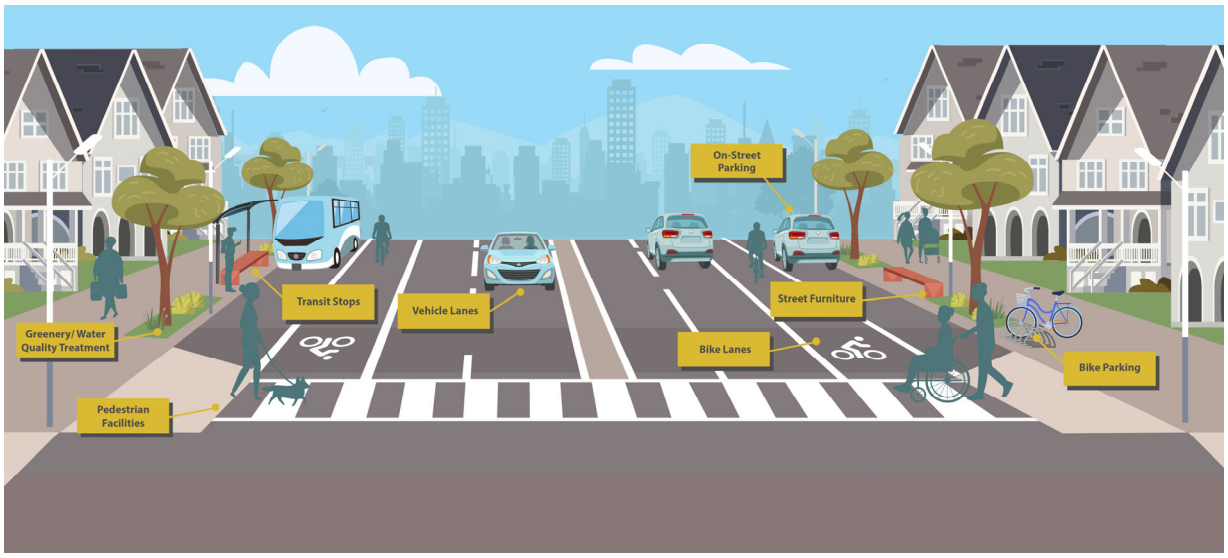
Study Overview

The City of El Monte is conducting the Valley Boulevard and Main Street Complete Street Feasibility Study (Study) to enhance connectivity, accessibility and safety for all users in the community.



7

What Makes a Street "Complete"?



8

Study Objectives



Enhance multi-modal accommodations



Improve safety for all users



Americans with Disabilities Act (ADA) improvements



Incorporate low-impact development



Improve streetscape beautification and landscaping

9

Mentimeter Poll #2

Which study objectives are a priority for you?

a. Enhance multi-modal accommodations
b. Improve safety for all users
c. Americans with Disabilities Act (ADA) improvements
d. Incorporate low-impact development
e. Improve streetscape beautification and landscaping

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VALLEY BLVD COMPLETE STREETS

Valley Boulevard

11

Valley Boulevard Overview

- Approximately 3.3 miles
- Major arterial serving as one of the City's primary gateways
- Serves as a critical link in the regional transit network

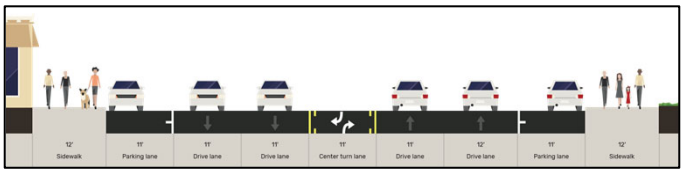




12

Existing Conditions- Valley Boulevard

102' Width

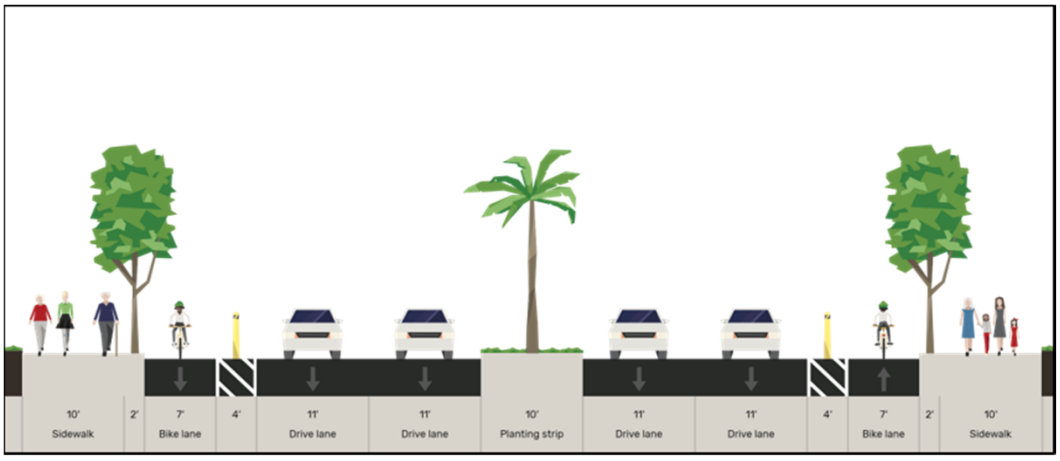




13

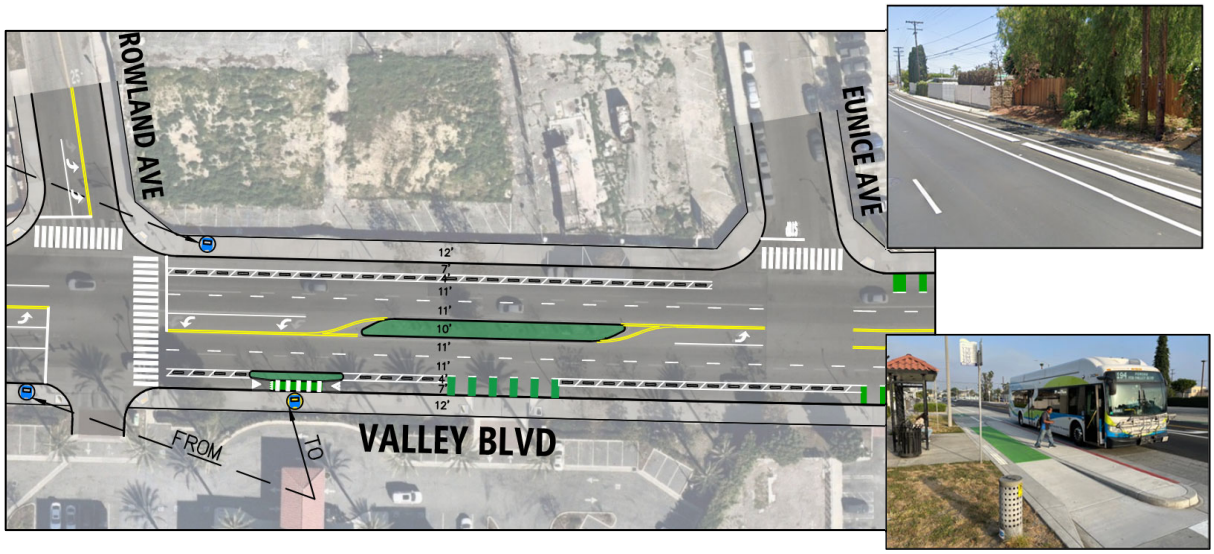
Proposed Concept – Key Features

Cross Section

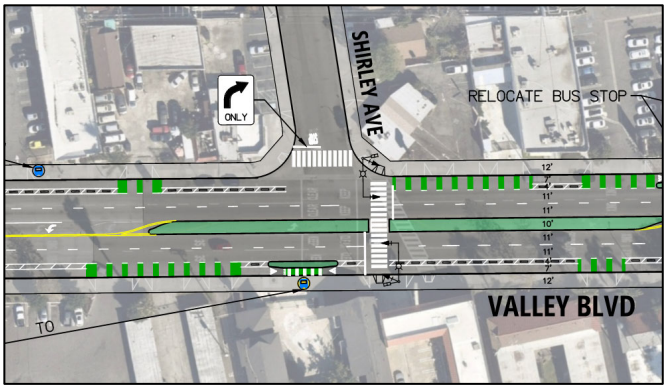


14

Proposed Concept – Key Features

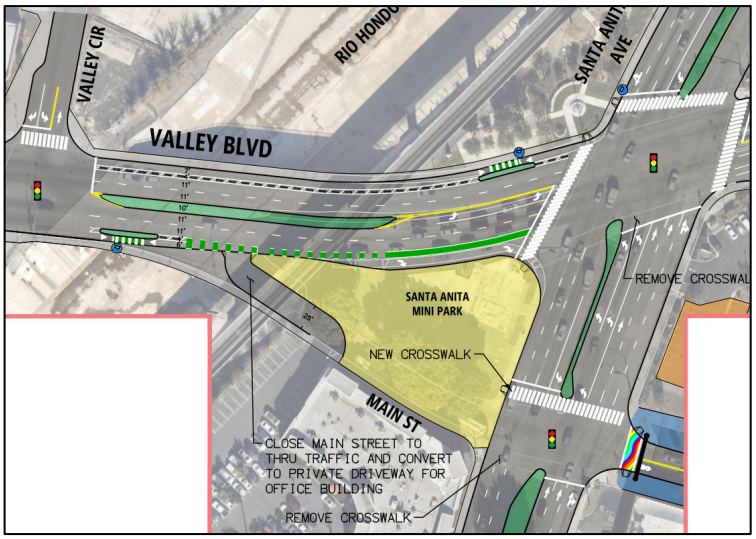


Proposed Concept – Key Features





Proposed Concept – Key Features



17

Renderings Corridor Map



18

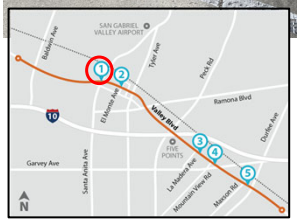
Photo Renderings *Santa Anita Intersection*

Before



After





19

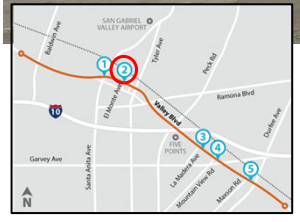
Photo Renderings *El Monte Avenue*

Before



After





20

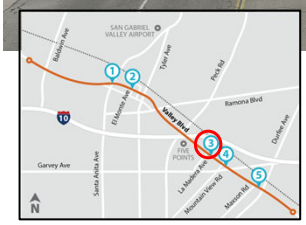
Photo Renderings *Near La Madera Avenue*

Before



After





21

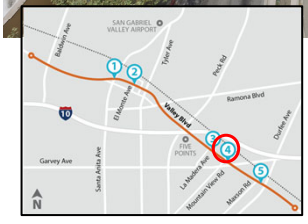
Photo Renderings *Near Garvey Avenue*

Before



After

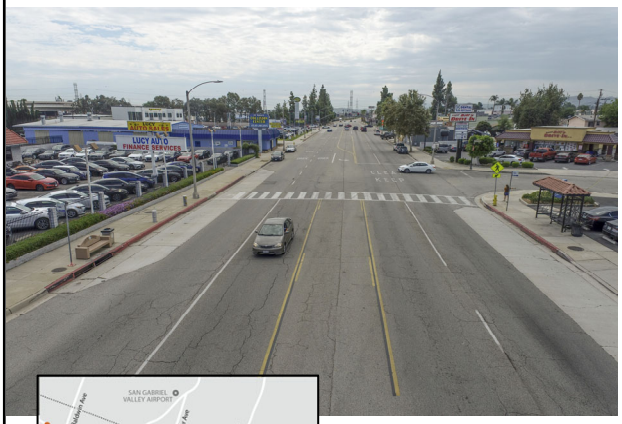


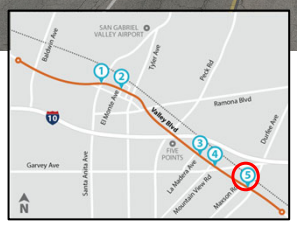


22

Photo Renderings *Near Maxson Road*

Before





After



23

Mentimeter Poll #3

How will these improvements transform your experience on Valley Boulevard?

a. Enjoy the landscaping/streetscape
b. Makes businesses more accessible
c. I might ride my bike
d. I would feel more comfortable walking
e. Taking transit is more appealing
f. All of the above
g. None of the above
h. Other

To participate:

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24

Mentimeter Poll #4

What one word describes the transformation along Valley Boulevard?

LH0

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MAIN STREET
COMPLETE STREETS

Main Street

26

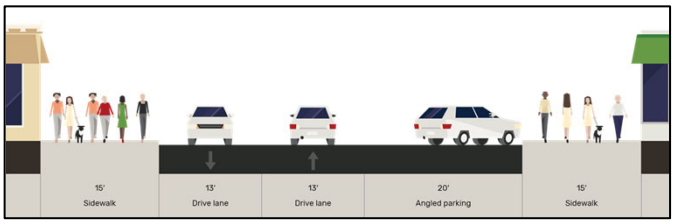
Main Street Overview

- Approximately 0.5 miles
- Commercial district in the heart of El Monte's downtown area
- Popular destination for outdoor shopping and dining experiences





Existing Conditions- Main Street



76' Width

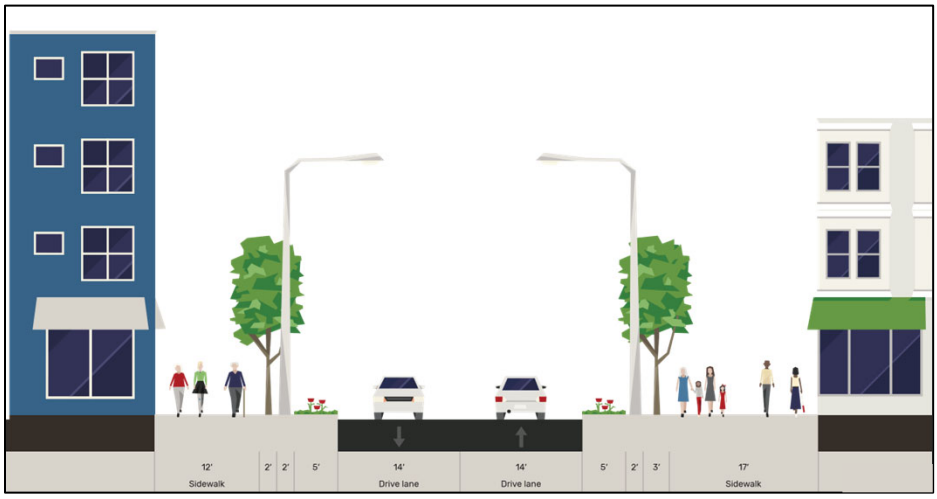


Main Street Themes:

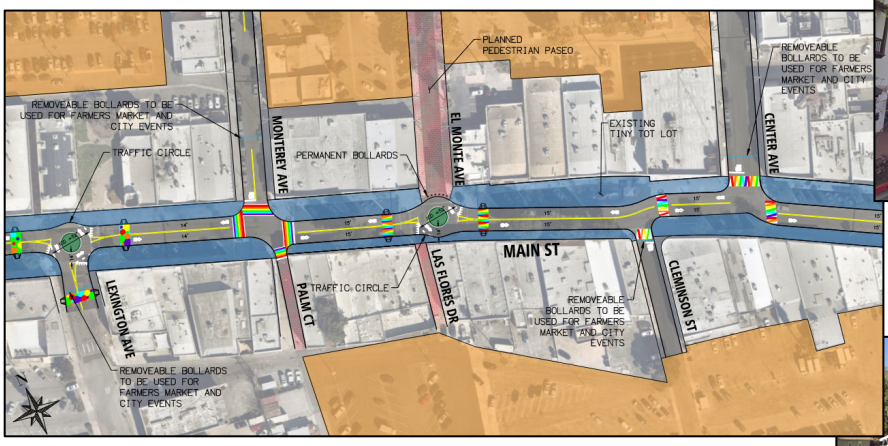
- Safety concerns with parking
- Trees are problematic
- Limited visibility for businesses
- Community enjoys Farmer's Market

Proposed Concepts – Key Features

Cross Section



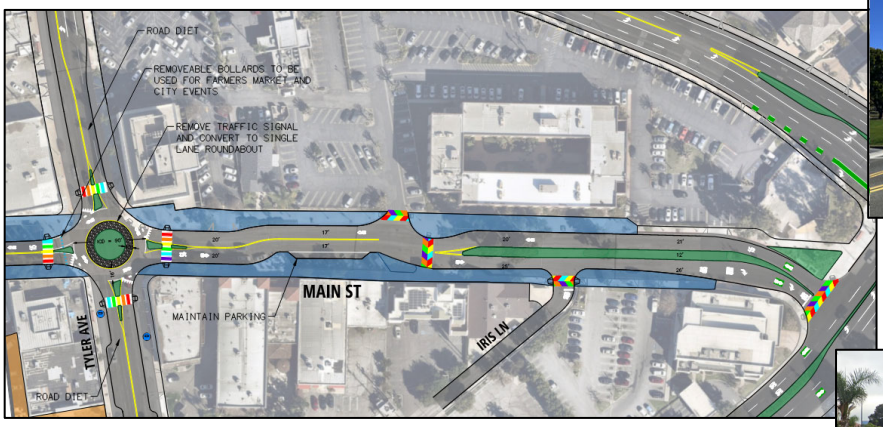
Proposed Concepts – Key Features







Proposed Concepts – Key Features







31

Mentimeter Poll #5

What elements do you like about the Main Street concept?

a. Widened sidewalk for other amenities
b. Traffic Calming improvements
c. Removal of on-street parking for business visibility
d. Landscaping/aesthetic improvements
e. All of the above
f. None of the above
g. Other

If any elements concern you, please put a note in the chat.

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32

Mentimeter Poll #6



What one word describes the transformation along Main Street?

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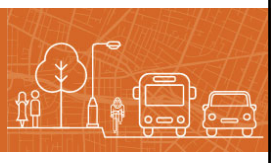
VALLEY BLVD
COMPLETE STREETS

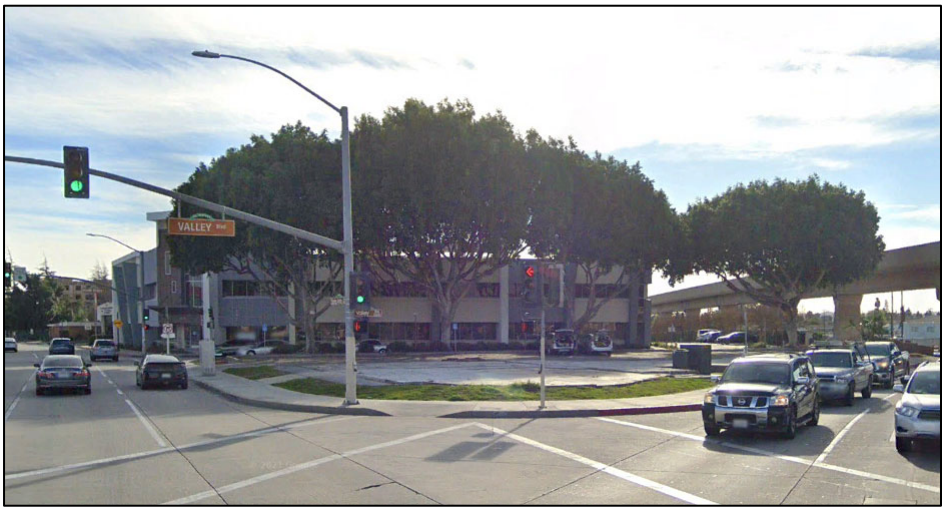
Santa Anita Mini Park



34

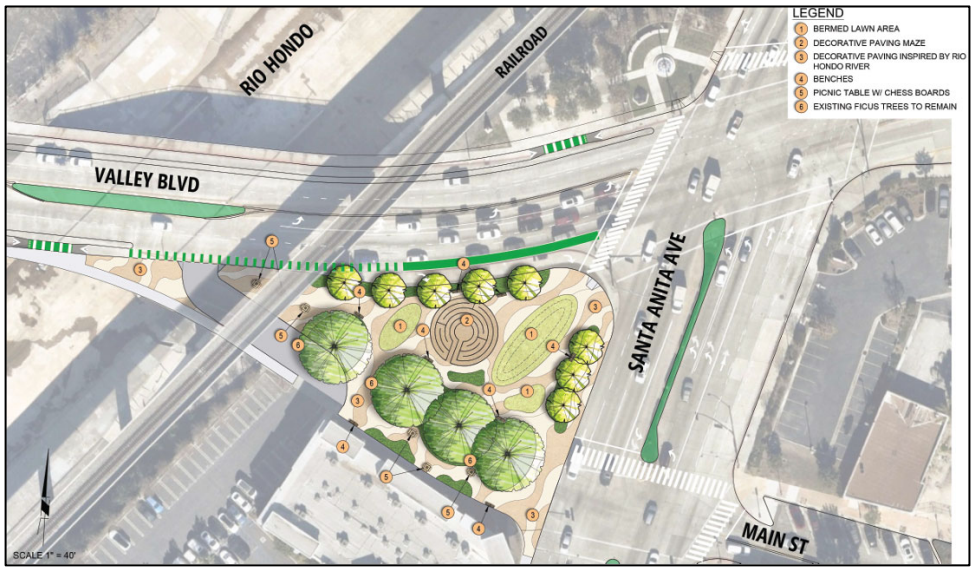
Santa Anita Mini Park

Existing Conditions



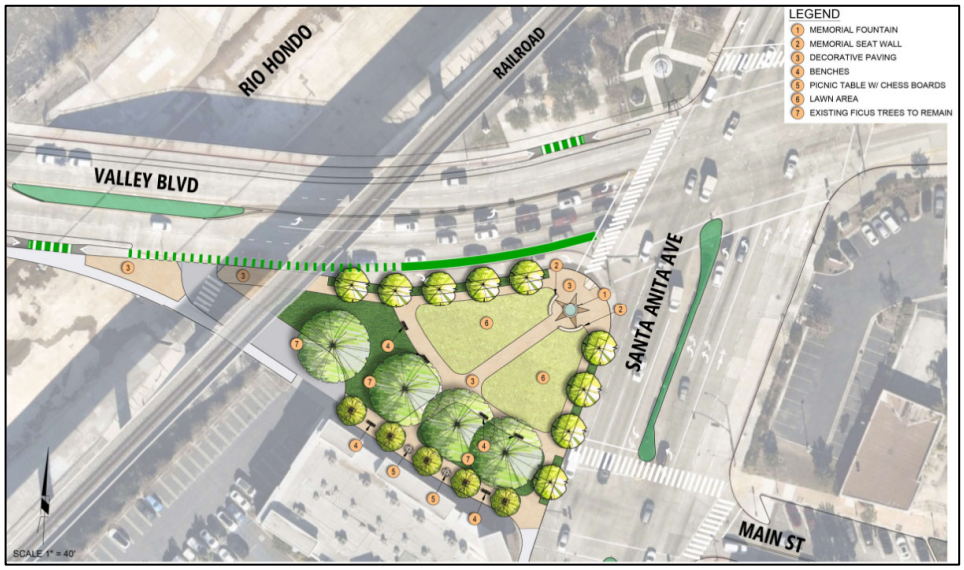
Proposed Concepts - Santa Anita Mini Park

Option 1



Proposed Concepts - Santa Anita Mini Park

Option 2



LH0

Mentimeter Poll #7

What features do you like about the mini-park options?

a. Landscaping
b. Lighting
c. Water Feature
d. Interactive Feature
e. Memorial Wall
f. Passive Space
g. All of the above
h. None of the above

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Mentimeter Poll #8

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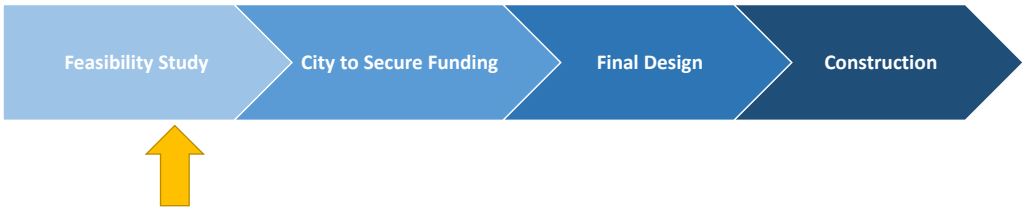
Which one of the mini-park options do you prefer?

a. Option1
b. Option 2

Next Steps

- City Council Input
- Finalize feasibility study
- City to pursue grant funding
- Final design
- Construction



Upcoming Engagement Opportunities

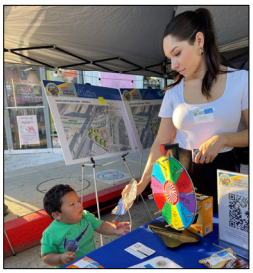
Howl-O-Ween Bark Bash Dog Parade

Date: Wednesday, October 18, 2023
Time: 4:00 p.m. - 7:00 p.m.
Location: Fletcher "Fetch" Dog Park
3404 Fletcher Parkway, El Monte, CA, 91731

Day of the Dead

Date: Saturday, October 21, 2023
Time: 11:00 a.m. - 4:00 p.m.
Location: Main Street, El Monte, CA, 91731







Stay Connected

Thank you for joining us today!

Steven Wright
City Project Manager

Lee Torres
City Engineer

Please submit comments or questions by November 1st!

EMcompletestreets.com

completestreets@elmonteca.gov

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VALLEY BLVD MAIN STREET
COMPLETE STREETS

Questions & Answers



Interpretation / *Interpretación*



This meeting is transmitted in both English and Spanish. Everyone must choose a language.

Click the **Interpretation** icon in your meeting controls to enter an *English or Spanish* room.

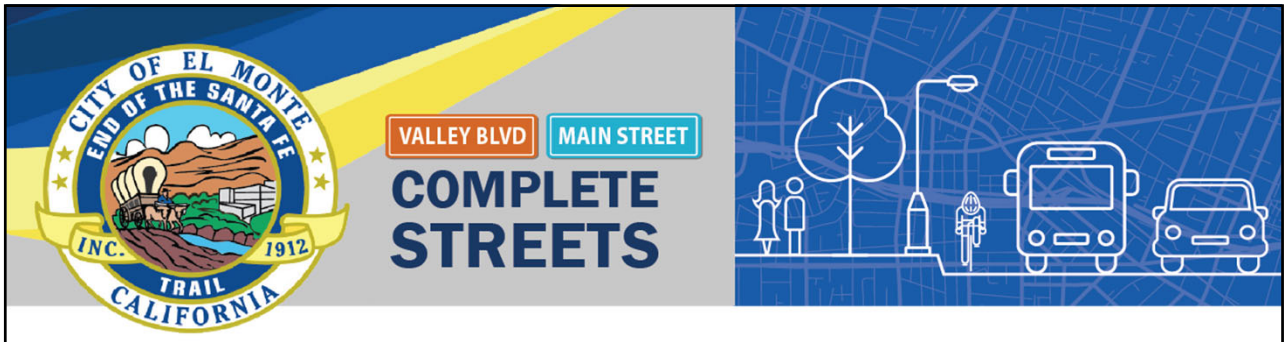
To hear the interpreted language only, click **Mute Original Audio** (Optional).

Esta reunión se transmite tanto en inglés como en español. Todos deben elegir un idioma.

*Haga clic en el icono de **Interpretación** en los controles de sureunión para ingresar a una sala en inglés o español.*

*Para escuchar solo el idioma interpretado, haga clic en **Mute Original Audio** o **Silenciar Audio Original** (Opcional).*

1



¡BIENVENIDO!

Reunión Publica #3 | miércoles, 11 de octubre de 2023

2

VALLEY BLVD MAIN STREET COMPLETE STREETS

Introducciones

Michael Baker INTERNATIONAL

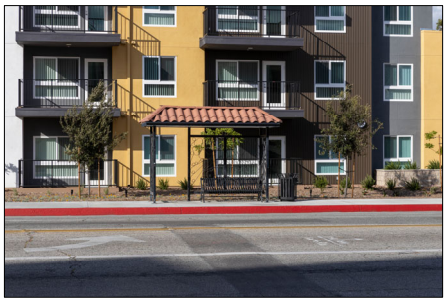
arellano associates

3

Agenda

- Introducciones
- Descripción General del Estudio
- Valley Boulevard
- Main Street
- Mini Parque Santa Anita
- Próximos Pasos
- Manténgase Conectado
- Preguntas y Respuestas





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Mentimeter Pregunta #1

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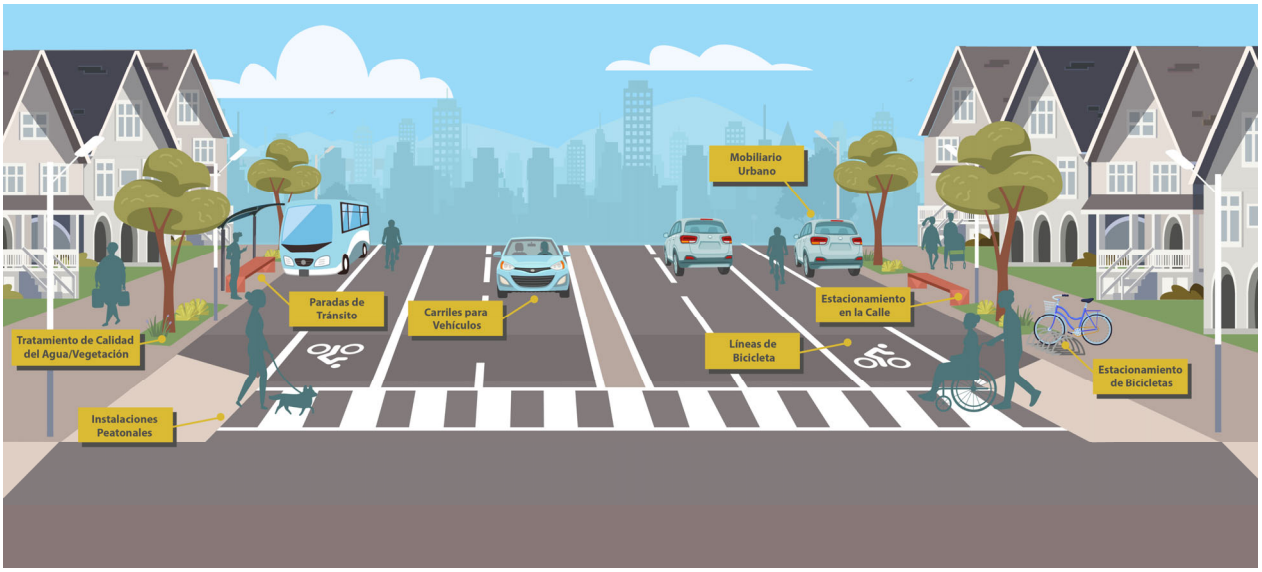
Descripción General del Estudio

La Ciudad de El Monte está llevando a cabo el Estudio de Factibilidad de Calles Completas de Valley Boulevard y Main Street (Estudio) para mejorar la conectividad, accesibilidad y seguridad para todos los usuarios de la comunidad.



7

¿Qué Hace Que Una Calle Sea “Completa"?



8

Objetivos del Estudio



Mejorar el alojamiento multimodal



Mejorar la seguridad de todos los usuarios



Mejoras del acta de estadounidenses con discapacidades (ADA)



Incorporar desarrollo de bajo impacto



Mejorar el embellecimiento del paisaje urbano y el paisajismo

9

Mentimeter Pregunta #2

¿Qué objetivos de estudio son una prioridad para usted?

a. Mejorar los alojamientos multimodales
b. Mejorar la seguridad para todos los usuarios
c. Mejoras en la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)
d. Incorporar el desarrollo de bajo impacto
e. Mejorar el embellecimiento del paisaje urbano y el paisajismo

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VALLEY BLVD COMPLETE STREETS

Valley Boulevard

11

Descripción General de Valley Boulevard

- Aproximadamente 3.3 millas
- La arteria principal sirve como una de las principales puertas de entrada de la Ciudad
- Sirve como un enlace crítico en la red de tránsito regional

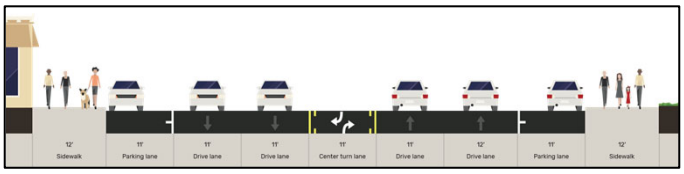




12

Condiciones Existentes- Valley Boulevard

102' Ancho

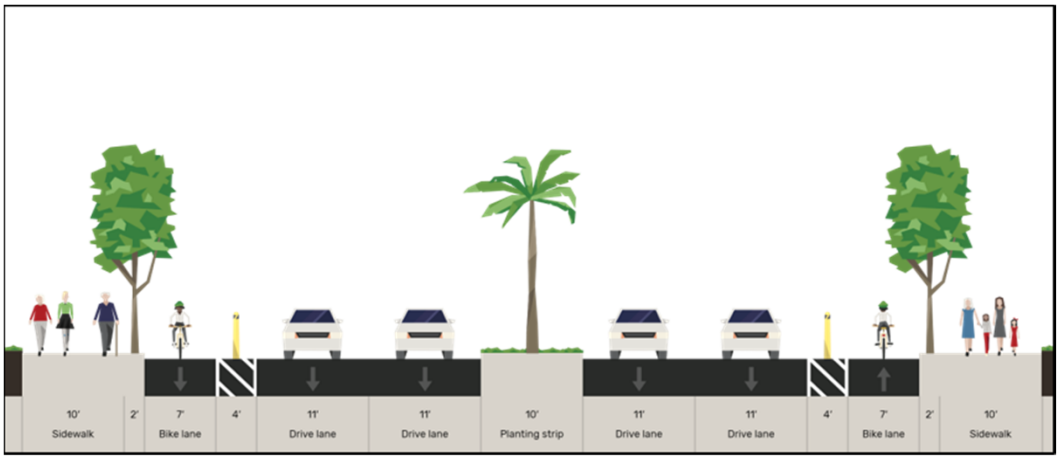




13

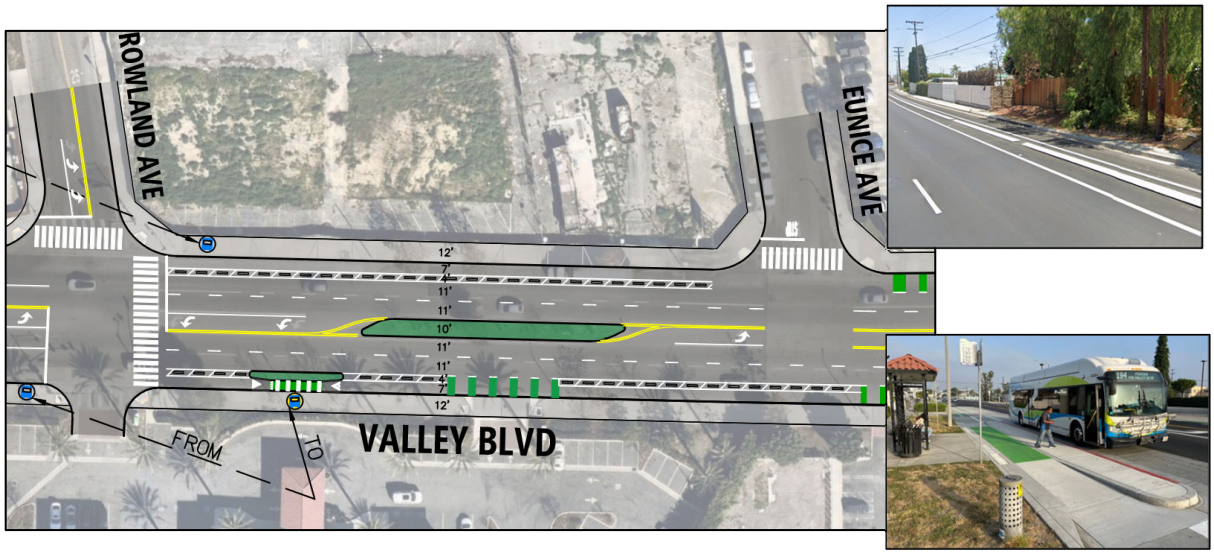
Concepto Propuesto – Características Principales

Sección de cruce

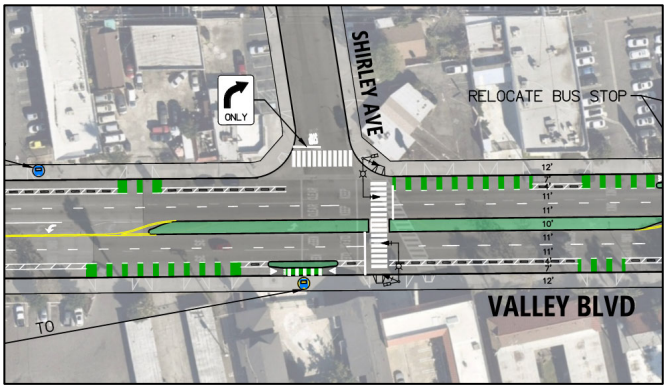


14

Concepto Propuesto – Características Principales

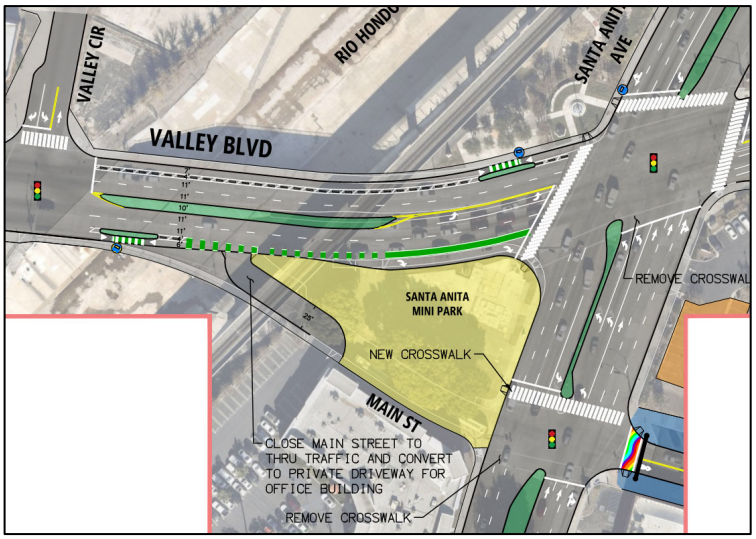


Concepto Propuesto – Características Principales





Concepto Propuesto – Características Principales



17

Mapa de Corridor- Representaciones

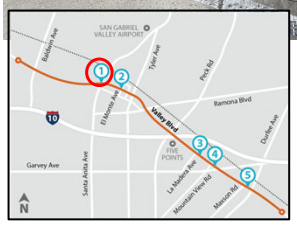


18

Representaciones Fotográficas- *Intersección en Santa Anita*

Antes





Después

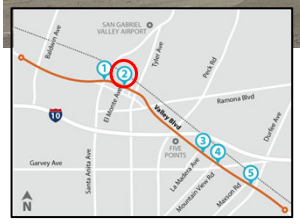


19

Representaciones Fotográficas- *El Monte Avenue*

Antes





Después

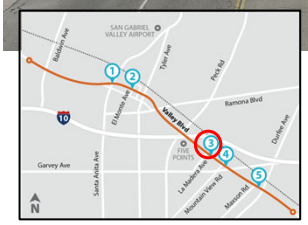


20

Representaciones Fotográficas- *Cerca a La Madera Avenue*

Antes





Después

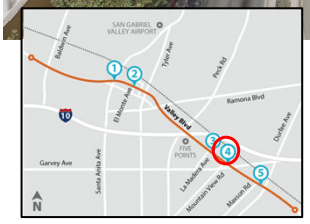


21

Representaciones Fotográficas- *Cerca a Garvey Avenue*

Antes





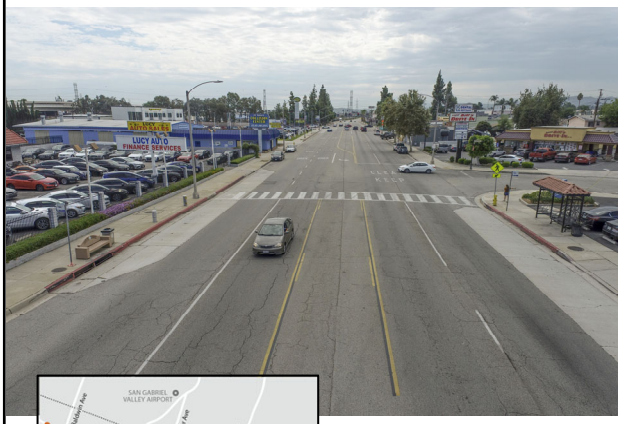
Después

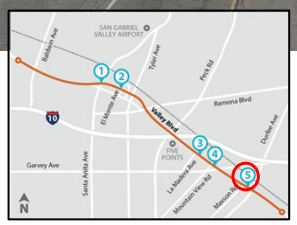


22

Representaciones Fotográficas- *Cerca a Maxson Road*

Antes





Después



Mentimeter Pregunta #3

¿Cómo transformarán estas mejoras su experiencia en Valley Boulevard?

a. Disfrute del paisajismo / paisaje urbano
b. Hace que las empresas sean más accesibles
c. I might ride my bike
d. Me sentiría más cómodo caminando
e. Tomar el transporte público es más atractivo
f. Todo lo anterior
g. Ninguna de las anteriores
h. Otro

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Mentimeter Pregunta #4



¿Qué palabra describe la transformación a lo largo de Valley Boulevard?

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MAIN STREET COMPLETE STREETS

Main Street



26

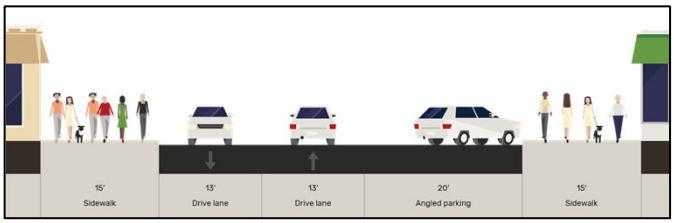
Descripción General de Main Street

- Aproximadamente 0.5 millas
- Distrito comercial en el corazón del centro de El Monte
- Destino popular para compras al aire libre y experiencias gastronómicas





Condiciones Existentes- Main Street



76’ Ancho

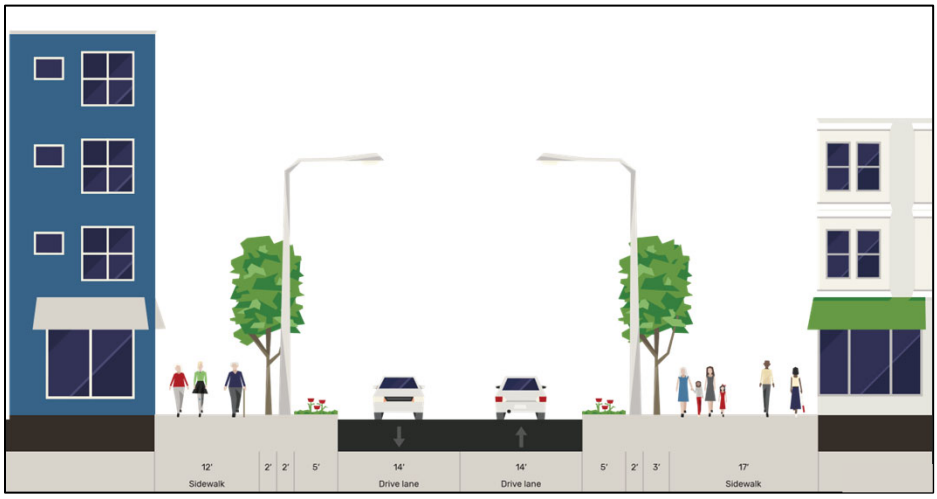


Temas de Main Street:

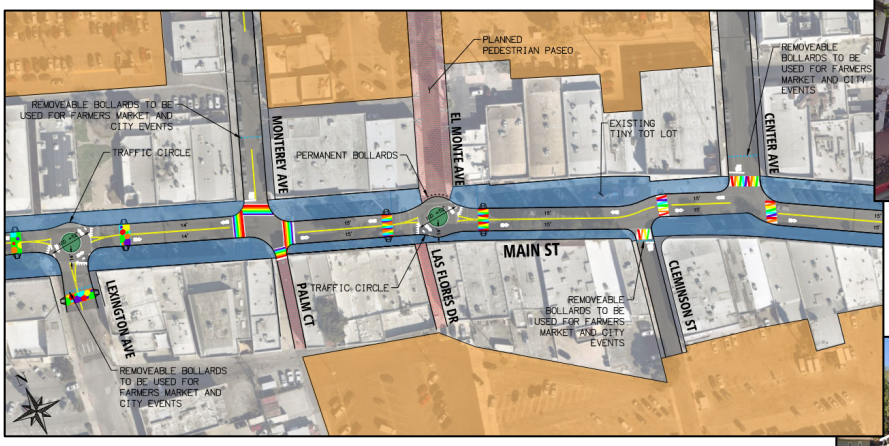
- Problemas de seguridad con el estacionamiento
- Los árboles son problemáticos
- Visibilidad limitada para las empresas
- La comunidad disfruta del mercado de agricultores

Concepto Propuesto – Características Principales

Sección de cruce



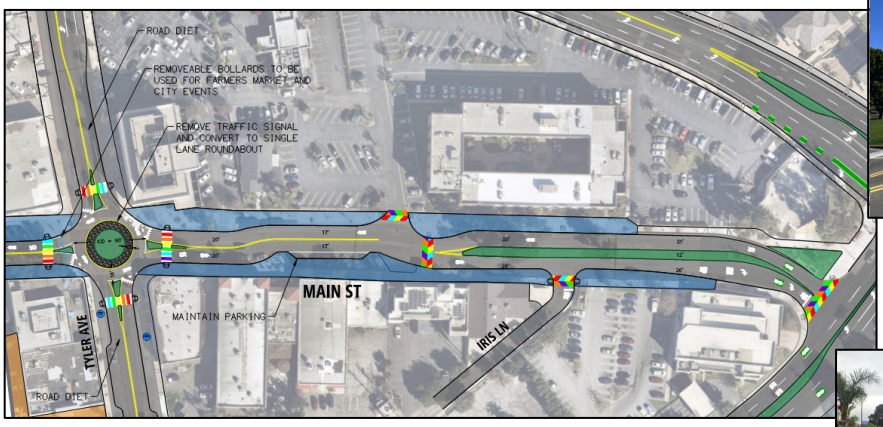
Concepto Propuesto – Características Principales







Concepto Propuesto – Características Principales







31

Mentimeter Pregunta #5

¿Qué elementos le gustan del concepto Main Street?

a. Acera ensanchada para otras comodidades
b. Mejoras para calmar el tráfico
c. Eliminación del estacionamiento en la calle para la visibilidad de los negocios
d. Mejoras al paisajismo/estéticas
e. Todo lo anterior
f. Ninguna de las anteriores
g. Otro

Si algún elemento le preocupa, por favor ponga una nota en el chat.

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Mentimeter Pregunta #6

¿Qué palabra describe la transformación a lo largo de Main Street?

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VALLEY BLVD COMPLETE STREETS

Mini Parque de Santa Anita

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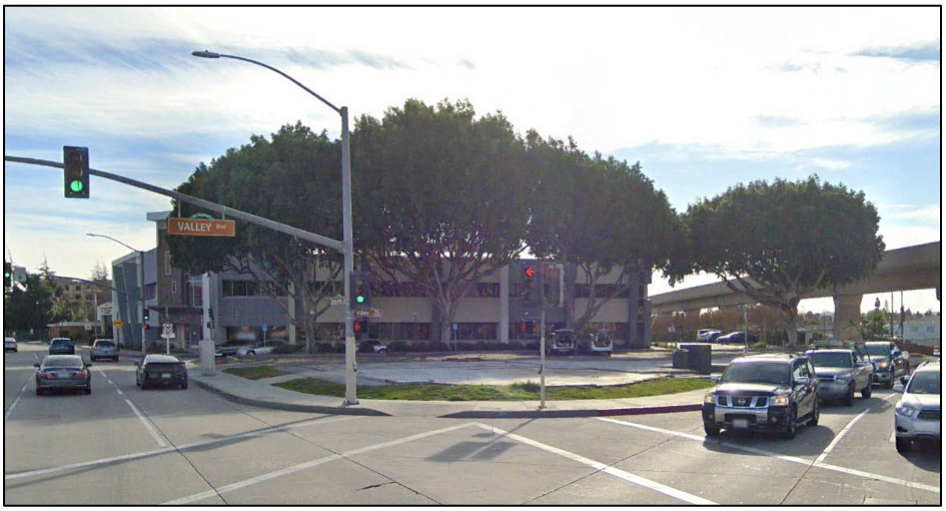
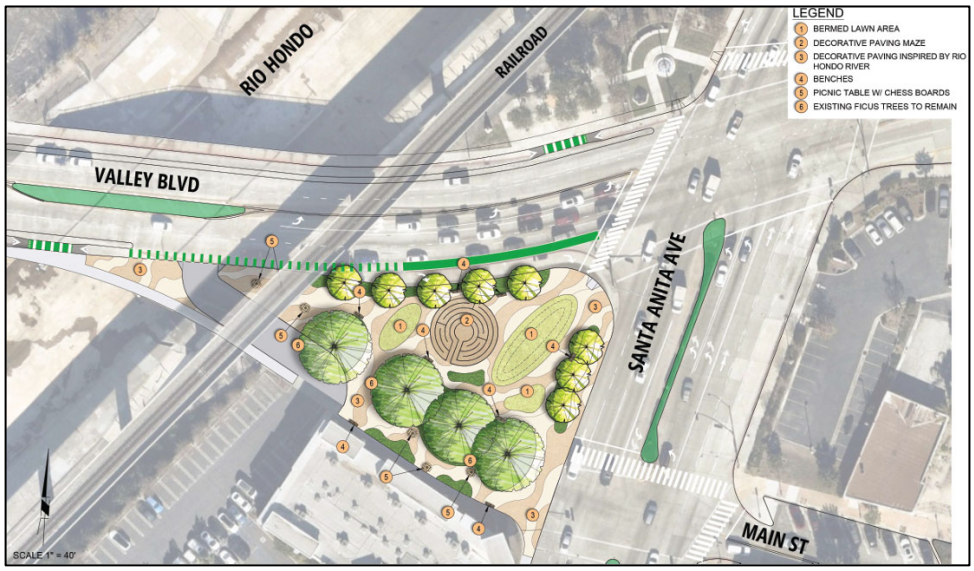
Mini Parque de Santa Anita

Condiciones Existentes



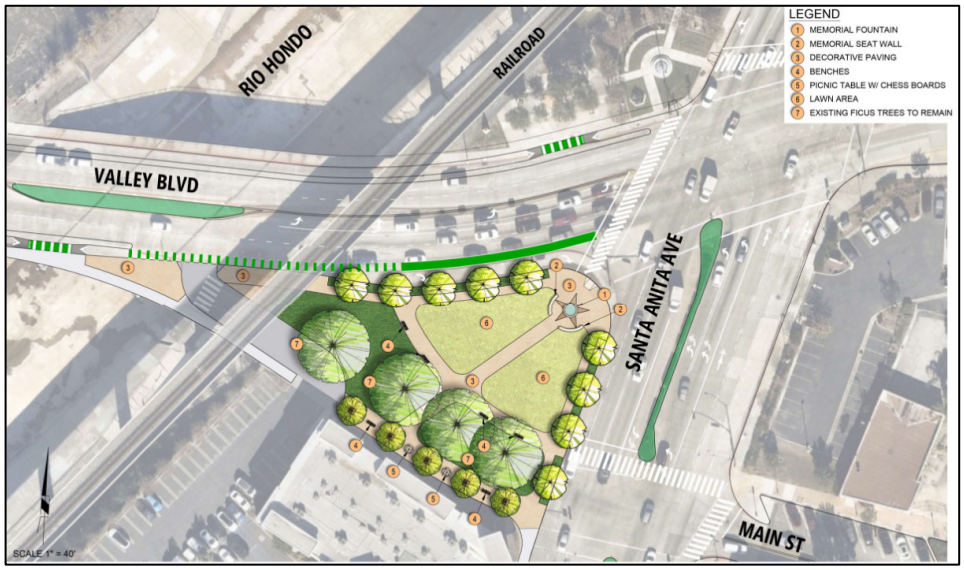
Conceptos Propuestos- Mini Parque de Santa Anita

Opción 1



Conceptos Propuestos- Mini Parque de Santa Anita

Opción 2



Mentimeter Pregunta #7

¿Qué características le gustan de las opciones de mini parque?

a. Paisajismo
b. Iluminación
c. Fuente de agua
d. Función interactiva
e. Muro conmemorativo
f. Espacio pasivo
g. Todo lo anterior
h. Ninguno de los anteriores

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Mentimeter Pregunta #8

¿Con cuál de las opciones de mini parque te quedas?

a. Opción1
b. Opción 2

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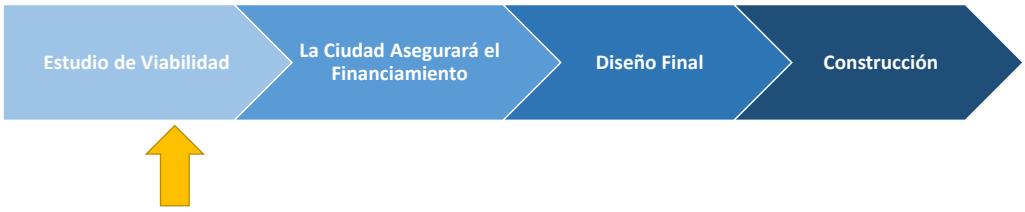
Próximos Pasos

- Aportes del Concejo Municipal
- Finalizar el estudio de viabilidad
- La ciudad buscará fondos de subvención
- Diseño final
- Construcción



40

Próximas Oportunidades de Participación

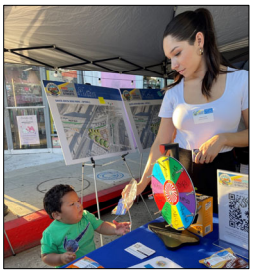
Howl-O-Ween Bark Bash Dog Parade

Fecha: miércoles, 18 de octubre de 2023
Hora: 4:00 p.m. - 7:00 p.m.
Ubicación: Fletcher “Fetch” Dog Park
3404 Fletcher Parkway, El Monte, CA, 91731

Day of the Dead

Fecha: sábado, 21 de octubre de 2023
Hora: 11:00 a.m. - 4:00 p.m.
Ubicación : Main Street, El Monte, CA, 91731







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Manténgase Conectado

¡Gracias por acompañarnos hoy!

Steven Wright
Gerente de Proyectos de la Ciudad

Lee Torres
Ingeniero de la Ciudad

¡Envíe sus comentarios o preguntas antes del 1 de noviembre!

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completestreets@elmonteca.gov

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VALLEY BLVD MAIN STREET
COMPLETE STREETS

Preguntas y Respuestas



Appendix B
E-Blast Notifications

Initial Invite



We want your input on how to improve Valley Boulevard and Main Street!

Join us at an upcoming virtual Public Meeting to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The study will focus on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

Virtual Public Meeting
Date: Wednesday, October 11, 2023
Time: 6:00 – 7:30 p.m.
Location: Via Zoom

Register Here

Live Spanish interpretation will be available during the public meeting. Additional language interpretation can be requested 72 hours in advance at completestreets@elmonteca.gov.

Upcoming Events

Catch us at our booth! Our team will be present at local events to share the latest updates. Find us at any of the events below.

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¡Queremos su opinión sobre cómo mejorar Valley Boulevard y Main Street!

Acompáñenos a la próxima reunión pública virtual para brindar su opinión e identificar mejoras claves que permitirán un viaje seguro para todos los usuarios a lo largo y ancho de Valley Boulevard y Main Street. El estudio se centrará en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje; mejoras en el alumbrado público; mejoras y actualizaciones para el Acta de Estadounidenses con Discapacidades (ADA); desarrollo de bajo impacto; y mejoras de árboles y paisajes en las calles.

Reunión Pública Virtual
Fecha: Miércoles, 11 de octubre de 2023
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Ubicación: Vía Zoom

Regístrese aquí

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Próximos Eventos

¡Visitenos en nuestro stand! Nuestro equipo estará presente en eventos locales para compartir las últimas actualizaciones. Encuéntrenos en cualquiera de los eventos a continuación.

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Hora: 4:00 – 7:00p
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Día de los Muertos
Fecha: sábado, 21 de octubre, 2023
Hora: 11:00 a.m. – 4:00 p.m.
Ubicación: Main Street, El Monte, CA 91731





Manténgase conectado

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Manténgase conectado

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Reminder #2



We want your input on how to improve Valley Boulevard and Main Street!

Join us tomorrow for the virtual Public Meeting to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The study will focus on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

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For more information visit EMCompleteStreets.com.



¡Queremos su opinión sobre cómo mejorar Valley Boulevard y Main Street!

Acompáñenos mañana para la reunión pública virtual para brindar su opinión e identificar mejoras claves que permitirán un viaje seguro para todos los usuarios a lo largo y ancho de Valley Boulevard y Main Street. El estudio se centrará en mejoras de seguridad para peatones, vehículos motorizados y no motorizados; oportunidades multimodales; mejoras de drenaje; mejoras en el alumbrado público; mejoras y actualizaciones para el Acta de Estadounidenses con Discapacidades (ADA); desarrollo de bajo impacto; y mejoras de árboles y paisajes en las calles.

Reunión Pública Virtual
Fecha: Miércoles, 11 de octubre de 2023
Hora: 6:00 – 7:30 p.m.
Ubicación: Vía Zoom

Regístrese aquí

Habrá interpretación en vivo en español disponible durante la reunión pública. Se puede solicitar interpretación de idiomas adicionales con 72 horas de anticipación en completestreets@elmonteca.gov.

Próximos Eventos

¡Visítenos en nuestro stand! Nuestro equipo estará presente en eventos locales para compartir las últimas actualizaciones. Encuéntrenos en cualquiera de los eventos a continuación.

Howl-O-Ween Bark Bash Dog Parade
Fecha: miércoles, 11 de octubre, 2023
Hora: 4:00 – 7:00p
Ubicación: Fletcher "Fetch" Dog Park
3404 Fletcher Parkway, El Monte, CA, 91731

Día de los Muertos
Fecha: sábado, 21 de octubre, 2023
Hora: 11:00 a.m. – 4:00 p.m.
Ubicación: Main Street, El Monte, CA 91731





Manténgase conectado

Para más información visite EMCompleteStreets.com.

Appendix C

Social Media Posts

Facebook

City of El Monte CA Government
September 27 at 2:45 PM ·

Join us at an upcoming virtual public meeting on Wednesday, 10/11 from 6-7:30pm to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The study focuses on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.

For more information about the virtual community meeting and other opportunities to stay engaged, visit:
https://linktr.ee/emcompletestreets

Acompáñenos a la próxima reunión pública virtual el miércoles, 10/11 de 6-7:30pm para dar su opinión e identificar mejoras claves que permitirán un viaje seguro para todos los usuarios a lo largo y a través de Valley Boulevard y Main Street. El estudio se centra en las mejoras de seguridad para peatones, vehículos no motorizados y motorizados; oportunidades multimodales; mejoras en el drenaje; mejoras en el alumbrado público; mejoras y mejoras del acta de los estadounidenses con discapacidades (ADA); desarrollo de bajo impacto; y mejoras en los árboles y el paisaje de las calles.

Para obtener más información sobre la reunión virtual y otras oportunidades para mantenerse informado, visite:
https://linktr.ee/emcompletestreets



City of El Monte CA Government
Government Organization
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23 7

Instagram



myelmonte • Follow

myelmonte Join us at an upcoming virtual public meeting on Wednesday, 10/11 from 6-7:30pm to provide your input and identify key improvements that will allow for safe travel along and across Valley Boulevard and Main Street for all users. The study focuses on safety improvements for pedestrians, non-motorized and motorized vehicles; multi-modal opportunities; drainage improvements; street lighting improvements; Americans with Disabilities Act (ADA) enhancements and upgrades; low impact development; and street tree and landscape improvements.
For more information about the virtual community meeting and other opportunities to stay engaged, visit link in bio.

32 likes
SEPTEMBER 27

Log in to like or comment.

APPENDIX J

Pop-Up Events Round #1 Summary

VALLEY BLVD | MAIN STREET

COMPLETE STREETS

Event Summary Report
Downtown El Monte Business Association's Day of the Dead

Date	Saturday, October 21, 2023
Location	Main Street, El Monte, California
Event Time	11:00 am – 4:00 pm
Set Up Time	9:00 am
Staff	Alejandro Tapia | MBI | SPA Laura Hernandez | AA | SPA Allison Crook | AA
Booth Visitors	80

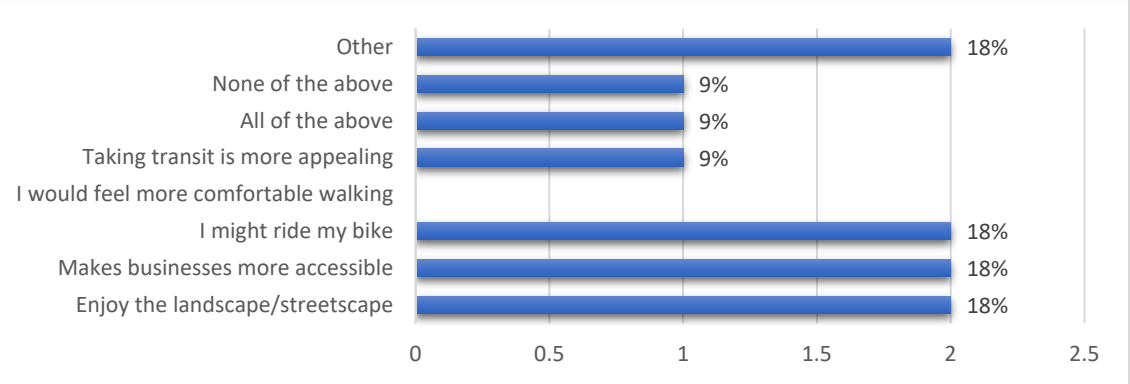
The project team coordinated an informational booth at the Downtown El Monte Business Association's Day of the Dead which attracted an estimated attendance of 80 booth visitors. Our booth included three stations: Santa Anita Mini Park, Valley Boulevard, and Main Street. Each station included a combination of boards presenting the existing conditions, roll plots and/or a tv screen presenting the proposed concepts. Booth visitors were able to take a survey where they would share their preferred improvements along the corridor.

Survey Results

A total of eight (8) surveys were collected during the event. See below for the results.

Valley Boulevard

1. **How will these improvements transform your experience on Valley Boulevard?**





Other	• Do not like medians • Add more crosswalks

2. **How would you describe this transformation along Valley Boulevard in a few words?**

Positive	• Safer • Day and Night • Awesome
Negative	• Needs work

Main Street

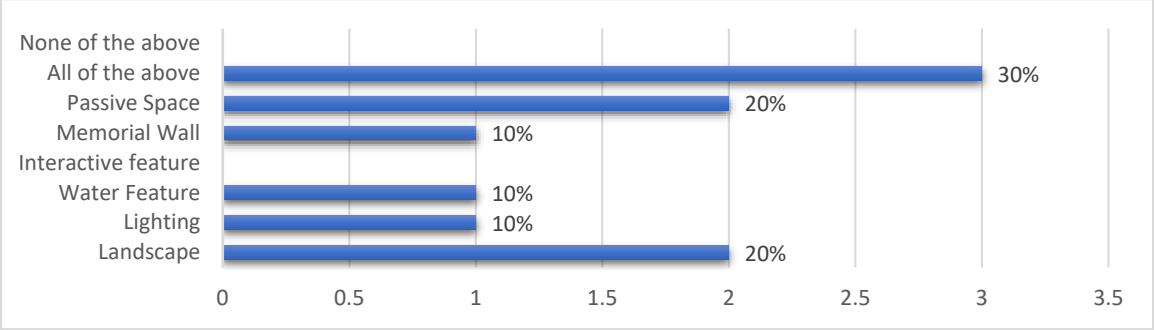
3. **What elements do you like about the Main Street concept?**

4. **How would you describe the transformation along Main Street in a few words?**

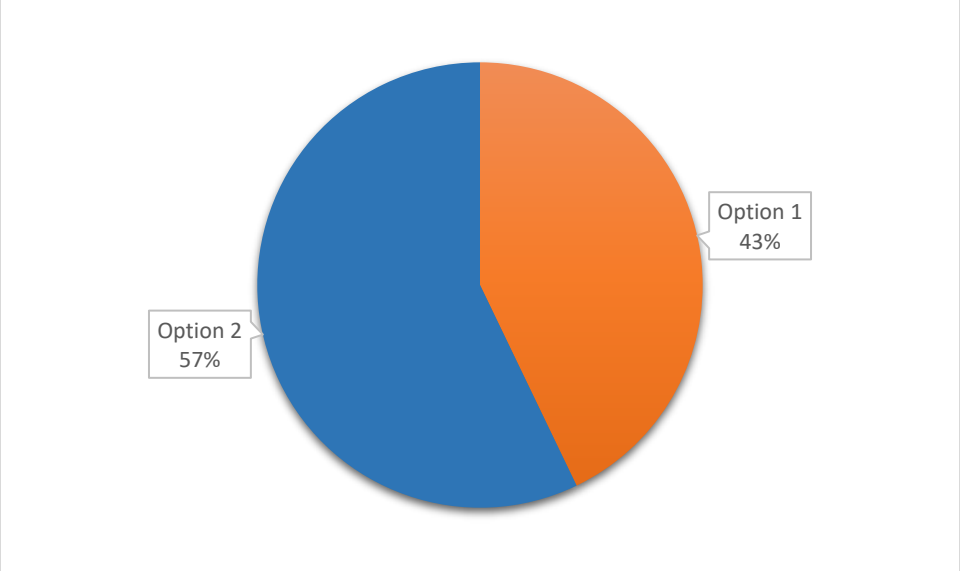
Positive	• Safer • Walkable • A breath of fresh air • Accessible for all
Negative	• Needs work

Santa Anita Mini Park

5. What features do you like about the mini-park option?



6. Which one of the mini-park options do you prefer?



VALLEY BLVD MAIN STREET

COMPLETE STREETS

Event Photos





VALLEY BLVD | MAIN STREET

COMPLETE STREETS

Event Summary Report
City of El Monte Howl-O-Ween Bark Bash Dog Parade

Date	Wednesday, October 18, 2023
Location	Fletcher "Fetch" Dog Park, El Monte, California
Event Time	4:00 pm – 7:00 pm
Set Up Time	3:30 pm
Staff	Steven Wright | City of El Monte Marlena Perez | MBI Alejandro Tapia | MBI | SPA Laura Hernandez | AA | SPA Allison Crook | AA
Booth Visitors	100

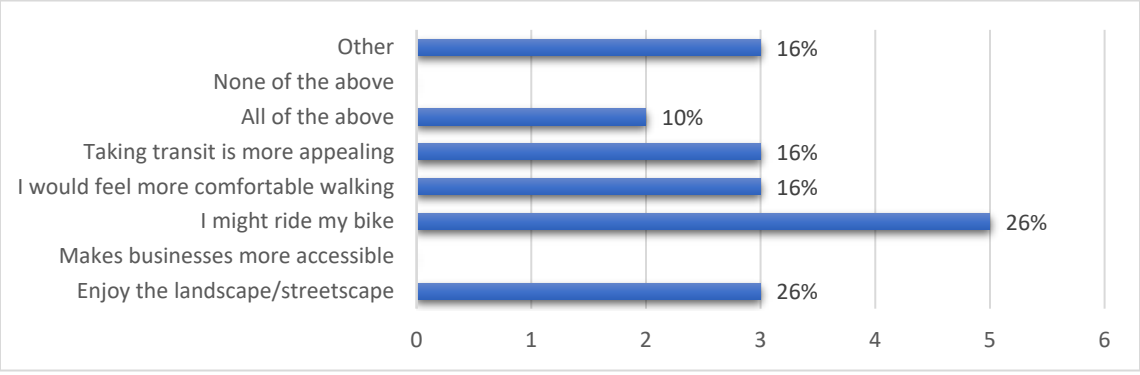
The project team coordinated an informational booth at the City of El Monte's Howl-O-Ween Bark Bash Dog Parade which attracted an estimated attendance of 100 booth visitors. Our booth included three stations: Santa Anita Mini Park, Valley Boulevard, and Main Street. Each station included a combination of boards presenting the existing conditions, roll plots and/or a tv screen presenting the proposed concepts. Booth visitors were able to take a survey where they would share their preferred improvements along the corridor.

Survey Results

A total of seven (7) surveys were collected during the event. See below for the results.

Valley Boulevard

1. **How will these improvements transform your experience on Valley Boulevard?**



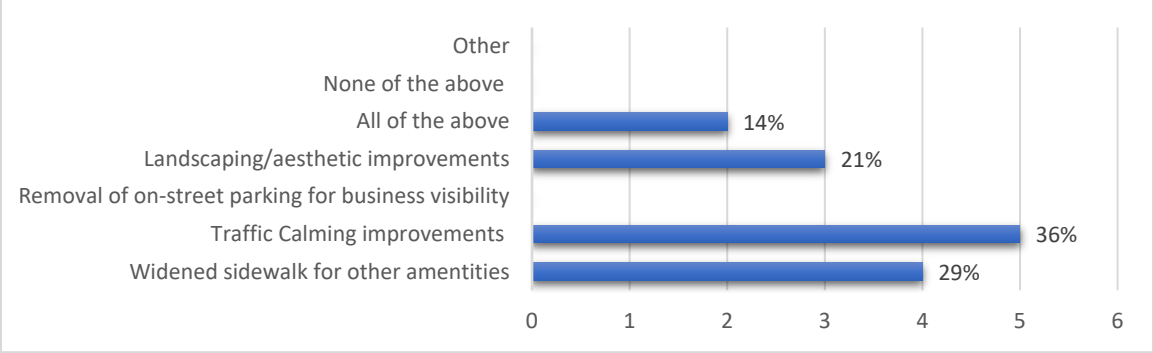
Other	• More outdoor spaces • Do not like medians • Add more trees

2. **How would you describe this transformation along Valley Boulevard in a few words?**

Positive	• Safety • Beneficial • Enjoyable • Much needed • Like the idea
Negative	• Not convenient

Main Street

3. **What elements do you like about the Main Street concept?**



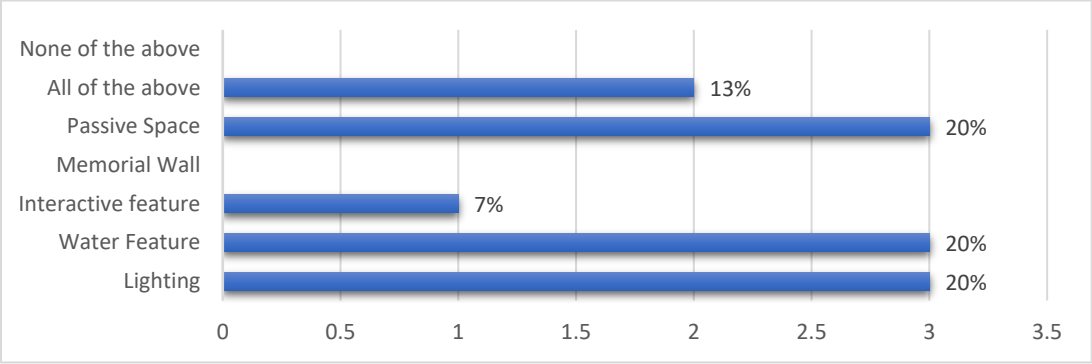
Other	• Food trucks • Pet friendly

4. **How would you describe the transformation along Main Street in a few words?**

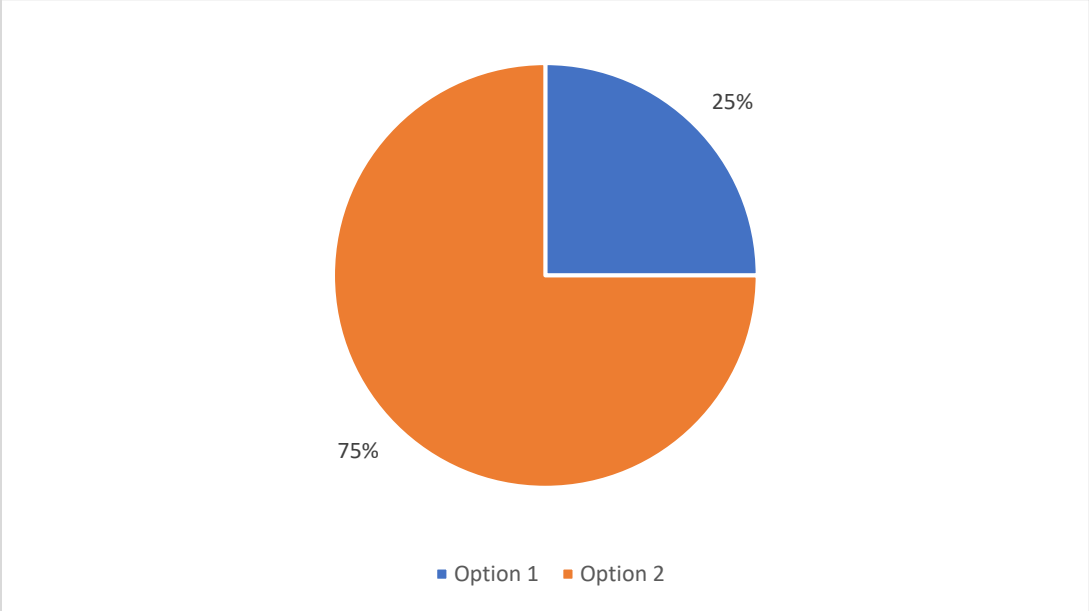
Positive	• Progressive • Useful • It will enhance the community • Long awaited
Negative	• Less parking options • Concerned about bike lanes

Santa Anita Mini Park

5. What features do you like about the mini-park option?



6. Which one of the mini-park options do you prefer?



VALLEY BLVD MAIN STREET

COMPLETE STREETS

Event Photos







