



CITY OF EL MONTE

Streetscape Beautification Master Plan

October 2022



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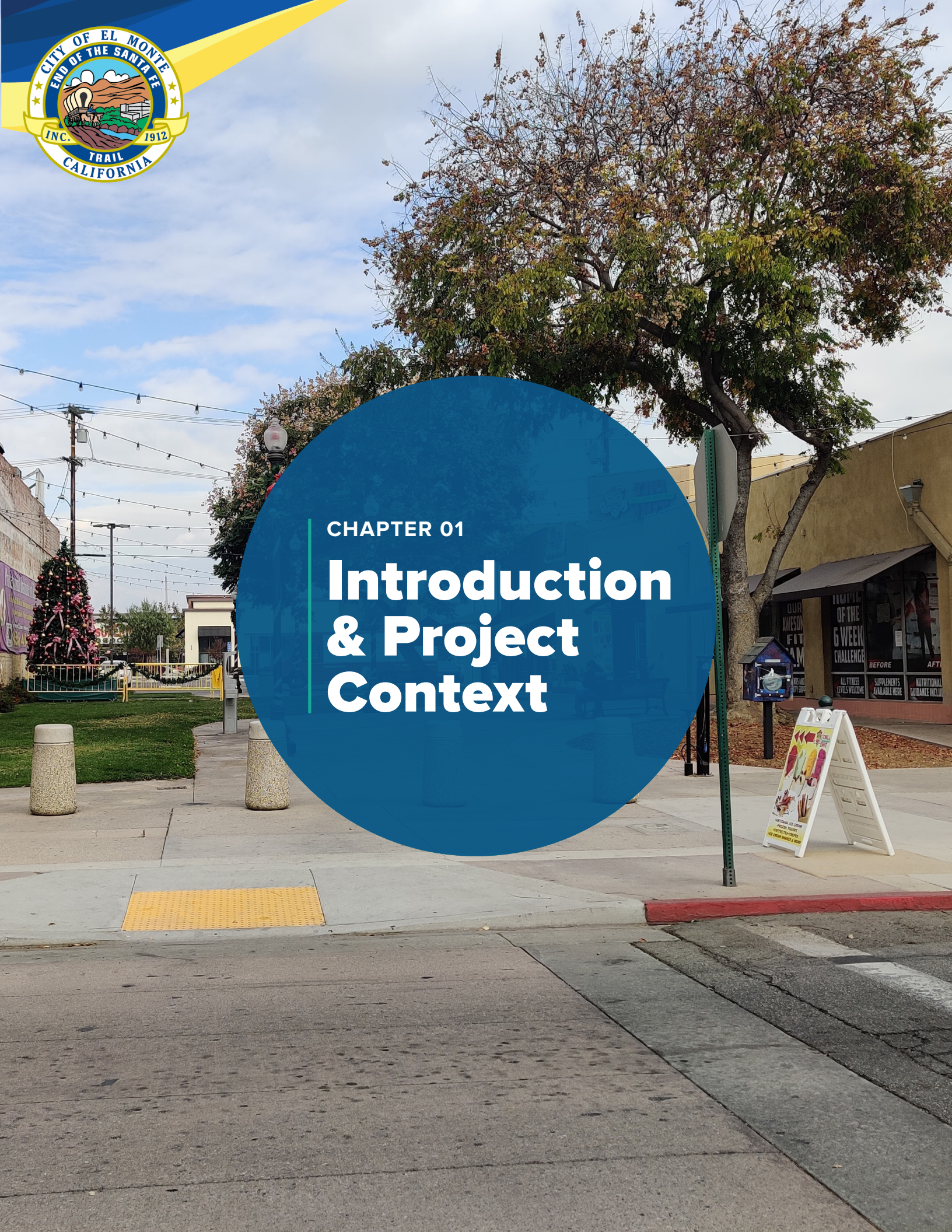
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CHAPTER 01

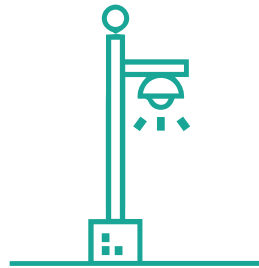
Introduction & Project Context



What is a Streetscape?

A streetscape is the public realm of a street, characterized by paving materials, trees, plants, roadway materials, striping, lighting, furnishing, gateway signs, public art, and wayfinding. This natural and built environment allows for the community to live active, healthy lifestyles and strengthens the identity of the City through meaningful design that reflects the local context.

Aesthetics, commercial activity, varying modes of transportation, and an emphasis on pedestrian comfort and safety are all integral elements that directly impact the experience and function of the streetscape as a public space for people to freely enjoy.



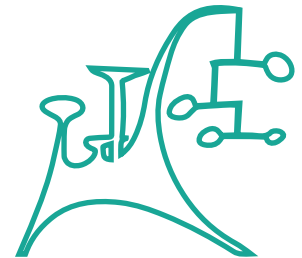
LIGHTING



TREES & PLANTS



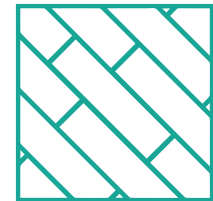
SIGNAGE



PUBLIC ART



FURNISHINGS



MATERIALS

Plan Purpose & Components

This document is a citywide guideline that will provide general guidance for streetscape elements as they relate to different street types and contexts found throughout the City. This will allow for aesthetic cohesion throughout the City while giving latitude to celebrate the unique context of El Monte’s neighborhoods.

This document builds upon guidance established by other planning documents, including the General Plan, Specific Plans, and other critical plans summarized in the Existing Conditions Chapter.

This Plan is organized into the following chapters:

Existing Conditions

Relevant City plans that informed this document are summarized, along with demographic information. Through maps and site photos, the various built and natural environmental conditions that influence the physical experience of the streetscape are documented, including tree canopy, collisions, transit, and bikeways using the most up to date data sets available at the time of evaluation (2020).

Community & Stakeholder Engagement

Throughout its development, this plan has been informed by community and stakeholder feedback. This includes two community events, a survey, and virtual walk audit.





Streetscape Typologies

This chapter details the different types of streets found in El Monte, the range of appropriate design treatments, and space and material considerations.

Crosswalk Policy

Specific guidance is established for crosswalk types and dimensions, and where the contexts in which they are most appropriate.

Implementation and Cost Estimates

Implementing this plan will be a process that unfolds over many years and will be achieved using a combination of City and external funds. General guidance is also provided for maintenance. Cost estimates are provided to assist with City budgeting and applying for grants.






Appendix

This includes detailed information that has been produced throughout the planning process, including community survey results, detailed plan review, and a Pedestrian and Streetscape Design Toolbox that acts as a glossary to explain in greater detail the design treatments discussed in the Streetscape Typologies chapter.



Plan Goals

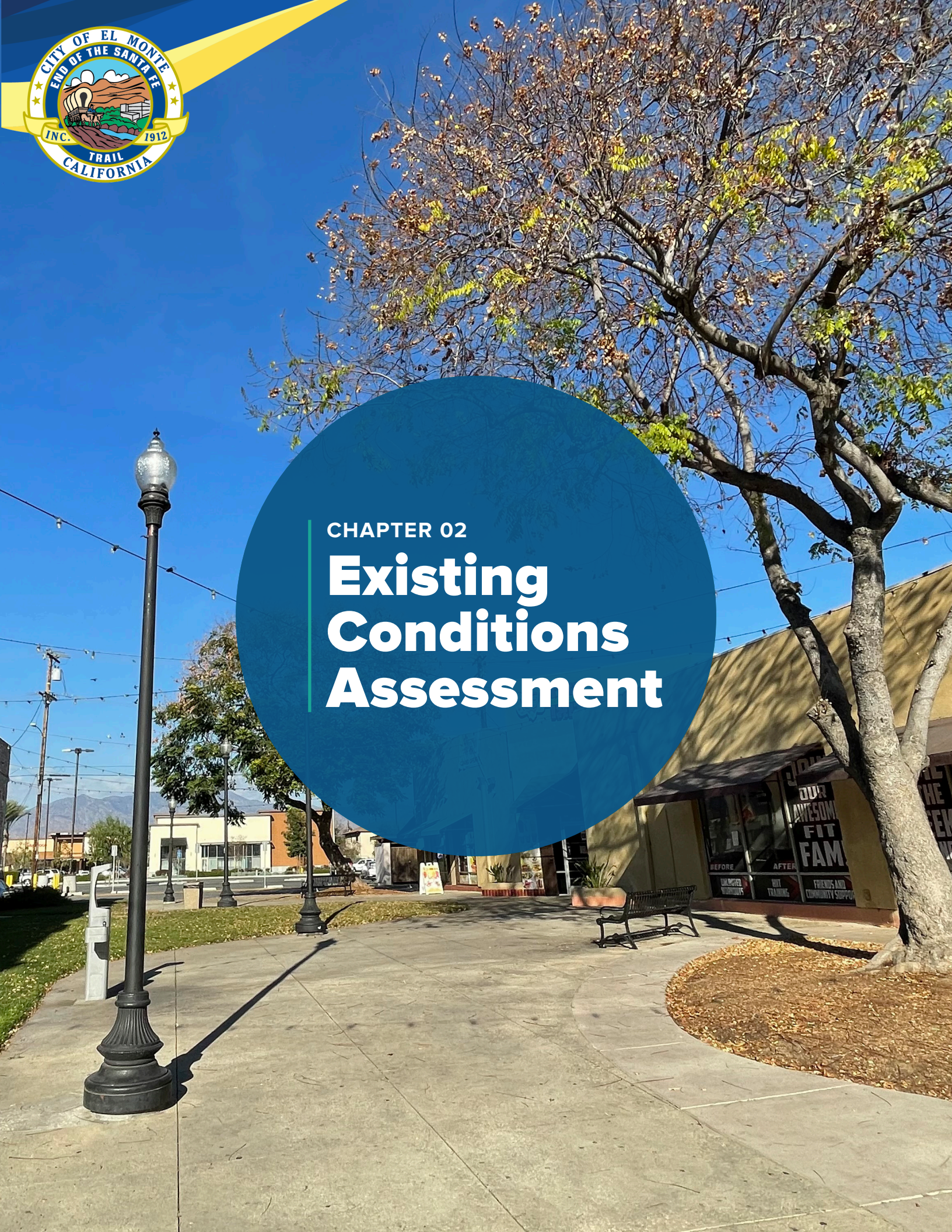
Plan goals have been shaped by community and stakeholder input and have guided the development of this document.

	<i>Enhance Safety</i>	for all users, those walking, biking, taking transit, and driving
	<i>Create Climate Resiliency</i>	by incorporating trees, plants, and climate resilient design treatments
	<i>Reflect a Sense of Place</i>	by celebrating community history, aesthetics, and context
	<i>Simplify Maintenance</i>	by incorporating treatments that will hold up over time and are suited to both the climate and scaled to match city resources
	<i>Create Visual Cohesion</i>	to provide both variation and unity



CHAPTER 02

Existing Conditions Assessment



Approach

This chapter examines existing conditions in the City of El Monte and is drawn from a combination of desktop analysis, field visits, and input from community members and stakeholders gathered throughout the project.



Local Context

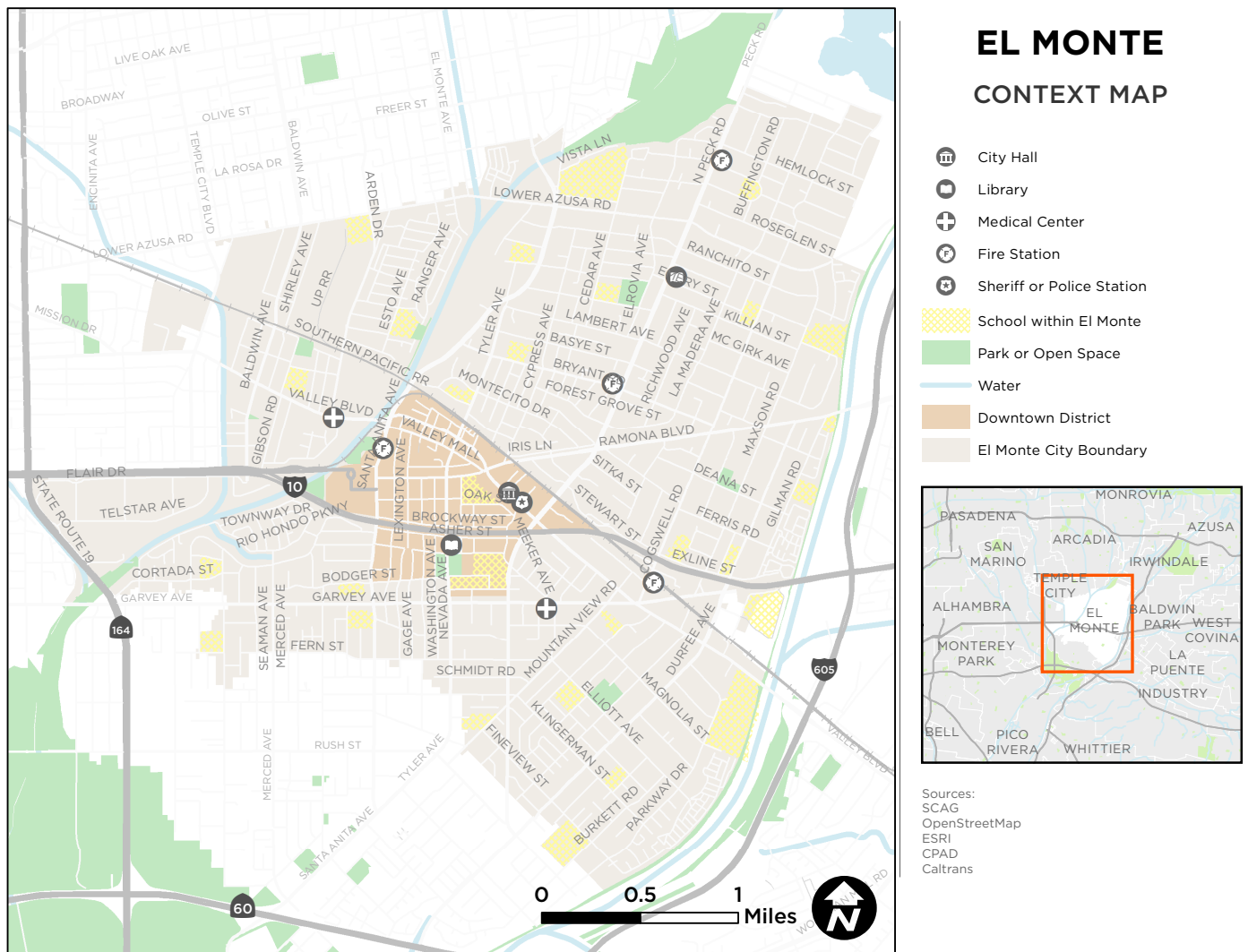
The City of El Monte is located in the San Gabriel Valley roughly 10 miles east of the City of Los Angeles and is bounded by Interstate 605 to the east and bisected by Interstate 10. It is home to 115,602 residents¹. Originally part of the Tongva homeland, and the terminus of the Santa Fe Trail, El Monte was incorporated in 1912. It is flanked to the west and east by the Rio Hondo and San Gabriel rivers, respectively, and was known as an area of rich soil and lush riparian woodland. As such, it became an important agricultural area during the 19th Century. The 20th century saw an influx of settlers during the

Dust Bowl Migration of the 1930s, followed by post-World War II suburbanization. The Rio Hondo and San Gabriel Rivers were channelized by the Army Corps of Engineers as part of the regional flood control system, however the City has begun to soften the edges of these channels in recent times through linear parks and greenways. The Whittier Narrows Recreation and Natural Area is located southwest of the City, and the Peck Road Water Conservation Park is located just north of the City limits. Today, El Monte is fully developed and is ranked in the top 90th percentile in terms of pollution burden².

¹ Per 2018 US Census data

² California Office of Environmental Health Hazard Assessment: CalEnviroScreen

Figure 1



Planning Context

There are a number of regional, City, and local planning documents that help to lay a foundation for this Plan. A detailed review of all of the documents found in the table below can be found in the appendix of this document.

Some of the most crucial documents include the City's General Plan, which establishes street types and standard street and sidewalk dimensions;

The Urban and Community Forestry Management Plan, which includes an inventory of the City's tree canopy and tree species recommendations; and the Downtown Main Street Specific Plan which establishes detailed design guidelines for the heart of El Monte.

Regional Plans

SCAG Regional Transportation Plan/Sustainable Communities Strategy	2012
California's Fourth Climate Assessment - Los Angeles Region Report	2018
Metro First/Last Mile Strategic Plan	2014
Rio Hondo River Watershed Management Plan	2003
County of Los Angeles Bicycle Master Plan	2012
San Gabriel Valley Regional Bicycle Master Plan	2014

City Plans

City of El Monte General Plan	2011
Downtown Main Street Specific Plan	2017
Gateway Specific Plan	2006
Ramona Boulevard Complete Streets Feasibility Study	2019
El Monte Comprehensive Design Guidelines	2012

Local Standards and Ordinances

City of El Monte Tree Preservation Ordinance	2016
Urban Agriculture Initiative	2014
Model Water Efficiency Landscape Ordinance (MWEL0)	2016
Urban and Community Forestry Management Plan	2010
MS4 Compliance	2018
El Monte Watershed Management Plan	2017

Equity & Demographics

The analyses in this section draw from census data from 2018. There are 29 U.S. Census Tracts within, or partially within, the City boundary. This section of the memo used U.S. Census Data to illustrate the equity and demographic make-up of the City. The data was compared with the overall Los Angeles/Long Beach/Anaheim Metropolitan Area.

El Monte is home to roughly 115,000³ residents compared to Los Angeles County, with a population of 10,105,518, and the Greater L.A. Metropolitan area with a population of 13,291,486. Overall, residents of El Monte have lower household income, are more likely to be renters, are less likely to have a high school diploma or college degree, and are more likely to not have access to a vehicle than their Metropolitan counterparts. The demographic data

points to a population that is likely more dependent on public transportation, walking, or bicycling as a primary mode of transportation. In addition the majority of the population (60%) are renters, making residents more vulnerable to displacement with rising rents and changing land uses. Nearly half of El Monte residents (47%) are immigrants and 85% of all residents speak a language other than English at home. Public outreach and design approaches will need to be developed with cultural sensitivity and to create opportunities for the diverse population of the City to meaningfully contribute to the project by using a highly graphic and visual approach to communication to transcend language barriers. Table 1 illustrates a variety of census data points, and compares them with the Metro area.

³ United States Census, "Population and Housing US Estimates," 2018.

Table 1
US Census Comparisons to Metro Area

CATEGORY	EL MONTE	METRO AREA
Median Household Income	\$47,730	\$77,774
Below Poverty Line	17%	13%
Age: Under 18	24%	22%
Age: Over 65	13%	14%
Home Ownership	40%	48%
Households Without Access to Vehicles	10%	8%
High School Diploma	62%	81%
College Degree	13%	35%
Immigrants	47%	33%
Non-English at Home	85%	49%

Source: censusreporter.org, ACS 2018

Median Household Income

The median household income in El Monte is \$47,730, 40% below that of the Greater L.A. Metropolitan area (\$79,550).

Age

The under 18 and over 65 age groups are displayed separately to better identify the differing needs of these populations. The percentages of these population groups are generally equal to those of the greater Metro area.

Home Ownership

There are more renters in El Monte than the Metro area. Home ownership rates in El Monte are 40%, compared to 48% in the Metro area.

Households Without Access to Vehicles

Roughly 10% of households in El Monte do not have access to a vehicle (compared to 8% Metro-wide). This indicates a higher dependence on transit, walking, and bicycles.

Education

High school diploma rates, as well as college degree rates, are significantly below those in the Metro area.

Immigrants

The number of El Monte residents who were born outside the United States is 14% greater than the Metro area.

Languages Other Than English Spoken At Home

Nearly 85% of households in El Monte speak a language other than English as their primary language at home. Spanish is the most common non-English language, and the Chinese and Vietnamese-speaking population of El Monte is growing. This is significantly higher than the Metro area rate of 49%.



CalEnviroScreen

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of the follow indicators:

Exposure: measurements of different types of pollution that people may come into contact with

Environmental effects: locations of toxic chemicals in or near communities

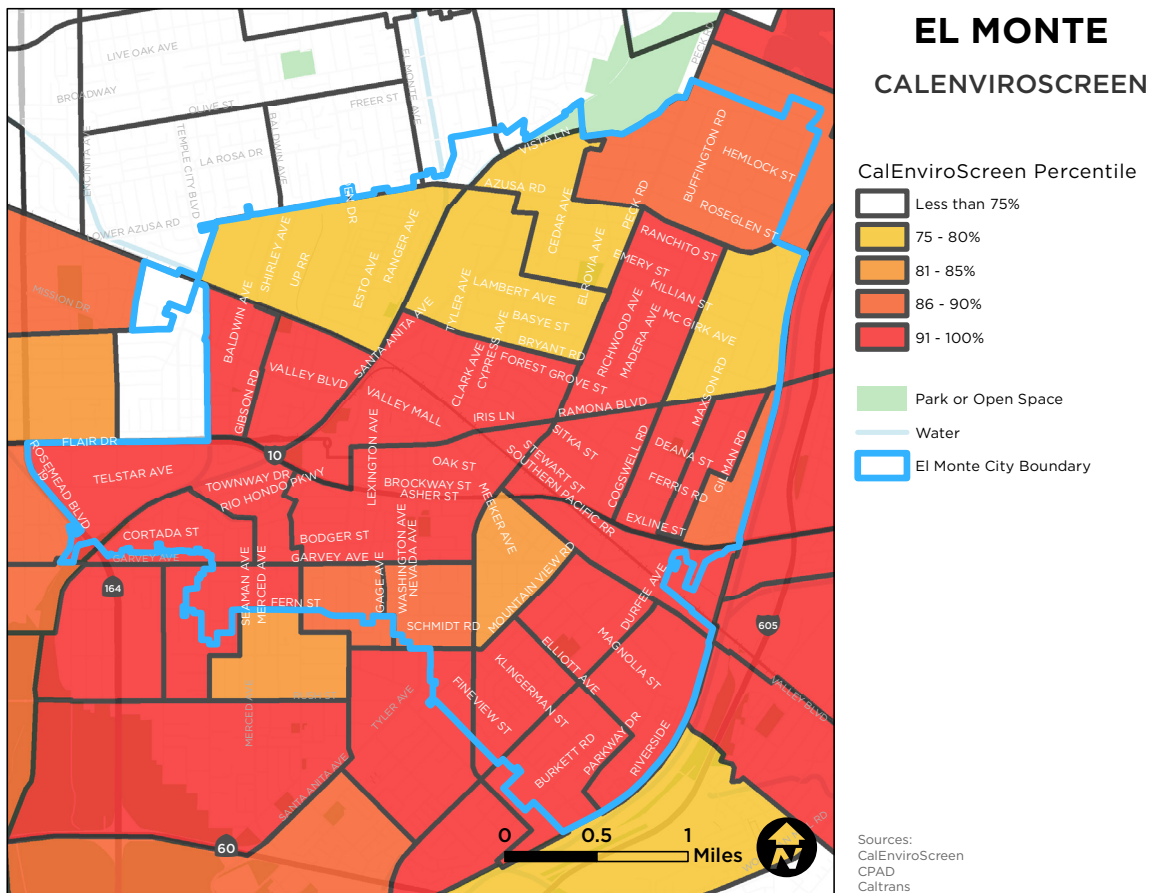
Sensitive populations: the number of people in a community that may be more severely affected by pollution

Socioeconomic factors: conditions that may increase people's stress or make healthy living difficult

It combines pollution data (such as ozone concentrations and drinking water contaminants) with population characteristics (such as birth weight and educational attainment), and is used in California's Active Transportation Program grant application scoring. Communities that score in the highest 25 percent of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process.

El Monte's census data shows that every census tract within the City is in the 75th percentile or greater, and 16 of 30 census tracts are above 90%. The areas

Figure 2



with the lowest relative scores are in the northwest portion of the City, which are largely commercial and industrial. This means the more commercial and residential areas of the City experience the greatest pollution burden, among other factors of vulnerability. It is imperative that mitigation strategies are employed in public space and streetscape design to help address these issues. Increasing green space and adding to the City’s existing urban forest can help improve air quality and urban cooling, while improving bicycle and pedestrian facilities on city streets can help reduce private automobile generated trips and their associated emissions.

Healthy Places Index

The California Healthy Places Index (HPI) aggregates a collection of 25 conditions that predict life expectancy and allows users to see how existing conditions for health intersect with areas of climate

risk (such as wildfire risk) and strategies for resilience (tree canopy). The HPI can be used to compare the relative health impacts of living in different locations throughout California while informing and driving policy decisions. The characteristics taken into account for the HPI analysis include social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants. The higher the rating, the healthier the community conditions are.

22 of the 30 census tracts in El Monte received an HPI index rating in the 0-25% range; this is due to factors like lack of tree canopy, and poor air/ water quality - all of which have the potential to be improved by incorporating more trees, plantings, and stormwater capture into the City’s streetscapes.



Built & Natural Environment Conditions

El Monte's existing built environment consists of its roadway and parking network, existing land uses, and building massings. These different facets of the built environment are further discussed below along with their implications for the look, feel, and overall performance of the City's public spaces. A mobility assessment frames the discussion of a city's existing roadway system and considers uses by multiple modalities (walking, biking, transit, and driving).

El Monte's natural environment consists of parks and open spaces, urban tree canopy, and considers historical land use and development, watershed, and local climate. These factors will inform the future design of the City's public spaces and streetscapes as they relate to the local environmental context and respond to climate change to plan for resilient and future-ready streetscapes. The waterways that bound El Monte to the east and west, the Rio Hondo

and San Gabriel River, offer additional connectivity for nature and people by way of linear parks, trails, and greenways can act as a natural backbone for the natural environment in the City.

Mobility Assessment

There are approximately 175 centerline miles of surface streets in El Monte. This represents the largest amount of land under direct control of the City and a major asset and piece of the public realm. Of these streets, 120 miles are designated as minor residential streets, and 25 miles are primary streets (also known as arterials). Along these 175 miles of streets, there are only 0.7 miles of bike lanes, and 1.2 miles of bike routes. The Rio Hondo and San Gabriel Rivers both have shared-use paths, totaling over 7 miles along the west and east boundaries of the City, respectively.

Figure 3

Centerline Miles of Roadway in El Monte

By Functional Roadway Class

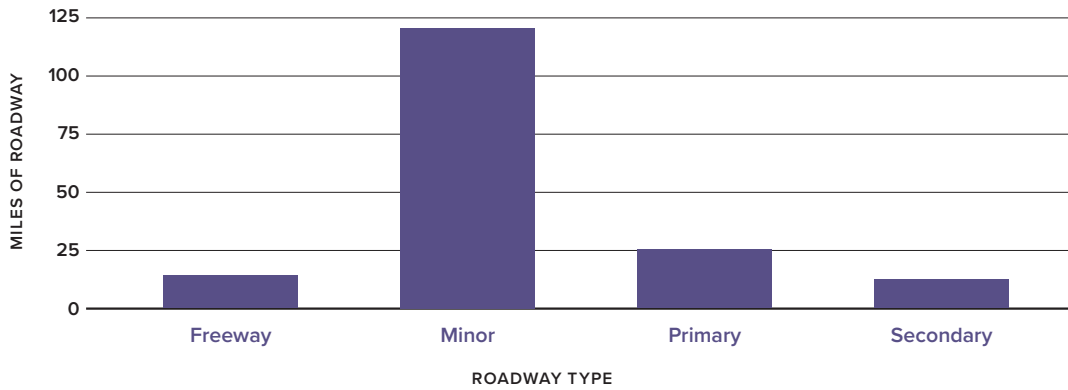


Figure 4

Miles of Existing Bikeways in El Monte

By Bikeway Type

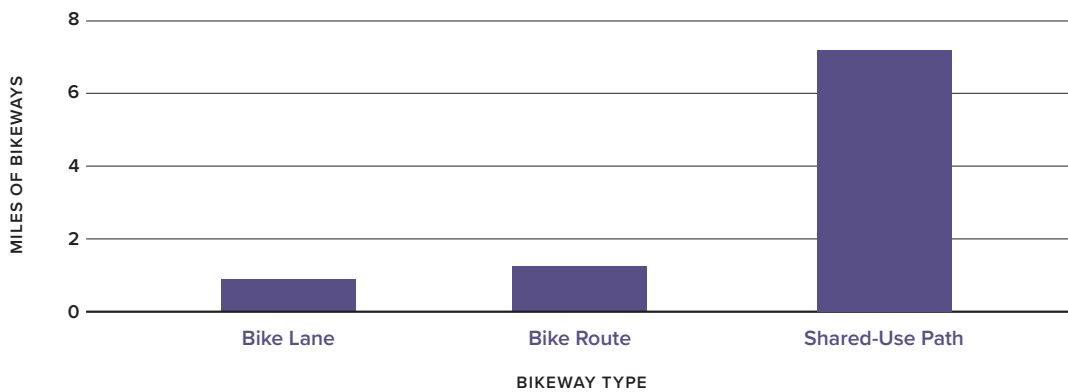


Figure 5

Average Length of Road in El Monte

By Roadway Type

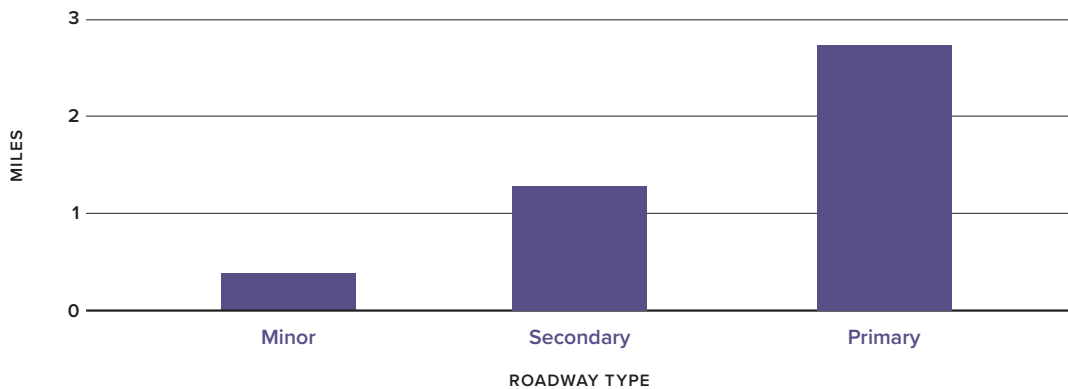
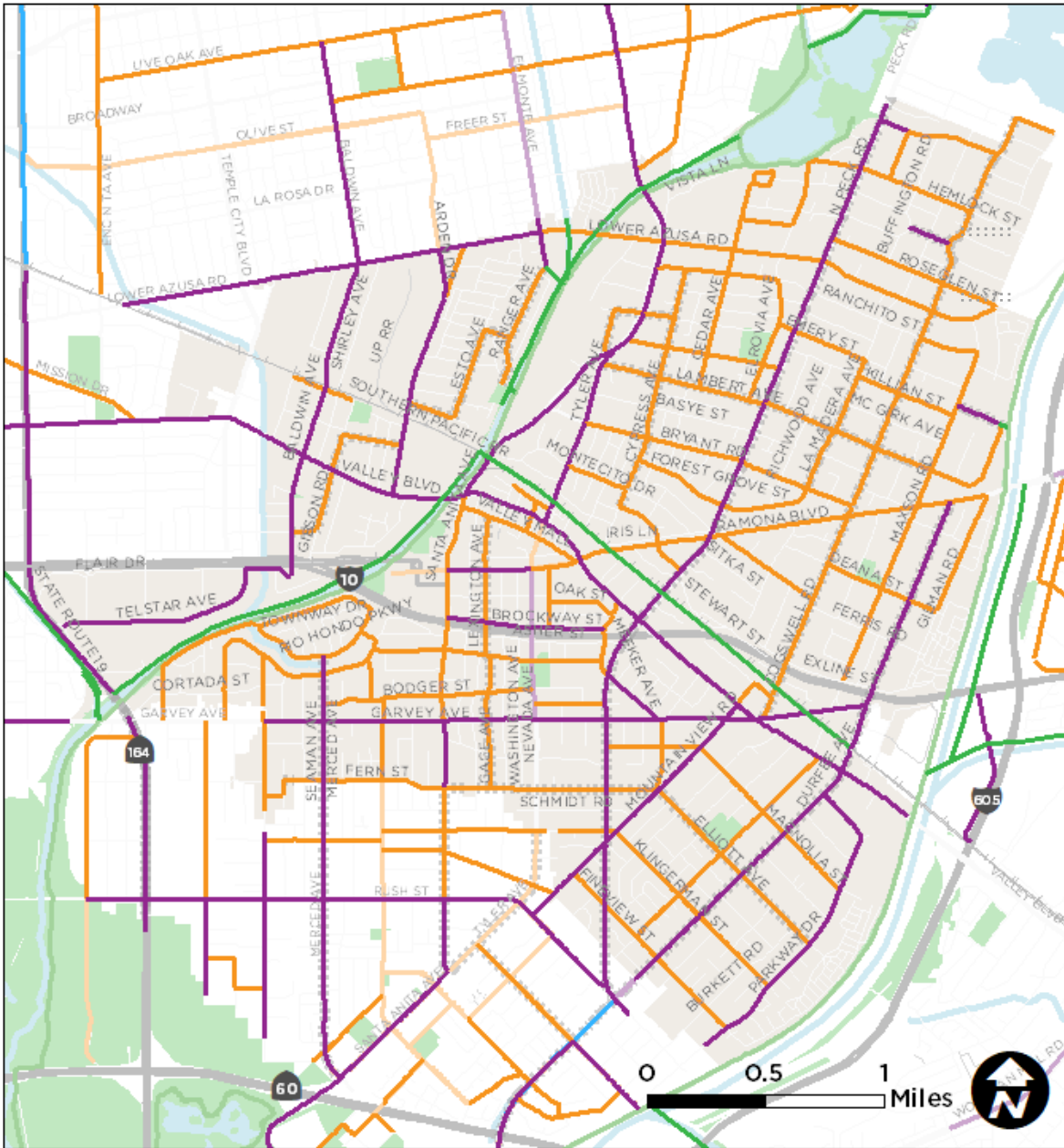


Figure 6



EL MONTE EXISTING & PROPOSED BIKEWAYS

Proposed Bikeways

- Shared-Use Path (Class I)
- Enhanced Buffered/Protected (Class II)
- Bicycle Lane (Class II)
- Enhanced Bike Boulevard (Class III)
- Bicycle Route (Class III)

Existing Bikeways

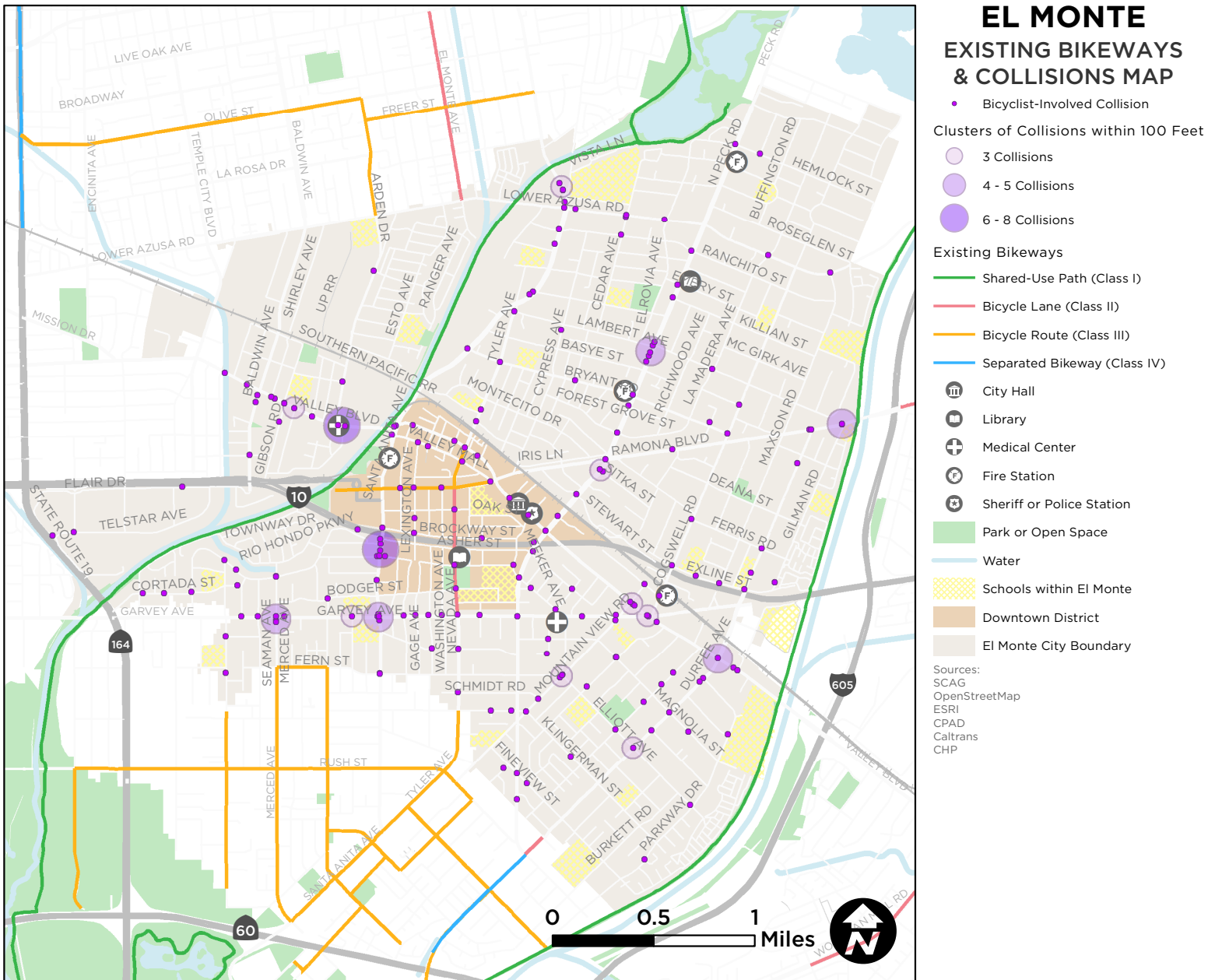
- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Separated Bikeway (Class IV)

- Park or Open Space
- Water
- El Monte City Boundary

Sources:
SCAG
SGVCOG
Open Street Map
ESRI
CPAD
Caltrans

Figure 6 above, illustrates how six existing bikeways in neighboring cities terminate when the facilities enter El Monte. The dearth of bicycling infrastructure presents a challenge for bicyclists. Additionally, the quieter, safer residential streets are not practical for bicycling long distances. The average length of a minor street in El Monte is less than 0.4 miles (Figure 5), while the average length of a primary street is nearly 3 miles. Therefore, to reach destinations, it is often necessary for bicyclists to utilize primary and secondary streets.

Figure 6

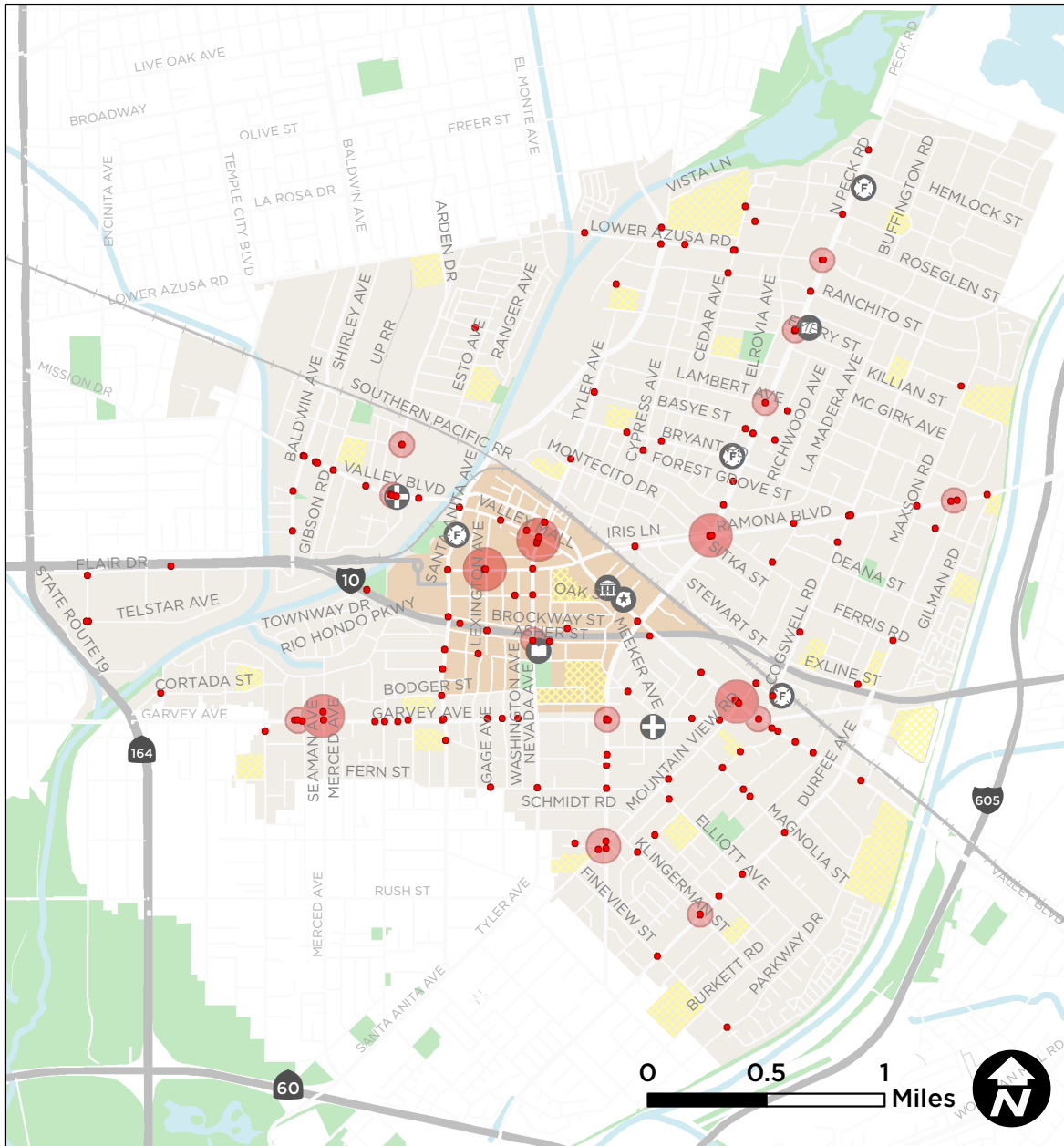


Pedestrian & Bicyclist Collisions

In the five years spanning 2013-2017 (the most complete data sets available during the assessment period), there were 231 collisions involving people on bicycles, and 186 involving pedestrians. Of these collisions, two bicyclists and eight pedestrians were killed. Additionally, 11 bicyclists and 17 pedestrians experienced severe injuries from the collisions.

A notable number of crashes were clustered along select streets, including Valley Mall Boulevard/Main Street, Ramona Boulevard, and Garvey Avenue. These streets are designated either secondary or primary streets.

Figure 8



EL MONTE PEDESTRIAN COLLISION MAP

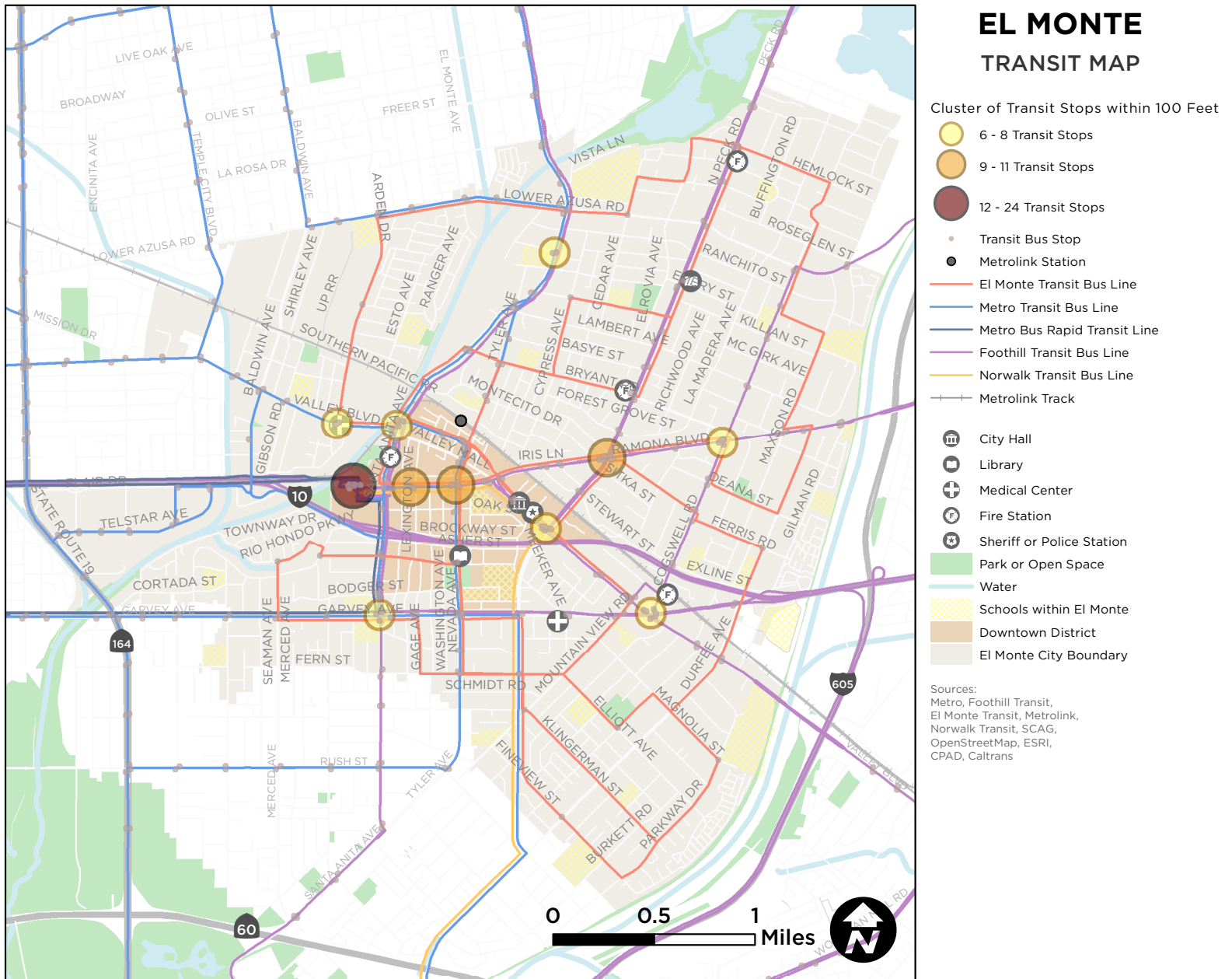
- Pedestrian-Involved Collision
- Clusters of Collisions within 100 Feet
- 3 Collisions
 - 4 Collisions
 - 5 - 6 Collisions
- Ⓜ City Hall
 - 📖 Library
 - ⊕ Medical Center
 - 🚒 Fire Station
 - 👮 Sheriff or Police Station
 - 🌳 Park or Open Space
 - 🌊 Water
 - 🏫 Schools within El Monte
 - 🏘 Downtown District
 - 🏙 El Monte City Boundary

Sources:
 SCAG
 OpenStreetMap
 ESRI
 CPAD
 Caltrans
 CHP



0 0.5 1 Miles

Figure 9



Transit

The City of El Monte is served by four bus transit operators that offer connections to local and regional destinations: Metro, Foothill Transit, Norwalk Transit, and El Monte Transit. Between these four operators, there are 343 bus stops within the City. The El Monte Transit Center, located at Ramona Boulevard & Santa Anita Avenue, is the City’s busiest transit hub,

servicing 24 different routes across the four providers. Additionally, there are 10 other stops serving six (6) or more routes throughout the City.

Metrolink serves as a commuter rail operator, with one (1) station located on the north end of downtown El Monte approximately ¾ of a mile from the Transit Center.



Table 2

Means of Transportation to Work

CATEGORY	EL MONTE	METRO AREA
Biked to Work	0.7%	0.6%
Transit to Work	7%	5%
Drove to Work	84%	85%
Walked to Work	2%	2.5%

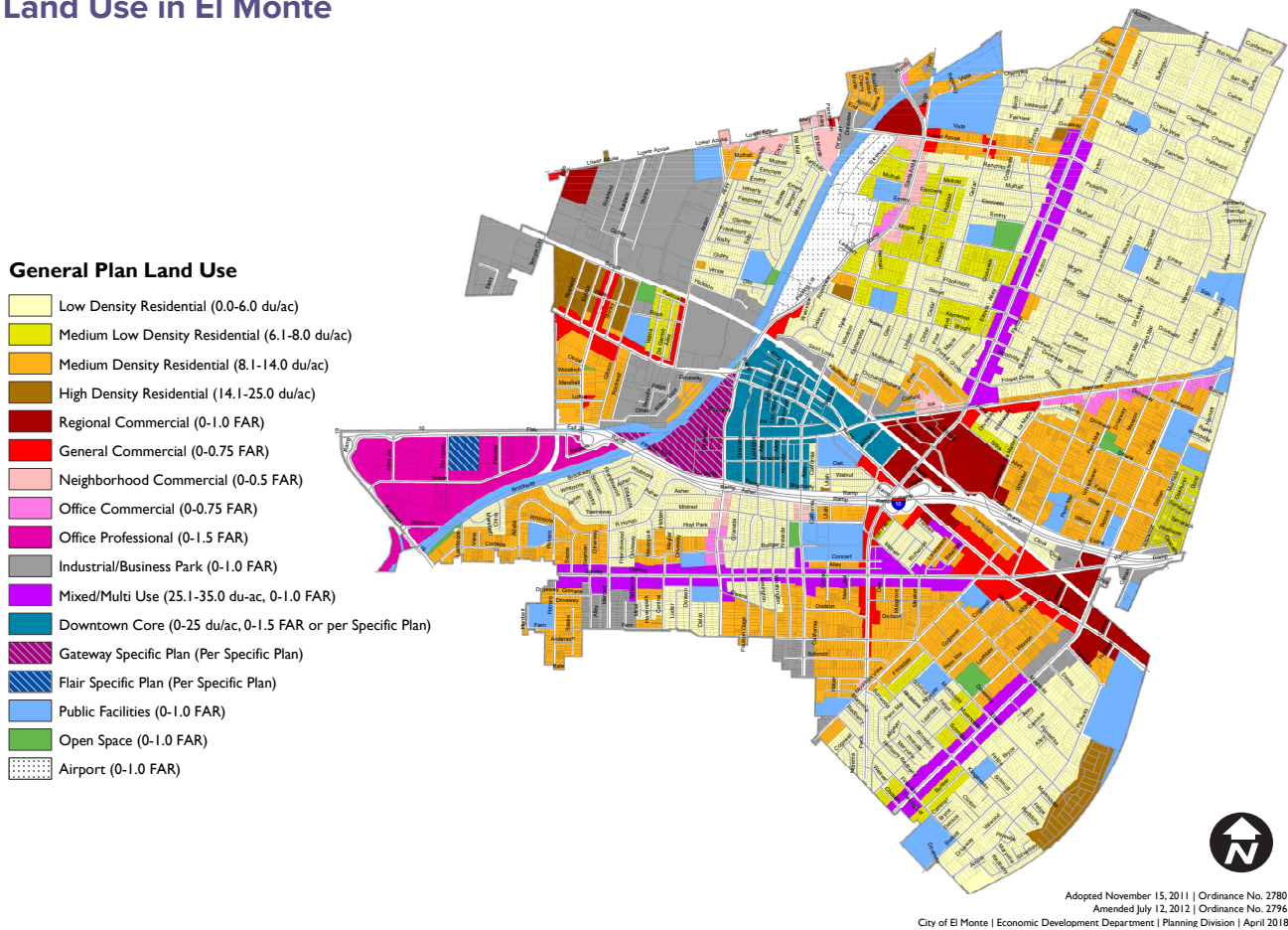
Source: *censusreporter.org*, ACS 2018

Mode Share

Of the 51,030 El Monte residents 16 or older officially in the workforce as of 2018, 2% stated that they walk, 0.7% stated they use a bicycle, and 7% take transit to commute. Overall, the means of transportation to work for El Monte residents is similar to the metro-wide trends. However, bicycle ridership may be under-represented, as the American Community Survey (ACS) does not factor recreational trips or trips where commuters use more than one mode when traveling to work.

Figure 10

Land Use in El Monte



Built Environment

Land use in El Monte is predominantly residential (Figure 10). Residential neighborhoods make up the bulk of the eastern half of the City, as well as the southwest. The other land uses are largely confined to the center (Downtown Core) and northwest, and the Five Points area at Garvey Avenue & Valley Boulevard is also a major commercial destination. The City has 29 public schools and eight parks. Major landmarks in El Monte include City Hall, the Community Center and Historical Society Museum, Gay's Lion Farm Monuments, and the El Monte Water Tower. Sidewalks in El Monte tend to be narrow, with little buffers between pedestrians and the street, and often with obstructions in the form of utility poles and bus shelters. They are also often devoid of street trees, making for hot, uncomfortable pedestrian conditions.

The City's downtown area is centered on Main Street, between Santa Anita Avenue and Ramona Boulevard, and has more of the look and feel of a traditional, walkable main street. It generally has wider sidewalks with more extensive landscaping, street trees, and furniture. Parking is via angled stalls, and the building frontages meet the sidewalk at the property line, lending to a more comfortable and safe pedestrian environment compared to areas with large surface parking lots fronting buildings. The unique urban character of Downtown El Monte should be enhanced and replicated as other commercial nodes in the City are redeveloped.

The City is impacted by major freeways with Interstate 605 running along its eastern edge, and Interstate 10, which creates an east-west bisect.



Peck Road Water Conservation Park

Natural Environment

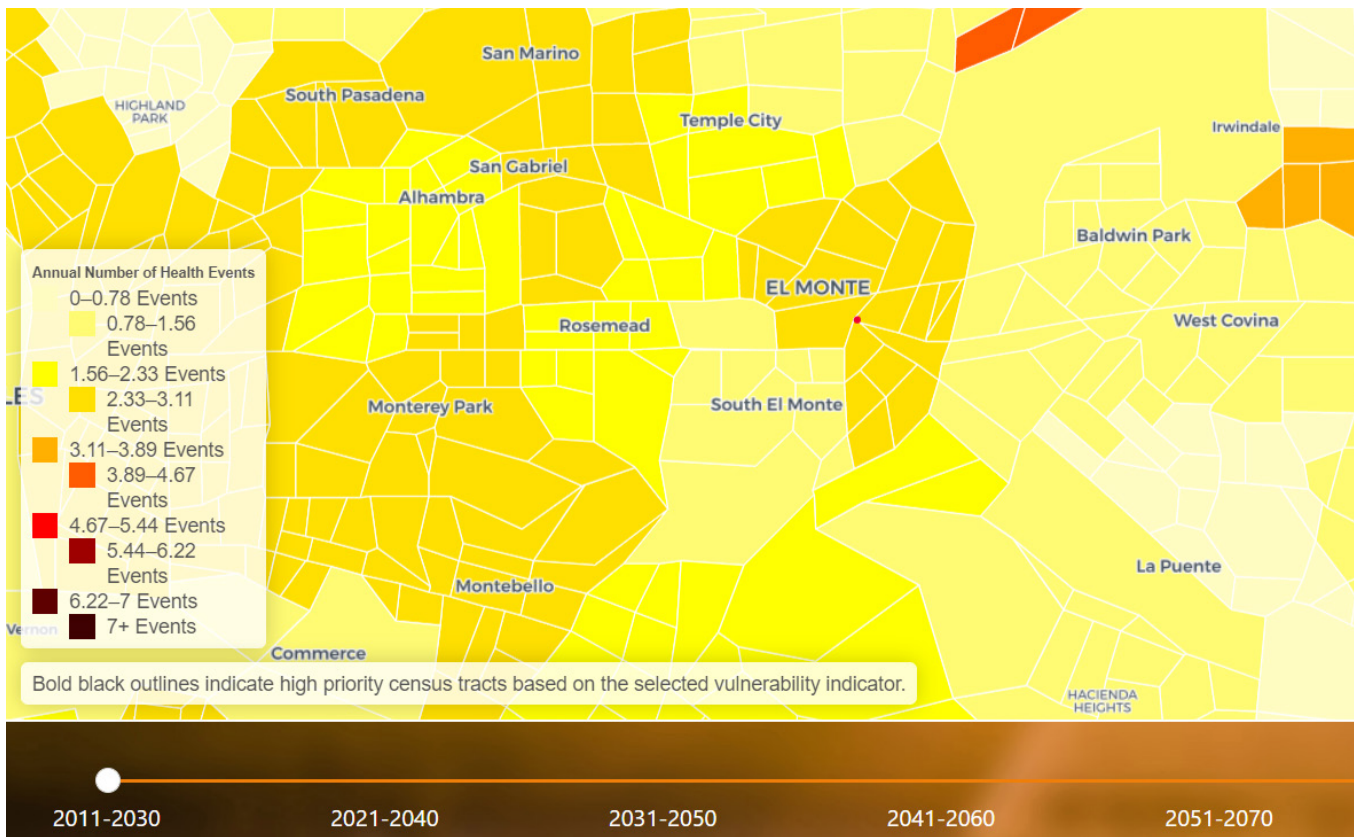
El Monte is located within the San Gabriel Valley and is developed on the broad, flat alluvial plain valley floor. It is framed by the Rio Hondo River to the west and the San Gabriel River to the east which were once natural rivers that fed marshes and the lush riparian woodland that characterized the area of present-day El Monte. Most of the Rio Hondo River is now a concrete-lined flood control channel, however it flows over open ground at the Peck Road Water Conservation Park just north of the City limits and at Whittier Narrows to the southwest. The San Gabriel River flows mainly in an earthen bottom channel with concrete or rip-rap banks and is also primarily used as a regional flood control channel. There are

bikeways along both the Rio Hondo and San Gabriel Rivers, and the ultimate vision is to re-create some of the City's lost natural beauty by developing a series of linear parks, trails and greenways along these river corridors. Most remaining wetland habitats in the San Gabriel River watershed are located in the Whittier Narrows southwest of El Monte.

El Monte is also home to 10 parks distributed throughout the community.

Additionally, landscaped areas and street trees in the City's public right of way are part of the network of urban natural systems.

Figure 12: Extreme Heat Events Today



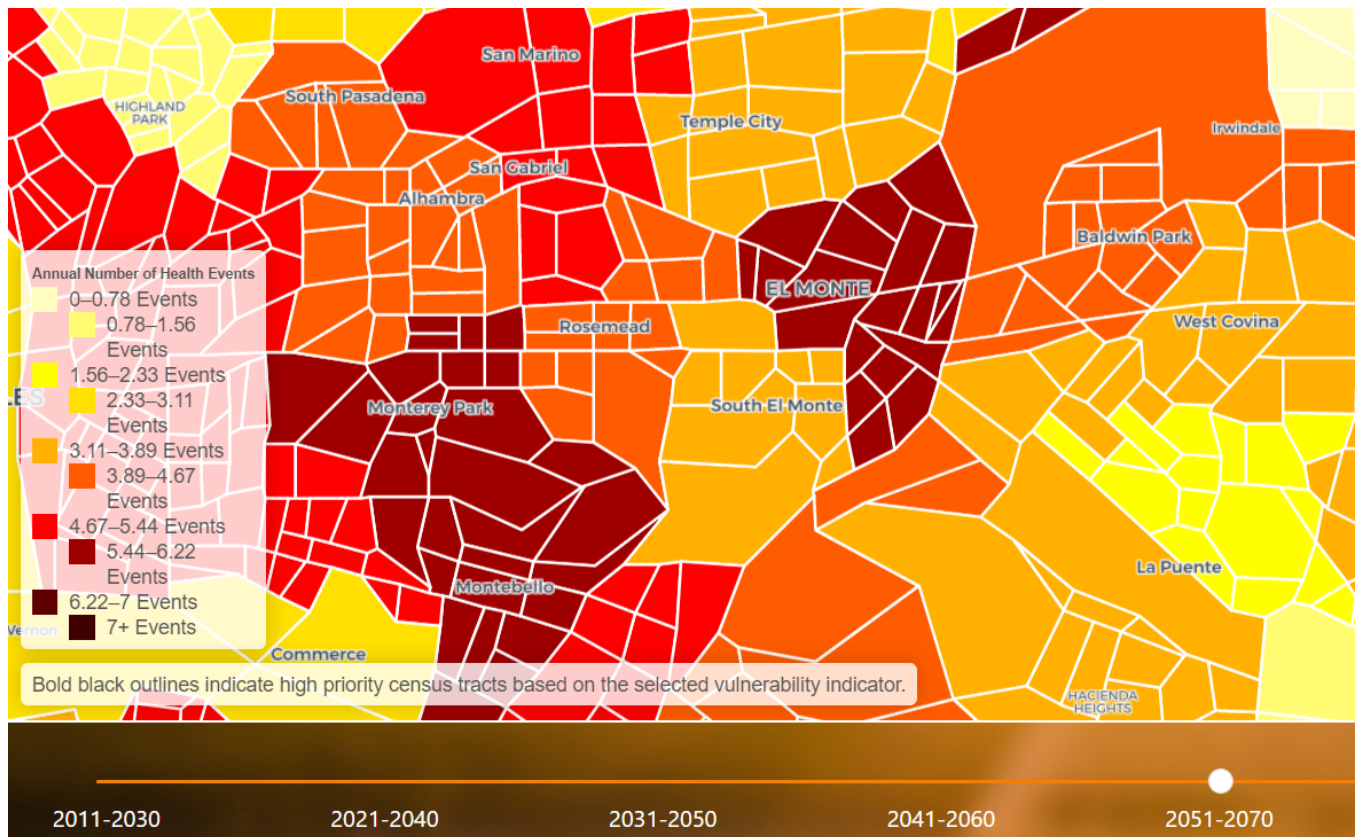
Climate

In El Monte, like much of the Southwest, extreme heat and drought are the two biggest climate impacts. Both can be attributed to warming temperatures, low rainfall and rapid use of groundwater water resources. Current water usage from the region’s Colorado River allotment is not sustainable, and it is anticipated that the seven states, including California, that use the Colorado River water will need to cut usage by 25% on the over-drafted allotment in the coming years.

The City’s low tree canopy, high levels of impervious cover (paved land, buildings, and roadways), and inland location in the San Gabriel Valley make it among the most heat vulnerable communities in Southern California.

The average high temperature in the hottest period (late June to late September) is 89°F, however hotter temperatures are not uncommon and heat waves are becoming more frequent in the region. Today El Monte experiences an average of 4 extreme heat days (days over 101.4 degrees Fahrenheit) a year. Over the next 80 years, extreme heat events are projected to 23 days a year - a 575% increase. This is according to data from Cal-Adapt, which visualizes and analyzes peer-reviewed climate science data. This is concerning as extreme heat events are tied to negative health impacts, like heat stroke, asthma

Figure 13: Extreme Heat Events Projected by 2070

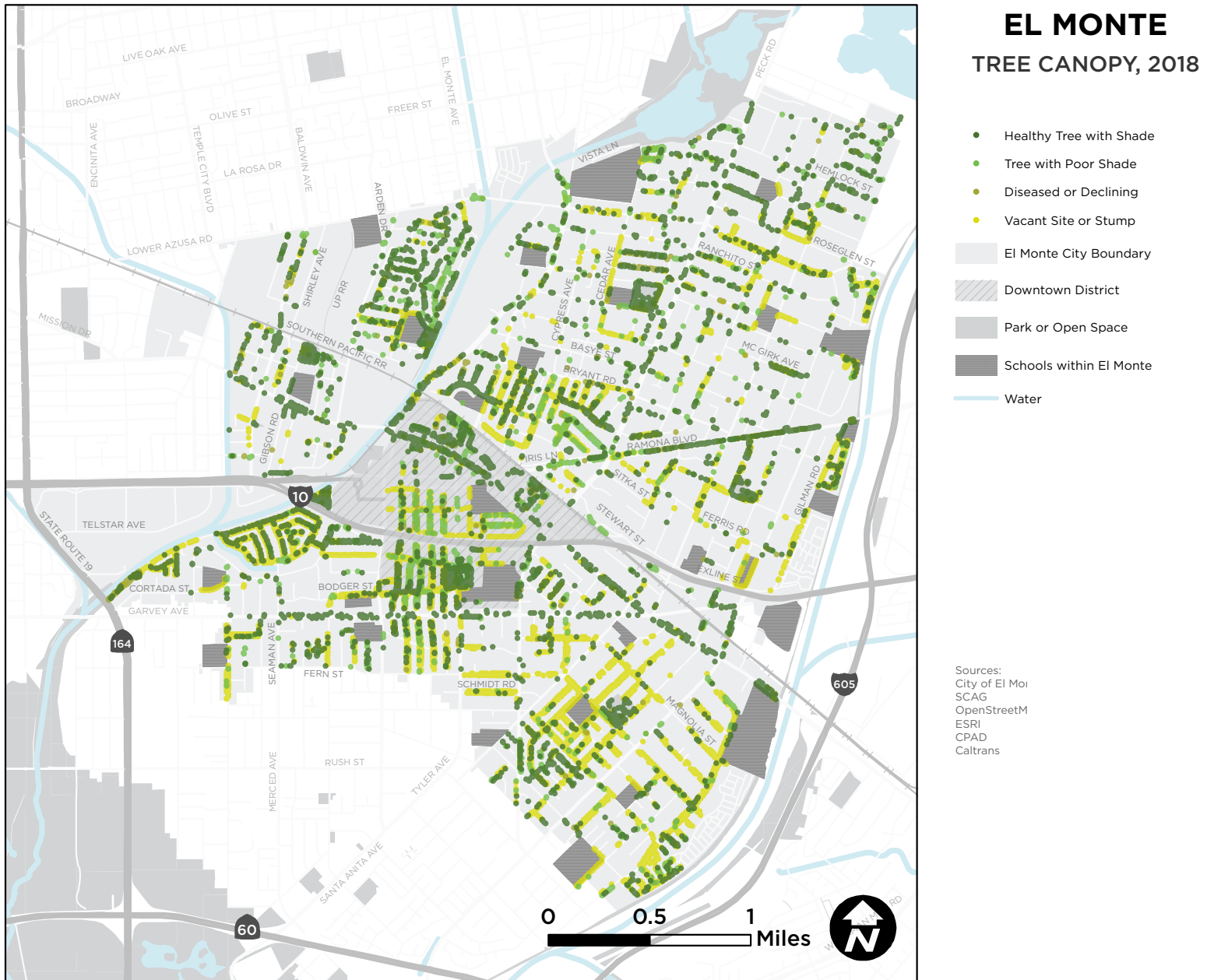


attacks, and even death. And researchers have found that vulnerable groups, such as children and people with health issues, may be more sensitive to these high-heat days by as much as 6 to 8 degrees Fahrenheit as compared to the general population.

The percent of workers per census tract who work outdoors average 8.5% of the population, or approximately 4,300 people. People who commute by active means (walking, biking, and taking transit) make up a number of El Monte residents. This means there are thousands of community members who are vulnerable to these extreme weather conditions during their work day or commute and underscores the importance of providing shade using trees and structures, which can reduce surface temperatures by as much as 45 degrees Fahrenheit.

The City’s historic precipitation average is 16.7 inches of rainfall per year, much lower than the US average of 38 inches per year. Data from Cal-Adapt predicts that precipitation levels in El Monte will decrease over time, dropping to as little as 12.3 inches of rain a year by the year 2075—a 26% decrease. While the low precipitation rates make the heat more tolerable by fostering a dry (versus humid) climate, the lack of precipitation will threaten the health and longevity of trees and plants that provide natural cooling.

Figure 14



Street Tree Canopy Assessment

El Monte’s street tree canopy is sparse. According to data collected in a 2018 city-wide street tree survey, 93% of the City’s land area has no tree canopy. This means that in the summer months — particularly during extreme heat events — walking, biking, and waiting for transit in the City is uncomfortable and unsafe for people who are elderly or who have underlying health conditions. As the Street Tree Canopy Assessment Map illustrates, there are many streets that have few or no trees, and many trees

provide poor shade, are diseased, or have died or been removed. Street trees within the public right of way play an important role in cleaning the air, water, lowering temperatures, and providing shade. The most commonly planted street trees in El Monte represent a range of size, form, and function. Some are climate appropriate while others require more supplemental irrigation to achieve proper form and health. The most frequently planted street tree is *Lagerstroemia indica* (Crape Myrtle), a small ornamental tree known for its attractive bark and prolific summer bloom but with minimal shade-giving



qualities. *Cupaniopsis anacardioides* (Carrotwood), a medium size shade tree also widely planted, is considered invasive in some parts of the country. Large sized widely planted street trees include *Platanus racemosa* (California Sycamore) and *Ulmus parviflora* (Chinese Elm), both of which have broad shade-giving canopies. Rounding out the list of most planted street trees is *Syagrus romanzoffiana* (Queen Palm) which has been extensively planted in Southern California, but which gives virtually no shade. Other street trees existing in substantial quantities in El Monte include *Cinnamomum camphora* (Camphor Tree), *Ficus sp.* (Fig Trees), *Quercus agrifolia* (Coast Live Oak) and *Liquidambar styraciflua* (American Sweetgum).

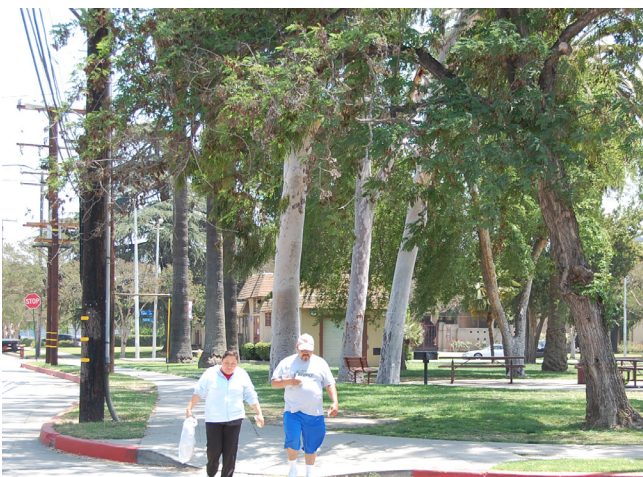
While the City has made some strides in planting species recommended in its own Urban and Community Forestry Management Plan (2010), many species remain planted that are climate inappropriate, subject to infection by invasive pests, or with little benefit toward urban greening and cooling in response to climate change. The City's highest priority in the ongoing management of its urban forest should be to protect and maintain all established healthy street trees, regardless of species, and then replace them as needed using climate and site specific appropriate trees from its recommended list. As new development projects

break ground in El Monte, new trees in both the public and private domain should be climate appropriate, native when possible, and adhere to the City's vision as expressed in the plan.

El Monte has an opportunity to increase the number of large, shade-giving, native and climate appropriate street trees by actively pursuing the planting of species such as *Juglans californica* (California Black Walnut), *Pinus coulteri* (Coulter or Big Cone Pine), *Quercus ilex* (Holly Oak), *Quercus suber* (Cork Oak), and *Quercus engelmannii* (Engelmann Oak). Although a state treasure and a protected species, *Juglans californica* is challenging to grow due to slow speed of growth and specific growing conditions. Of particular interest is the *Quercus engelmannii* (Engelmann Oak), which is native to much of the San Gabriel Valley including El Monte, but which has been widely wiped out from its historical range due to urban development. Care should be taken with other large species recommended in the plan such as *Platanus racemosa* (Western Sycamore), *Platanus x acerifolia* (London Plane), and *Quercus lobata* (Valley Oak) which are now considered primary hosts to the Invasive Shot Hole Borer (ISHB) complex of pests that has depleted urban and natural tree stands across Southern California.

As climate change produces more hot days per year, shade trees will become an increasingly important component of the City's urban cooling strategy.

Streetscape Character



Neighborhoods & Specific Plan Areas

Specific plans exist for several neighborhoods and areas in El Monte. This guide should not supersede specific area plans. Instead, this guide can be used more generally in areas without specific plans, or to supplement existing plans.

Sidewalks & Paving Materials

Sidewalks vary in width, quality and availability throughout the City of El Monte. Many different types of paving materials further diversify the sidewalks in El Monte. This guide aims to unify the character of public space in El Monte and improve the quality of the pedestrian experience by simplifying the paving palette and creating a more consistent and complete sidewalk network through the City.

Plant Materials

The presence of plants in the streetscape and the choice of plant materials can have a huge impact on the streetscape character. This guide will assist in the selection of sustainable plant materials which will reflect the local landscape character and contribute to comfortable, vibrant streetscape that promotes a sustainable, drought-tolerant approach.

Furnishings

A wide variety of furnishings exist within the streetscape of El Monte. This guide proposes a cohesive set of furnishings to be used throughout El Monte. An intentional set of furnishings can help express the City's identity.

Public Art

This guide recommends further inclusion of public art in the streetscape. So far, El Monte has a small number of art pieces is included in its streetscapes. Greater diversity of types and locations of public art are recommended to reflect the voice of the community in the streetscape character.



CHAPTER 03

Community Engagement Summary

Community Engagement Overview

Engagement for this project included feedback opportunities for community members and key stakeholders.

Four engagement activities were held as part of this project:

- Stakeholder Walk Audit
- Virtual Community Event #1: Project Priorities & Existing Conditions
- Community Survey
- Virtual Community Event #2: Confirmation of Priorities and Draft Plan Preview

Stakeholder Walk Audit

City departmental stakeholders were convened to join on a ‘Virtual Walk Audit’ of various existing streetscape typologies represented in El Monte. The goal of the meeting was to present initial findings on existing conditions and share opportunities and constraints that will inform the approach to developing streetscape standards, and to confirm project direction before initiating engagement with the general public. The meeting included staff from El Monte’s Planning, Economic Development, and Engineering Divisions.

Case study images were used to explore ideas that might be applied to El Monte. Staff confirmed that a key role of this document is to develop uniform design standards to guide both city-driven projects and those led by developers. In regards to treatments on smaller residential streets, staff emphasized the high demand for street parking, and to minimize emphasis on treatments and standards that would significantly impact parking in residential areas.



Case study examples shared during the Stakeholder Walk Audit

Community Survey & Virtual Meetings

There were two phases of engagement for this project that reached a total of 338 people via an array of means, including social media engagement, email blasts, virtual meetings, and two online surveys.

Engagement Phase One

Phase one of engagement took place between February to April 2020, during which time the online survey was circulated and received 34 responses. Virtual Community Event #1 was held in March 2020. A recording of the event was also posted to the City's website. Goals for engagement during this phase were to:

- Introduce the project to the community
- Collect feedback on project goals and understand community priorities
- Share existing conditions findings
- Understand the types of improvements people want to see as part of El Monte's sidewalks and streets

Feedback from community members received during the first event and survey included the following key themes:

Community Character & Sense of Place

Survey respondents welcome opportunities to integrate art and creative elements into the streetscape that reflect a sense of place and community culture, particularly along streets like Durfee.

Shade Trees and Green Infrastructure

Residents voiced their concerns over the loss of trees over time and voiced a desire for plantings, including shade trees and stormwater receptive planting. A need for shade along major roads like Santa Anita.



Lighting

Lighting near bus stops, commercial districts, schools/parks, "pedestrian paseos," biking facilities, and underpasses were called out as priorities to improve safety and visibility.

Safer Street Crossings & Traffic Calming

Safety was a top priority, with more visible crosswalks requested near areas with high pedestrian activity, such as bus stops, schools, and commercial districts. Traffic calming was a theme that came up repeatedly, with community members expressing concern about speeding.

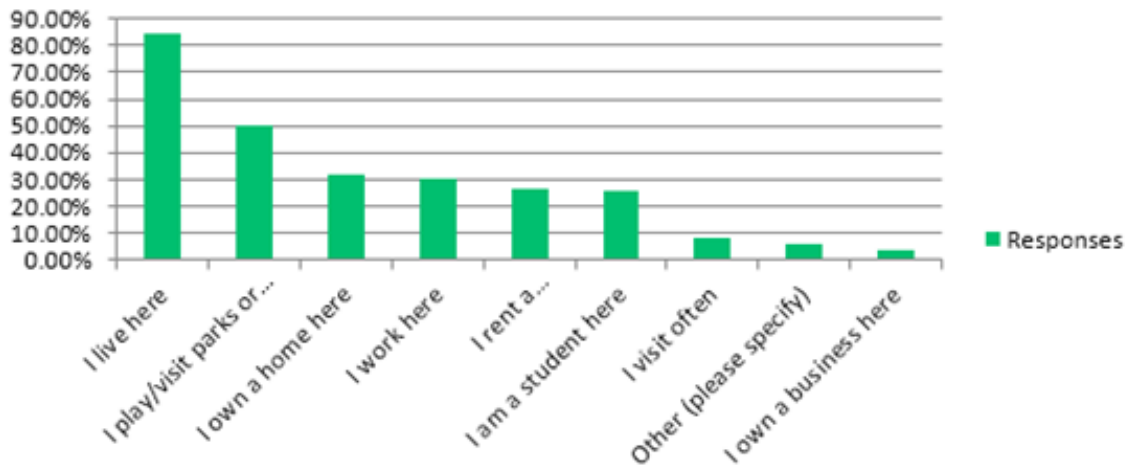
Bike and Pedestrian Facilities

The survey found 69% of survey takers walk, 37% bike, and 35% use public transportation as primary modes of transportation. This indicates a need for supporting these modes. Community members expressed an interest in expanding bike facilities.

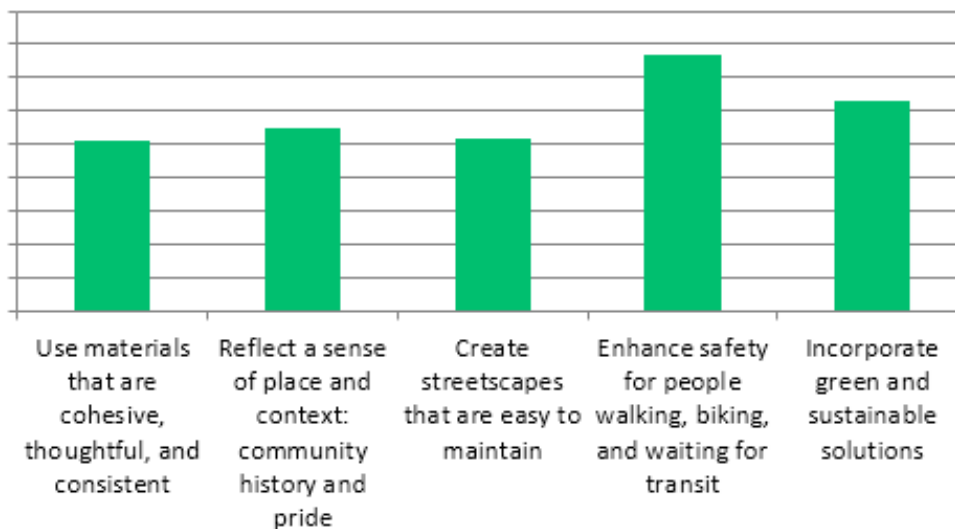
Maintain Sidewalks and Roads

Community members expressed a need for stronger maintenance of existing roads and sidewalks to address issues like potholes and degraded pavement.

How would you best describe your relationship to El Monte? (check all that apply)



What goals do you think should guide this plan? Rank from most important to least:



Responses to questions included in the community survey



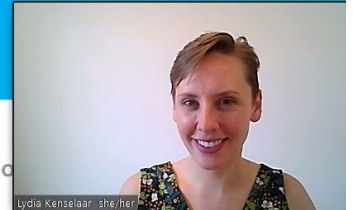
El Monte Streetscape Beautification Master Plan

04.08.21



DESIGNWORKSHOP

Streetscape Beautification



Draft Plan Zoom Meeting

Engagement Phase Two

The second phase of public engagement focused on sharing back the feedback received from the first virtual event and survey, and to share progress on the Draft Plan document and highlight the ways in which community feedback shaped the development of the Plan's recommendations.

An online survey was circulated between February and May 2021 that received 109 responses, and a virtual community event was held on April 8, 2021.

The survey associated with phase two focused on the specific types of improvements community members would most like to see on El Monte's different street types:

- Major Arterials
- Secondary Arterials
- Collectors
- Neighborhood Streets
- Paseos

Notably, across all street types, enhanced crossing safety ranked in the top three for desired improvement types. Survey respondents also expressed strong interest in lighting improvements, trees and landscaping, and bike facilities throughout the City across all street types. For each street type, the survey included an open ended write in question that asked respondents about any other improvements to prioritize. Quotes summarizing key themes from these write in answers are summarized on the following page.

“I want to see more art, specifically modern art in the streets. Sculptures and murals”

“Bike racks since people will bike to area with outdoor dining”

“Fix the potholes and pavements, and lighting”

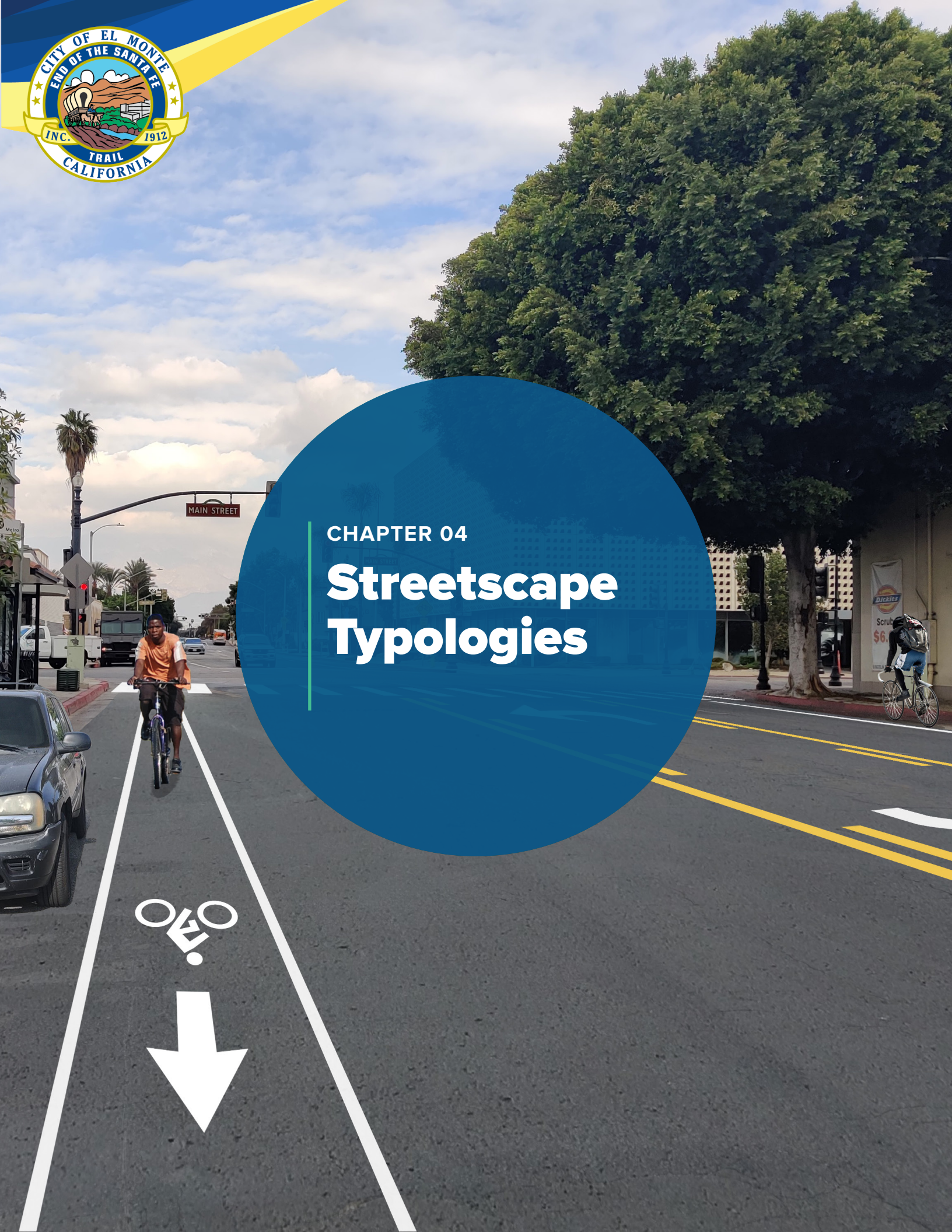
“Cleaner bus stops with vegetation, something that will attract folks to use public transportation”

“More nature and trees and more eco friendly things. We have to make this planet better.”



CHAPTER 04

Streetscape Typologies





Approach

The Streetscape typologies identified in this plan follow the street types identified in the City's General Plan. The design approach is informed by technical best practices and uses a "Complete Streets" approach, meaning that the needs of all street users (people walking, biking, taking transit, and driving) are considered and balanced.

The benefits of a Complete Streets approach includes enhanced safety, increased transportation choices, a strengthened local economy, positive environmental impacts, and a more active and vibrant public realm.

There is no one-size-fits-all approach for the design of a street. The elements within the streetscape must respond to its context. These guidelines are structured to be flexible and future-ready to respond to the changing needs of El Monte over time.

Streetscape Elements & Relationship to Goals

In addition to following best-practice design principles, the guidelines established by this document were informed by the community-identified project goals and reflect feedback received from residents and stakeholders throughout the process.

In the Streetscape Typology section that follows, you will find descriptions of various streetscape design components. Detailed information about each of these components, including design guidance, can be found in the Pedestrian Design Toolbox included in the appendix of this document. The Toolbox is organized into different categories, summarized below. The design components within each of the Toolbox categories directly support community goals. The matrix shown in on the facing page summarizes the contents of the Toolbox and the relationship to community goals.

	<i>Enhance Safety</i>	for all users, those walking, biking, taking transit, and driving
	<i>Create Climate Resiliency</i>	by incorporating trees, plants, and climate resilient design treatments
	<i>Reflect a Sense of Place</i>	by celebrating community history, aesthetics, and context
	<i>Simplify Maintenance</i>	by incorporating treatments that will hold up over time and are suited to both the climate and scaled to match city resources
	<i>Create Visual Cohesion</i>	to provide both variation and unity

DESIGN TOOLBOX CATEGORY	GOAL ALIGNMENT + BENEFITS
<i>Planting & Green Infrastructure</i>	<p>Safety: Trees narrow the visual field for drivers, which in turn encourages people to drive with greater caution at slower speeds.</p> <p>Sustainability: Trees and plants help remove pollutants from air, soil, and water; help recharge groundwater resources; and cool temperatures.</p> <p>Sense of Place: Vegetation is a reflection of regional climate and different colors and textures of foliage and flowers contribute to aesthetics.</p> <p>Easy to Maintain: Plant palettes take into consideration things like minimizing pruning and water needs, as well as seasonal shedding of leaves.</p> <p>Thoughtful & Cohesive: Plant palettes have been developed that are thematic, providing species that compliment one another while providing variation.</p>
<i>Paving</i>	<p>Safety: Paving materials consider ADA needs and durability of materials.</p> <p>Sustainability: Treatments like permeable paving and cool paving enhance the environment.</p> <p>Sense of Place: Paving is chosen based on regional and local materials to reflect the local sense of place.</p> <p>Easy to Maintain: Paving materials are durable to minimize machine, and are selected for ease of maintenance.</p> <p>Thoughtful & Cohesive: The paving palette will be limited to materials that contribute to the overall theme by adding variation in texture and color.</p>
<i>Bike Elements</i>	<p>Safety: Bike facilities consider National and California safety standards.</p> <p>Sustainability: Cool paving and recycled materials are used in bike facilities.</p> <p>Sense of Place: The presence of bike elements reflect an active and healthy sense of place.</p> <p>Easy to Maintain: Bike facilities are recommended based on</p> <p>Thoughtful & Cohesive: Bike elements are chosen to compliment furnishings and other elements of the streetscape.</p>
<i>Transit Elements</i>	<p>Safety: Transit elements such as bus shelters are selected to maximize sight lines while providing relief from the sun.</p> <p>Sustainability: Sustainable or recycled materials are recommended for transit elements.</p> <p>Sense of Place: Art is to be incorporated into bus shelters to express the voice of the community.</p> <p>Easy to Maintain: Materials are durable and chosen for ease of maintenance.</p> <p>Thoughtful & Cohesive: The design of transit elements are carefully selected to complete a unified aesthetic with other furnishings and paving materials.</p>

DESIGN TOOLBOX CATEGORY	GOAL ALIGNMENT + BENEFITS
<p>Intersection, Crossing Treatments, & Traffic Calming</p>	<p>Safety: Intersections and crossing treatments consider National and California safety standards.</p> <p>Sustainability: Cool paving and long lasting materials are selected for intersections and crossing treatments.</p> <p>Sense of Place:</p> <p>Easy to Maintain: Durable and easy to maintain materials are recommended for intersections and crossing treatments.</p> <p>Thoughtful & Cohesive: These treatments will use materials from the materials palette to integrate into the rest of the streetscape seamlessly.</p>
<p>Street Furnishings & Lighting</p>	<p>Safety: Shade structures and benches are important for physical safety (rest, protection from sun/rain, ect.) Lighting is an important safety feature in the streetscape. Lights will follow standard lumen levels guidance, be placed at intervals that ensure adequate light coverage, and illuminate all skin tones.</p> <p>Sustainability: Materials are made from recycled materials, energy efficient or use solar panels to generate power when possible.</p> <p>Sense of Place: Street furnishings and lighting fixtures are chosen for their ability to further express the sense of place of El Monte.</p> <p>Easy to Maintain: Street furnishings and lighting are chosen for durability of materials and ease of maintenance. For example, furnishings with graffiti resistant coatings are recommended.</p> <p>Thoughtful & Cohesive: Furnishings & lighting contribute to the overall aesthetic by complimenting the materials palette.</p>
<p>Wayfinding, Signage, Gateways, and Art Elements</p>	<p>Safety: Placement of these elements will use standard guidance when possible, such as designated offset distances from pedestrian through space.</p> <p>Sustainability: Recycled or sustainable, local materials are recommended when possible.</p> <p>Sense of Place: will reflect the sense of place. Wayfinding and signage are chosen according to the other material and furnishing palettes, while gateways and art elements are an opportunity to further express the character of the City.</p> <p>Easy to Maintain: Wayfinding, signage, gateways, and art elements use materials chosen for durability and ease of maintenance.</p> <p>Thoughtful & Cohesive: These elements will help to create an overall unified aesthetic with the other streetscape materials while still being eye-catching and functional.</p>

Streetscape Improvement Types

Near Term Improvements

Near Term improvements are those that can happen immediately and have little or no impact on the function of the roadway. Near-term improvements can be implemented at the block or lot scale so change can occur incrementally as development projects begin and as City funds are available.

- Sidewalks and Curb Ramps
- Trees & Plants
- Furnishings
- Signage and Art
- Bus Shelters
- Crosswalk Enhancements



Wayfinding signage



Example of creative crossing enhancements

Long Term Improvements

Long term improvements are those that have a bigger price tag associated with them, that may need to be supplemented by grants, bonds, or loans to the City. These types of improvements typically happen at a corridor scale, impacting multiple blocks at once because they change the way the street functions. This type of project will typically include a dedicated period of community input to collect input on the specifics of a design, and will require coordination across a broad range of City departments.

Active Transportation Improvements

After thoughtful analysis of the existing and proposed plans for an active transportation system, facility improvements can be implemented at the corridor scale. Active transportation improvements change the way the street works and can include roadway reconstruction.

Transit Service Enhancements

Bus islands, bus-only lanes, and bus shelters are examples of transit service enhancements that can affect the way the street works and may be implemented on the corridor scale.

Redevelopment

Redevelopment involves changing the use of public space from one type to another. This can include the development of new park space or new buildings from an underutilized property, or the creation of new active transportation facilities from part of the road right-of-way.

Stormwater Capture

There are many different options for creating stormwater capture facilities. All of them require space, and can involve reconstruction of the streetscape.



Stormwater receptive planting captures water from roadway

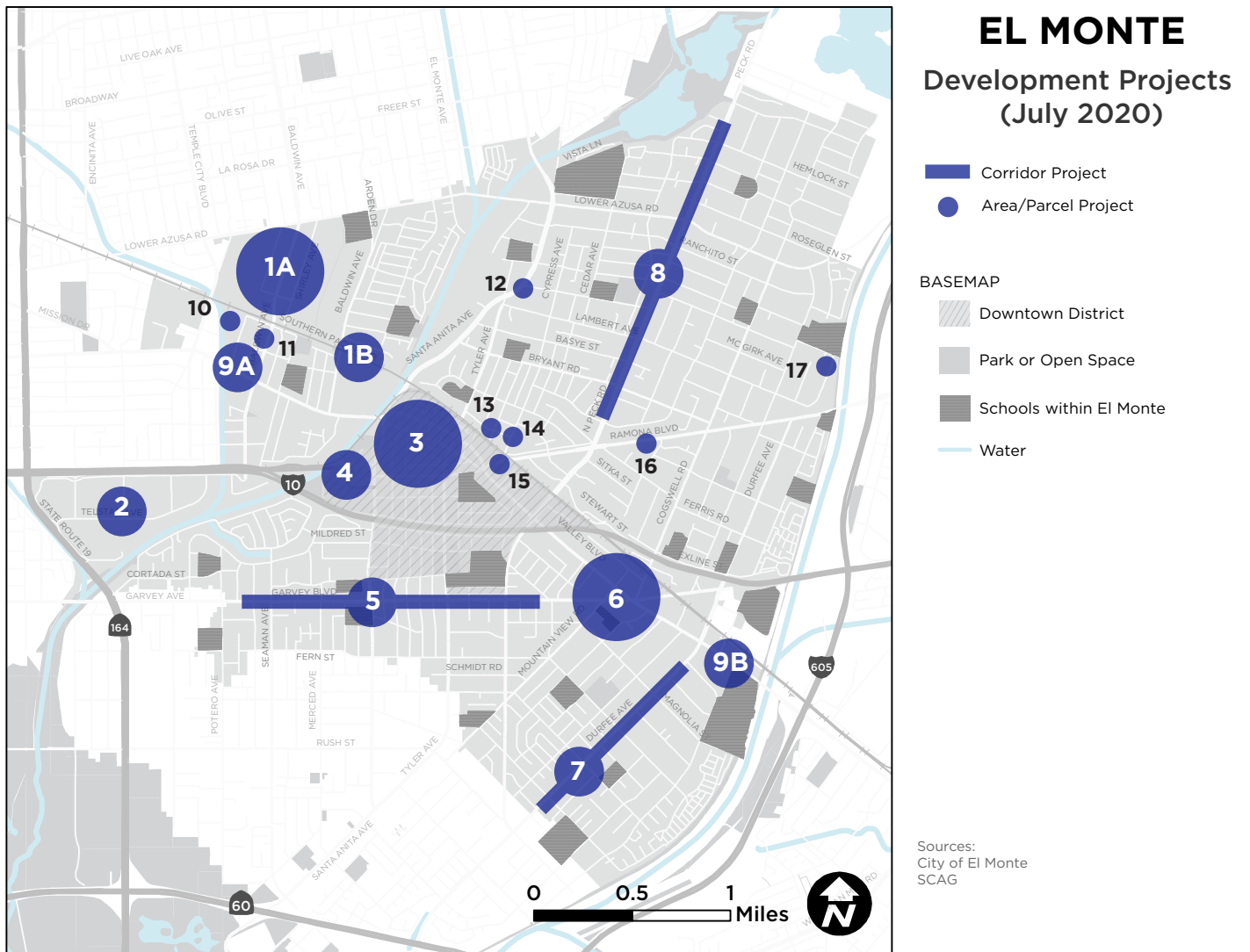


A bus separated bikeway (Class IV) and Bus Boarding Island separate user modes and enhance the multimodality of the street

Near-Term Investments Map

The map in below illustrates projects happening throughout El Monte that will result in streetscape improvements. These investments are driven by guiding plans and documents managed by various city departments. These guidelines are an opportunity to encourage coordination across these projects. The table that follows provides additional detail.

Figure 15



City of El Monte – Development Projects – July 2020

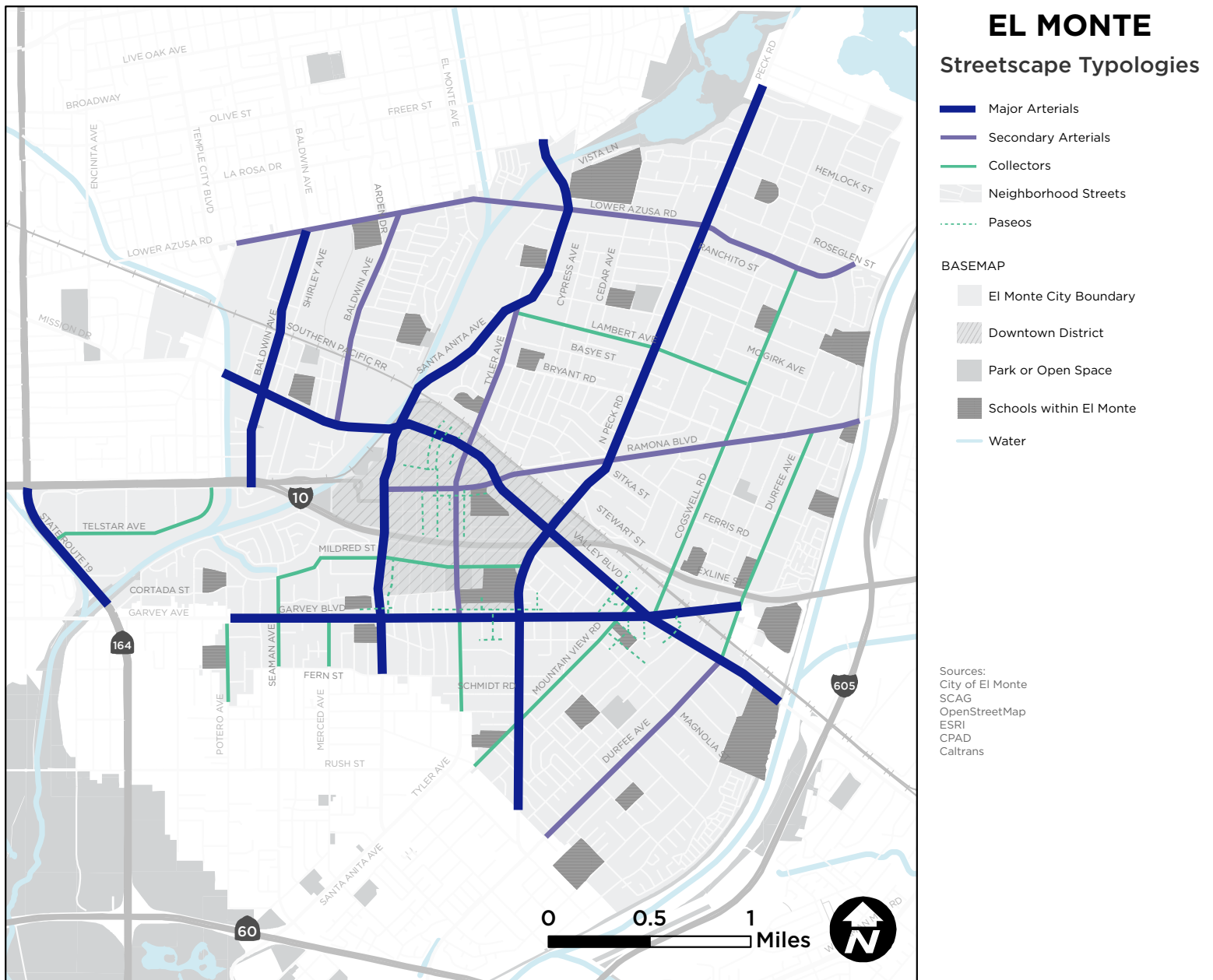
Area 1 – Northwest Industrial Area Subarea A		
Temple City Blvd.	Magellan Gateway Project	520,000 sf of new industrial (completed)
Temple City Blvd.	Industrial Complex	65,000 sf of new industrial (proposed)
Baldwin and Railroad	Industrial Building	30,000 sf of new industrial (construction)
Shirley and Lower Azusa	Goodman Logistics Center	1.2 million sf of new industrial (under construction)
Area 1 – Northwest Industrial Area Subarea B		
Hickson and Arden	Hickson Industrial Complex	230,000 sf of new industrial (Phase 1 completed, Phase 2 under construction and Phase 3 approved)
Arden at Rose	Blackcreek Industrial	365,000 sf of new industrial (approved)
Area 2 – Flair Park		
Garvey and Rosemead	Media Center Project	65,000 sf of office & 35,000 light industrial (under construction)
Flair and Fletcher	Hilton Homewood Suites	117 –room hotel (proposed)
Rosemead and Telstar	Showroom and Office	15,000 sf of showroom and office (under construction)

Area 3 – Downtown		
Valley and Center	Cesar Chavez Part 1	53 affordable housing units (approved)
Valley and Tyler	Cesar Chavez Part 2	53 affordable housing units (approved)
Valley and Santa Anita	Santa Fe Trail Plaza	100,000 sf retail shopping center (completed)
Tyler and Ramona	Dumas Project	51 affordable housing units (approved)
Santa Anita and Valley	Norm’s Restaurant	6,800 sf new restaurant (completed)
Valley and Ramona	Union Walk	62 unit housing complex, including 4 live-work units (completed)
Main and Tyler	Epoch Times	Building remodel and second story addition. Ground floor retail and upper floor office space (completed).
Main and Granada	Progress Brewery	Remodel for a new brew-pub (under construction)
Valley and El Monte	Area Y	45 townhouses and 42 workforce housing units (proposed)
Area 4 – Gateway		
Santa Anita and Ramona	The Exchange	113 affordable housing units (completed)
Santa Anita and Santa Fe	Gateway Parcel 4	Mixed-use project with 25,000 sf of ground floor retail and 208 residential units above (under construction)
Santa Anita and Santa Fe	Gateway Parcel 2	Urban residential project with 212 units (approved)
Santa Anita and Valley	Office building remodel	28,000 sf office remodel (completed)

Area 5 – Garvey Mixed-Use Corridor		
Garvey and Peck	Vue Pointe	102 townhouses, 12 stacked residential units and 5,000 sf of retail (Phase 1 completed, Phase 2 under construction and Phase 3 approved)
Garvey and Tyler	Solstice 70	67 residential units, 3 live-work units and 2,100 sf of retail (completed)
Santa Anita and Owens	Clementine	40 townhouses (Phase 1 completed and Phase 2 under construction)
Garvey and Meeker	Garvey Homes	5,500 sf of retail and 26 senior housing units (proposed)
Area 6 – Five Points		
Garvey La Madera	Garvey Manor	25,000 sf of retail and 116 senior and assisted living units (approved)
Valley and La Madera	Valley Court	40 townhouses and 43 stacked flats (proposed)
Area 7 – Durfee Mixed-Use Corridor		
Durfee and Elliot	Elliot Square	96 townhouses (proposed)
Durfee and Poinsettia	Durfee Court	1,500 sf ground floor retail and 13 Residential (approved)
Durfee Klingerman	Durfee Gardens	34 townhouses (proposed)

Area 8 – Peck Mixed-Use Corridor		
Peck and Forest Grove	Peck Retail/Office	8,600 sf office building (approved)
Peck and Rio Hondo	Housing Units	5 detached residential units (completed)
Peck and Bryant	Peck Square	14 townhouse units (approved)
Peck and Ranchito	Palo Verde	49 affordable housing units (completed)
Area 9A – Valley Entryway		
Valley and Rowland	Holiday Inn Hotel	133 room hotel (completed)
Valley and Eunice	Commercial building	8,600 sf 2-story building (approved)
Area 9B – Valley Entryway		
Valley	Holiday Inn Express	(approved)
Other Projects		
10	Rowland Gardens	71 residential units (approved)
11	Baldwin Rose	55 affordable housing units (completed)
12	Dream Team	14 multi-family residential units (proposed)
13	Cypress Court	12 multi-family residential units (under construction)
14	KB Homes	110 townhouses, including 6 workforce units (proposed)
15	Veterans Housing	40 affordable housing units (completed)
16	Linc Housing	39 affordable housing units (proposed)
17	Bannister Estates	22 single-family dwellings (Phase 1 completed and Phase 2 under construction)

Figure 16: Streetscape Network



Streetscape Typologies

Streetscape Network

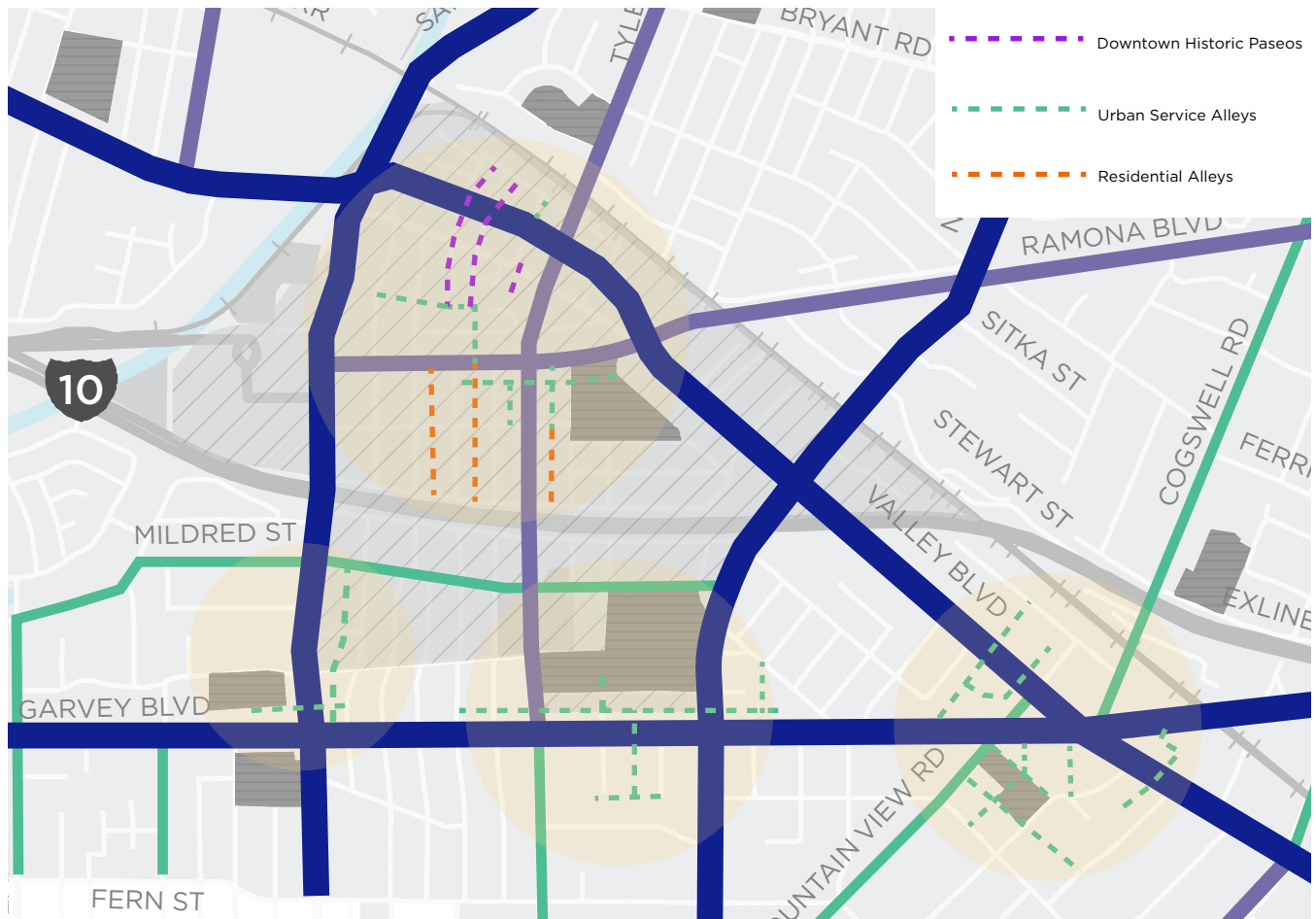
Roadways and sidewalks are some of a city’s most valuable assets - they are part of the public right of way. There are five core street typologies found throughout the City.

The first three typologies follow the street classifications from El Monte’s General Plan:

- Major Arterials
- Secondary Arterials
- Collectors
- Neighborhood Streets
- Paseos

On the pages that follow are detailed descriptions of each typology, and design guidance.

Figure 17: Paseo Network Opportunities



Paseo Network Opportunities

El Monte's roadway network includes paseos/alleyways (most of which are part of the public right of way) and limited spaces between buildings and through parking lots (most of which are privately owned) that have potential to be used for more than just services like trash removal and vehicular access to parking.

These spaces have potential to become a vibrant part of the pedestrian, bike, and green network for El Monte. The proper application of paseo/alleyways can break down oversized blocks and increase connectivity across the City.

Paseos/alleyways can also provide multi-benefits to the community. Infrastructure elements, such as permeable paving and bioswales, can be introduced to reduce stormwater runoff and alleviate urban heat island effect. The incorporation of lighting and art elements can improve safety and vibrancy of the space.

The underutilized paseos and alleyways present an opportunity for El Monte to enhance the pedestrian network and to improve the public realm. As the City creates and updates Specific Plans, enhancement of the paseo network should be explored in greater detail on public and private parcels.










Pedestrian & Streetscape Design Toolbox

This toolbox provides an inventory of streetscape treatments based on the existing composition of El Monte’s public realm. Proposed streetscape improvements prioritize resiliency, economy, identity, access and safety. They include planting, pavement, street furnishings, lighting, signage and wayfinding. Additional detail on amenities and streetscape elements can be found in Appendix A of this document.

Improvements Guided by Street Typology

El Monte’s existing streetscape composition was categorized typologically to facilitate feasibility analysis and the application of public realm improvements. The matrix below is a starting point to select appropriate streetscape priorities, programming and design elements based on the street typology.

Public Realm Design Matrix

	LANDSCAPE + HARDSCAPE PRIORITIES				PROGRAM				
	 Cooling Strategies	 Green Infrastructure	 Bold Accents	 Safety	 Pedestrian Thoroughfare	 Seating + Resting	 Small Events	 Bike Facilities + Amenities	 Outdoor Dining
MIXED-USE MULTIMODAL CORRIDOR	●	●	●	●	●	●	●	●	●
SECONDARY ARTERIAL	●	●	●	●	●	●	○	●	◐
COLLECTOR	●	●	○	●	●	◐	○	●	○
NEIGHBORHOOD STREETS	●	●	○	●	●	◐	◐		○
PASEOS	●	●	◐	●	●	◐	◐	◐	◐
STREETSCAPE ELEMENTS	Shade Trees Cool Paving Shade Structures	Planted Bulb-outs Rain Gardens Biofiltration Strips Permeable Paving	Flowering Trees + Shrubs Special Paving Decorative Crosswalks Plazas Murals + Public Art	ADA Ramps Lighting Bollards	Sidewalk + Crosswalk Paving Signage	Benches Cafe-style Chairs + Tables	Parking Lots Plazas	Bike Facilities Bike Racks	Sidewalks Parking Lots Plazas

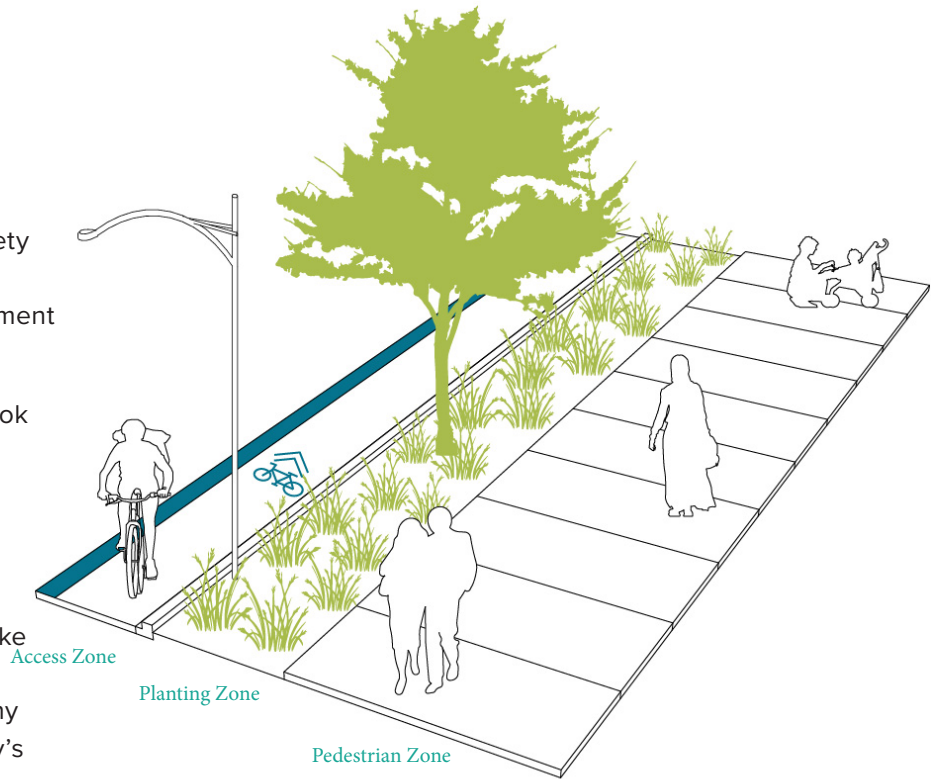
Streetscape Level of Enhancement

Basic Improvements

These are streetscape enhancements that are easily incorporated into pedestrian safety projects, roadway resurfacing projects, intersection improvements, and redevelopment that occurs at the parcel scale.

At minimum, basic improvements should look for ways to incorporate:

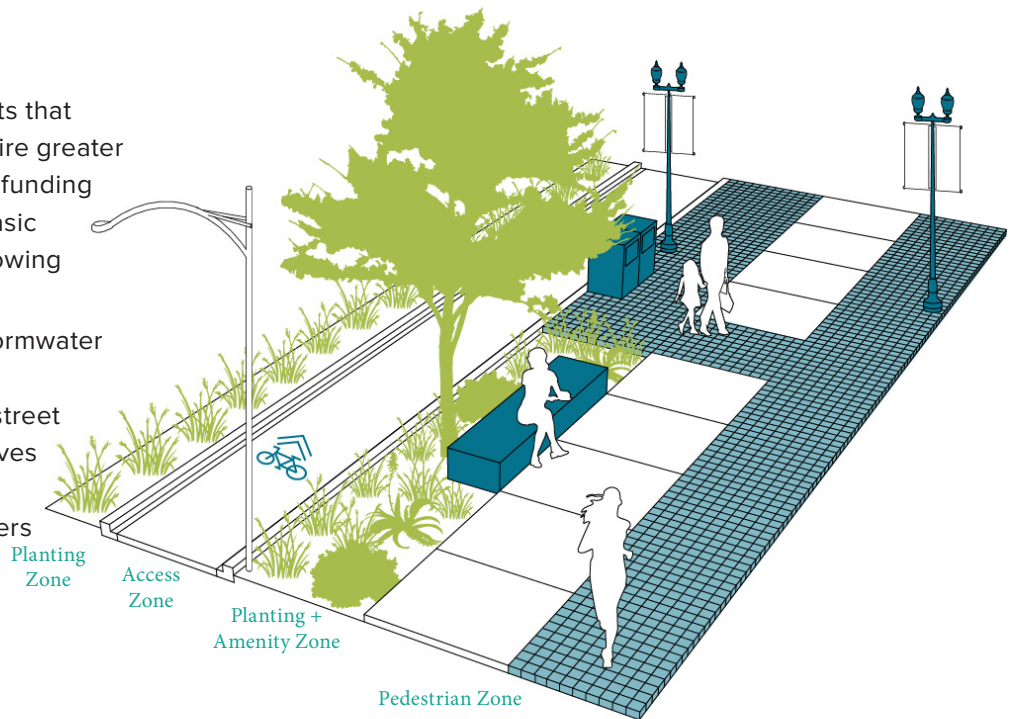
- Street trees
- Parkway plantings
- Sidewalk paving repairs & ADA curb ramps
- Bike racks near key destinations if a bike facility is planned for the street
- For multi-block projects incorporate any bike facilities recommended in the City’s Bike Master Plan
- Pedestrian lighting added to existing lumineers



Value Added Improvements

These are streetscape enhancements that add tremendous value but may require greater planning and coordination or higher funding levels to realize. In addition to the basic improvements noted above, the following improvements may be incorporated:

- Bioswales, rain gardens, and stormwater receptive landscape
- Structural soil, which will make street trees live longer and healthier lives
- Special paving
- Seating areas near activity centers
- Signage and wayfinding
- Public art



Streetscape Zones

The streetscape is made up of several different zones distinguished by function, and within each zone are components which vary depending upon the surrounding land use context of the street and have different minimum and maximum recommended space requirements that vary depending on the Streetscape Typology, summarized in a table associated with each typology.

Refer to the Public Realm Design Toolbox found in the appendix of this document for additional detail about the function and definition of the treatments associated with the streetscape components. Due to the variability of street conditions, this guide is not intended to dictate which specific components or design treatments are used on a given street. Instead a range of options is provided that can be tailored to the context of a project.

The majority of the streetscape is within the public-right-of-way, meaning it is publicly accessible and owned, operated, and maintained by the City of El Monte.

A) Building Frontage Zone

The Building Frontage Zone is typically on private property, serving as the interface between private property and the public right-of-way. Often the space between the facade of the building and the Pedestrian Through Space, this zone can be composed of as little as 2 feet in width to maintain clearance between building doors and the Pedestrian Through Space, but can be much wider to accommodate amenities such as bicycle parking or café tables and chairs. This zone may include the following:

- Building Door Zone
- Bicycle Parking Zone
- Sidewalk Cafes

B) “Opportunity Zone”

The Opportunity Zone is composed of the People Zone, Amenity / Curb Zone, and the Access Zone. This space has the greatest potential for short-term improvement because changes will not impact the operation of the Access and Travel Zones. This means improvements within the Opportunity Zone can be made incrementally on a lot or block level, whereas improvements within the Access and Travel Zones must be coordinated across multiple blocks or miles of street.

C) People Zone

The People Zone is used for unobstructed pedestrian travel by foot or by wheelchair. This zone can range from 6-12 feet wide. This zone includes the following:

- Sidewalk / Pedestrian Through Space

D) Amenity / Curb Zone

The Amenity / Curb Zone can simply be a curb, or can include facilities like stormwater capture infrastructure and light, shade, water, rest and short-term bicycle storage that support a safer and more comfortable active transportation experience- all elevated from the roadway. The Amenity / Curb Zone typically ranges from 1.5-6 feet wide and may include the following:

- Curb
- Driveways
- Trees & Plants
- Stormwater Capture
- Bicycle Parking
- Furniture & Lighting
- Lighting & Utilities

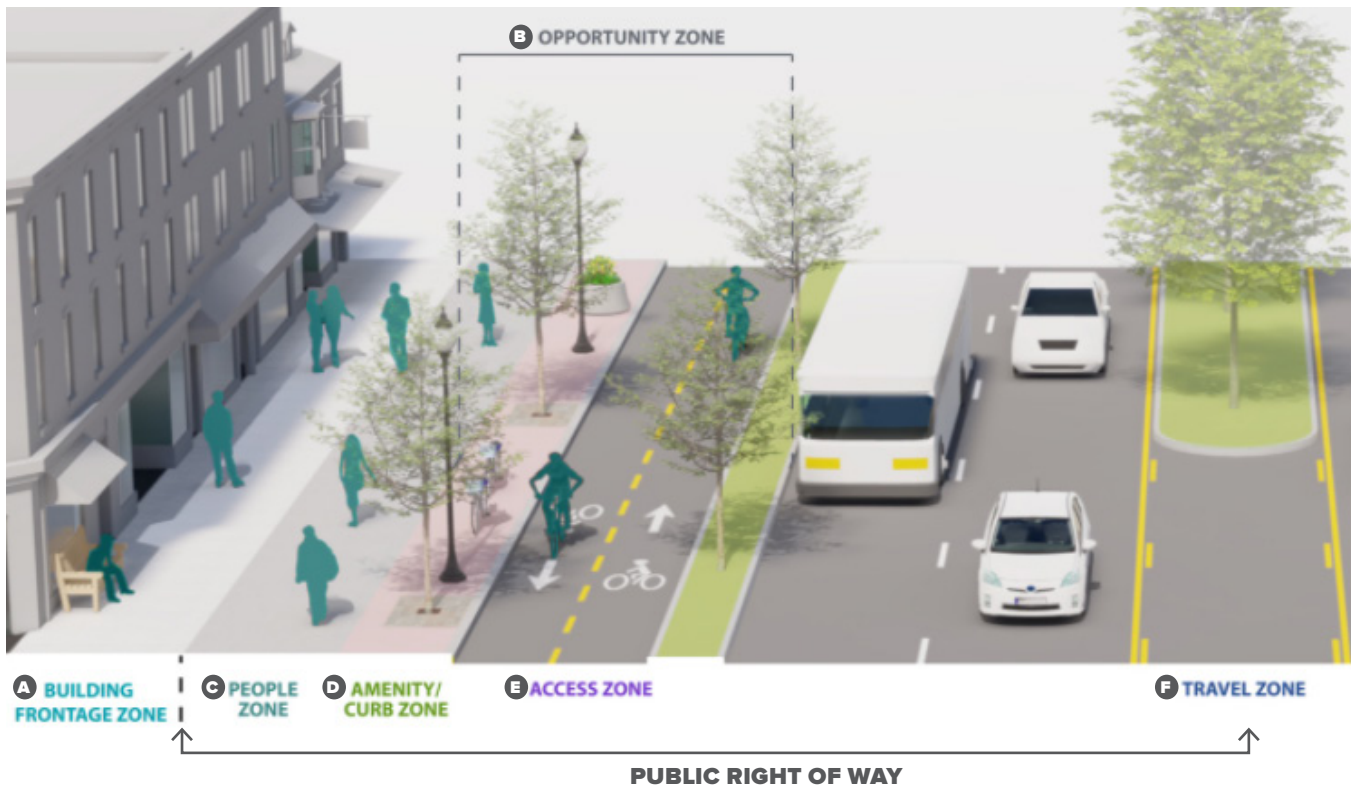


Figure 18: Streetscape Zones Diagram

E) Access Zone

The Access Zone is a mix of off- and on-street amenities which support all users including pedestrians and motor vehicle users. Curb extensions can maximize off-street space for bus stops and slow traffic, while off-street space can be used for facilities such as parking, bicycle corrals or cycle tracks. The Access Zone typically ranges from 5-8 feet wide and may include the following:

- Curb Extensions
- On-street Parking
- Loading Zone
- Bicycle Facilities
- Bicycle Corrals
- Bus Bulbs / Islands
- Parklets
- Chicanes

F) Travel Zone

The Travel Zone is typically referred to as the roadway. It is used primarily for vehicle through space, serving motorized vehicles, including cars, trucks, and buses, as well as non-motorized transportation, such as bicycles, skateboards, and new mobility devices. When center turn lanes are present, pedestrian refuge islands or planted center medians can also be incorporated into the Travel Zone. The Travel Zone width ranges greatly depend upon the street type and may include the elements listed below.

- Travel Lanes
- Transit Only Lanes
- Planted Center Medians
- Center Turn Lanes
- Pedestrian Refuge Islands
- Sharrows
- Speed Humps
- Building Door Zone
- Bicycle Zone
- Sidewalk Cafes

Streetscape Typology 1 : Major Arterials

Definition

Mixed-Use Multimodal Corridors contain a mix of higher-density residential and commercial uses with existing or planned bike facilities and a high concentration of bus lines and stops. These corridors carry the largest volume of people and have potential for a wide range of public amenities due to the large amount of public space available and density of destinations. Typical right-of-way width is between

100 feet and 160 feet and includes 4-5 travel lanes with a center turn lane and 1-2 on-street parking lanes.

Examples

- Garvey Avenue
- Peck Road
- Valley Mall Boulevard

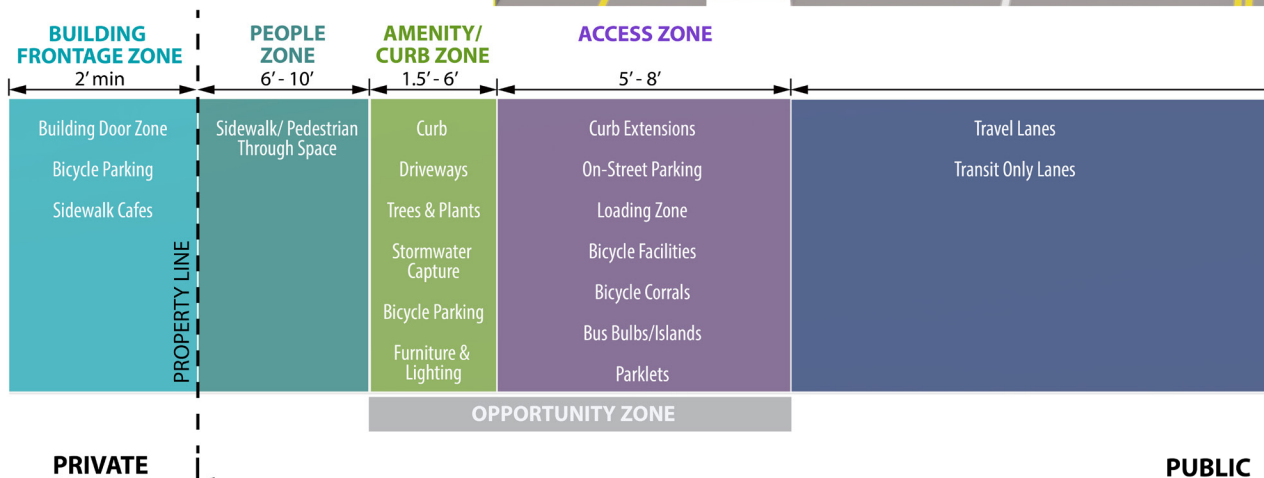
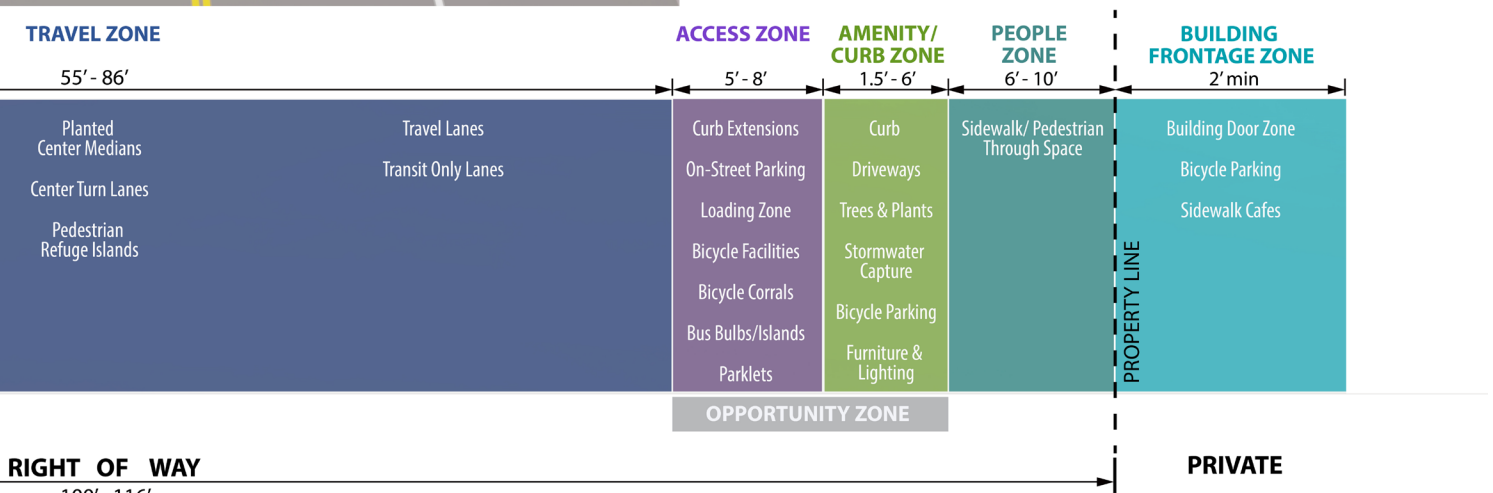
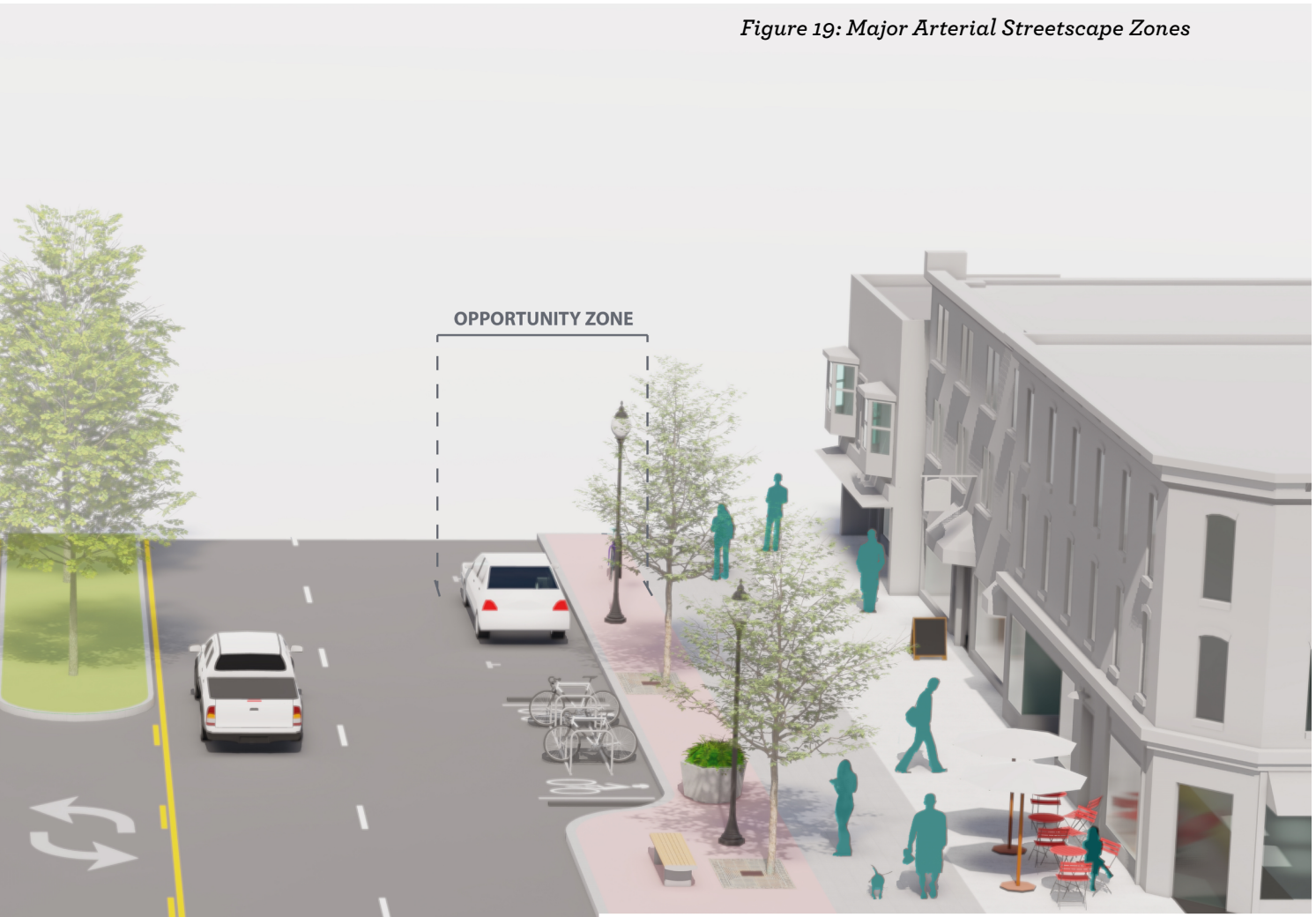


Figure 19: Major Arterial Streetscape Zones



Major Arterial Design Guidance

ZONE TYPE	DESIGN ELEMENT	GUIDANCE
<i>Building Frontage Zone</i>	Building Door Zone	2' min
	Bicycle Parking	See appendix*
	Sidewalk Café	4'-10'
<i>People Zone</i>	Sidewalk / Pedestrian Through	6' min
<i>Amenity / Curb Zone</i>	Curb	1.5'
	Driveways	6'
	Trees & Plants	3'-6'+
	Stormwater Capture	3'-6'+
	Bicycle Parking	See appendix*
	Furniture and Lighting	1.5'-6'
<i>Access Zone</i>	Curb Extension	5'-8'
	On-Street Parking	8'
	Loading Zone	8'
	Bicycle Facilities	See appendix*
	Bicycle Corrals	See appendix*
	Bus / Bulb Islands	5'-8'
	Parklets	5'-8'
<i>Travel Zone</i>	Travel Lanes	10'-12'
	Transit Only Lanes	10'-12'
	Center Turn Lanes	10'-12'
	Planted Center Medians	4'-12'
<i>Total Right-of-Way Width</i>		100'-116'

*The Streetscape Design Toolbox included in the appendix of this document includes detailed guidance for some streetscape components.



Garvey Avenue: Today



Garvey Avenue : Long-Term Vision

Figure 20: Major Arterial Corridor Vision

Garvey Avenue Today

Garvey Avenue near Tyler Avenue is a typical example of a Major Arterial in El Monte. It typically has 12 foot wide sidewalks on both sides as well as parking on both sides of the street, two travel lanes, and a center turn lane with periodic tees and light poles in a center median. The typical curb-to-curb width of 76 feet, and the typical ROW is 100 feet.

Short-Term Vision

Short-term improvements to streets like Garvey Avenue, pictured above in Figure 20, include but are not limited to adding:

- Drought-tolerant and native adapted trees and plants to sidewalks (see plant palette, page 78)
- Special paving materials for the sidewalk at key destinations or blocks
- Pedestrian-oriented lighting
- Artwork incorporated into crosswalks

Long-Term Vision

There are a wide variety of options for long-term improvements along these Mixed Use Multimodal Corridors. To determine exactly what type of long-term improvements are right for each street, a detailed study will be required to assess how much space needs to be allocated for various travel modes and to balance the functional needs of the street with a larger community vision.

One potential long-term vision, shown in Figure 20, includes:

- A planted center median and “pedestrian refuge island”
- Removing parking on one side of the street to create space for bike facilities and additional space for planting
- Capturing stormwater in planted areas



Garvey Avenue: Long-Term Vision

Garvey Avenue: Today

Figure 21: Major Arterial Bus Stop Vision

Garvey Avenue Bus Stops Today

Today parking is prohibited at bus stops on Garvey Avenue to allow the bus to pull up to the curb without obstructing a travel lane. Bus riders wait at a shelter and bench that is in the amenity zone of the sidewalk.

Bus Stops: Short-Term Vision

Short-term improvements to bus stops on streets like Garvey Avenue, pictured above in Figure 21, include but are not limited to adding:

- Drought-tolerant and native adapted trees and plants to sidewalks (see plant palette, page 78) to provide shade for people waiting for the bus
- Pedestrian-oriented lighting
- Artwork incorporated into bus shelters

Bus Stops: Long-Term Vision

There are a wide variety of options to enhance the experience of people waiting for the bus on streets like Garvey Avenue. To determine exactly what type of long-term improvements are right for each street, detailed study will be required to assess how much space needs to be allocated for various travel modes and to balance the functional needs of the street with a larger community vision.

One potential long-term vision, shown in Figure 21, includes:

- A raised bus island in the street separate from the sidewalk with a bus shelter and amenities like wi-fi, charging ports, and real-time bus arrival information
- A bike lane that is located between the bus island and sidewalk to separate bike riders from vehicles and bus passenger boarding
- Removing parking on one side of the street to create space for bike facilities and the bus island

Streetscape Typology 2 : Secondary Arterial

Definition

Secondary Arterials are mixed residential and commercial streets that serve as connectors for bus and bike service. Typical right-of-way width is between 84-88 feet wide and includes 4 travel lanes with 1-2 on-street parking lanes.

Examples

- Tyler Avenue
- Rush Street
- Durfee Avenue

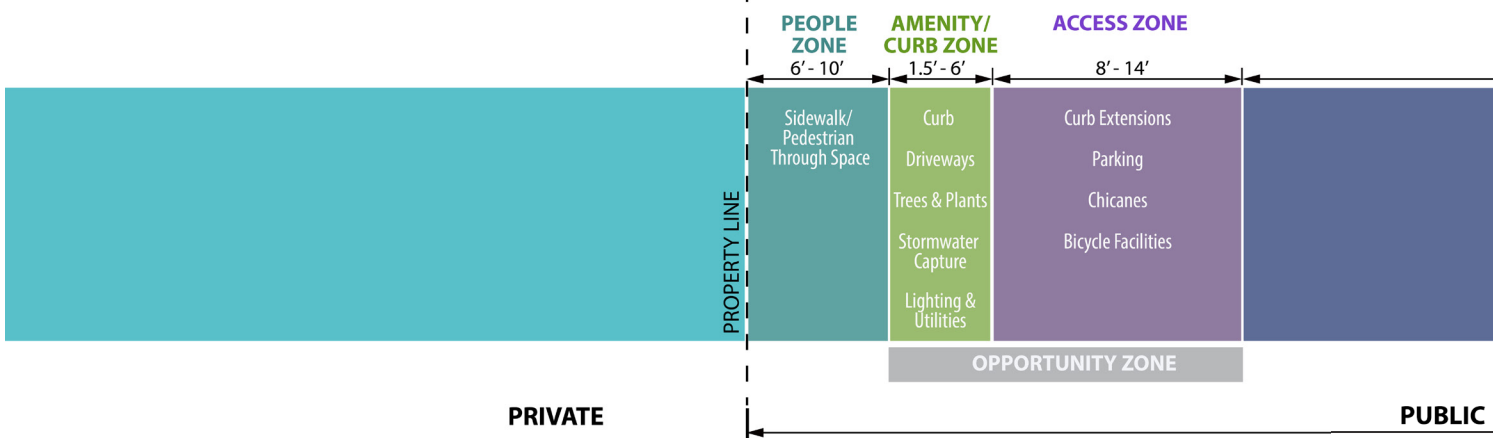
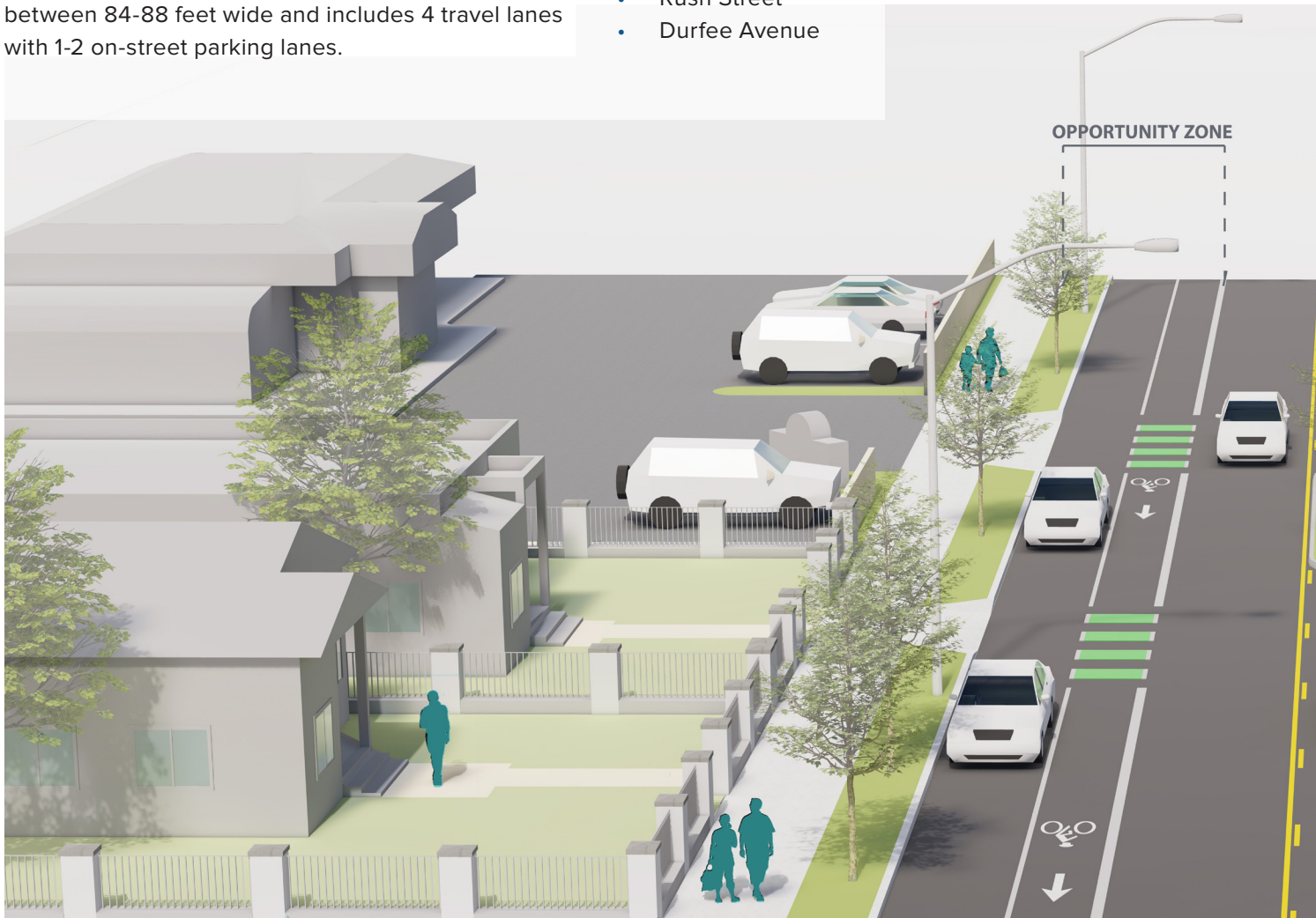
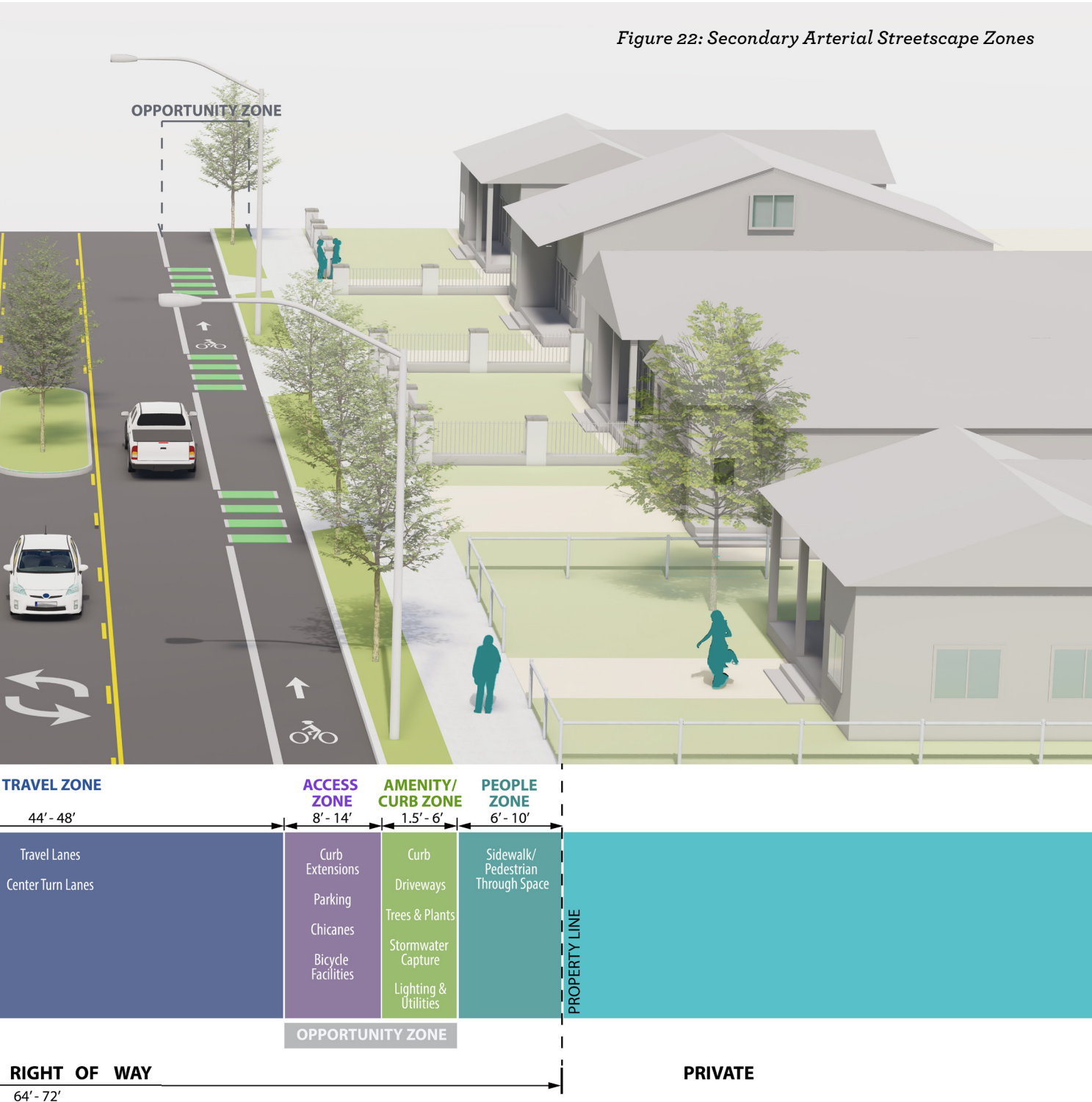


Figure 22: Secondary Arterial Streetscape Zones



Secondary Arterial Design Guidance

ZONE TYPE	DESIGN ELEMENT	GUIDANCE
People Zone	Sidewalk / Pedestrian Through	6'-12'
Amenity / Curb Zone	Curb	1.5'
	Driveways	6'
	Trees & Plants	3'-6'
	Stormwater Capture	3'-6'
	Bicycle Parking	See appendix*
	Furniture and Lighting	1.5'-6'
Access Zone	Curb Extension	5'-8'
	On-Street Parking	8'
	Bicycle Facilities	See appendix*
	Bicycle Corrals	See appendix*
	Bus / Bulb Islands	5'-8'
	Chicanes	5'-8'
Travel Zone	Travel Lanes	10'-12'
	Transit Lanes	10'-12'
	Center Turn Lanes	10'-12'
	Planted Center Medians	4'-12'
	Pedestrian Refuge Island	8'-12'
Total Right-of-Way Width		84'-88'

**The Streetscape Design Toolbox included in the appendix of this document includes detailed guidance for some streetscape components.*



Ramona Boulevard: Today



Ramona Boulevard : Future Vision

Figure 23: Secondary Arterial Vision

Ramona Boulevard Today

Ramona Boulevard near California Avenue is an example of a typical Secondary Arterial. It has an 80-foot ROW with 8 foot sidewalks on both sides. Curb to curb there is 64 feet of space for two travel lanes, a center turn lane, and parking on one side of the street. Sharrow markings are present in the outer lanes designating Class III bike facilities.

Short-Term Vision

Short-term improvements to streets like Ramona Boulevard, pictured above in Figure 23, include but are not limited to adding:

- Drought-tolerant and native adapted trees and plants to sidewalks (see plant palette, page 78)
- Special paving materials for the sidewalk at key destinations or blocks
- Pedestrian-oriented lighting
- Artwork incorporated into crosswalks or bus shelters

Long-Term Vision

There are a wide variety of options for long-term improvements along El Monte’s Secondary Arterials. To determine exactly what type of long-term improvements are right for each street, detailed study will be required to assess how much space needs to be allocated for various travel modes and to balance the functional needs of the street with a larger community vision.

One potential long-term vision, shown in Figure 23, includes:

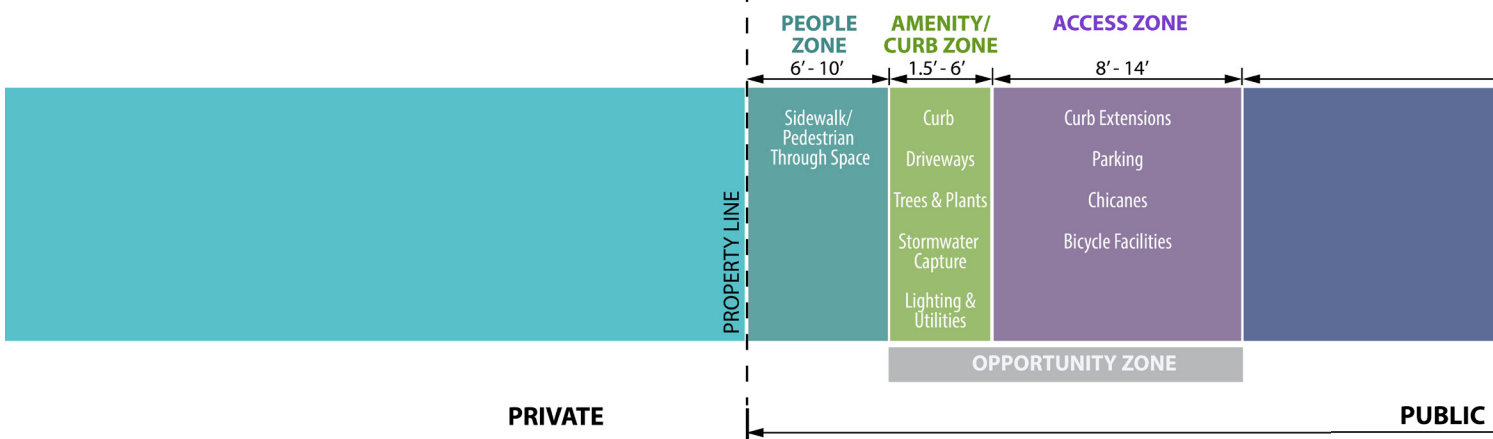
- Rebalancing the roadway to create more space for walking and biking
- Painted curb extensions with bollards to shorten crossing distances
- Colorful creative crosswalks and pedestrian beacons, and upgraded curb ramps
- Separated Class IV bike facilities on both sides of Ramona Boulevard buffered by planter boxes
- Designated bike crossing striping

Streetscape Typology 3 : Collector

Definition

Collectors are primarily residential streets composed primarily of one- and two-story homes. Collectors are characterized by low traffic volumes (e.g. La Madera Avenue, Cypress Avenue). These streets have a low concentration of bus lines/stops (e.g. Cogswell Road,

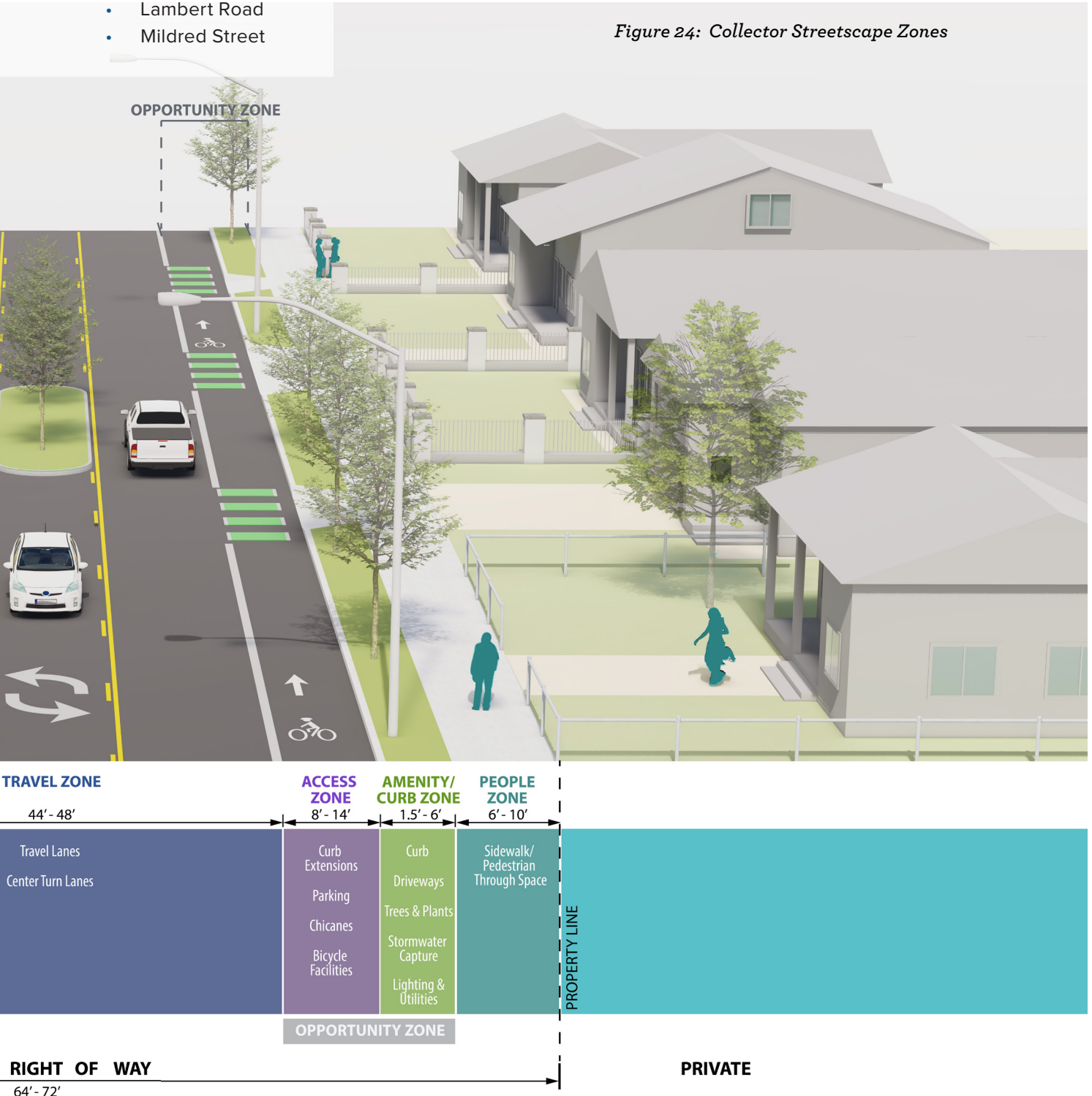
Tyler Avenue), share the street with bicycles (e.g. Lambert Road), and are en route to schools with a high volume of school buses and children walking and biking (e.g. Mildred Street). Typical right-of-way width is between 64-72 feet wide and includes 2 travel lanes and 1-2 on-street parking lanes.



Examples

- Tyler Avenue
- Cogswell Road
- Lambert Road
- Mildred Street

Figure 24: Collector Streetscape Zones



Collectors Design Guidance

ZONE TYPE	DESIGN ELEMENT	GUIDANCE
People Zone	Sidewalk / Pedestrian Through	6'-10'
Amenity / Curb Zone	Curb	1.5'
	Driveways	6'
	Trees & Plants	3'-6'
	Stormwater Capture	3'-6'
	Bicycle Parking	See appendix
	Lighting and Utilities	1.5'-6'
Access Zone	Curb Extension	5'-8'
	On-Street Parking	8'
	Bicycle Facilities	See appendix
	Chicanes	5'-8'
Travel Zone	Travel Lanes	10'-12'
	Transit Lanes	10'-12'
	Center Turn Lanes	10'-12'
	Sharrows	N/A
	Speed Humps	N/A
Local Bus Corridors		64'-72' ROW

**The Streetscape Design Toolbox included in the appendix of this document includes detailed guidance for some streetscape components.*



Tyler Avenue: Today



Tyler Avenue: Future Vision

Figure 25: Collector Street Vision

Tyler Avenue Today

Tyler Avenue near Main Street is a typical example of a Collector Street in El Monte. Today, Tyler Avenue has a 76-foot ROW with 8-foot sidewalks on either side. The curb-to-curb distance is 60-feet and includes parking on both sides of the street and two travel lanes in each direction. Sharrow markings are present in the outer lanes designating Class III bike facilities.

Short-Term Vision

Short-term improvements to streets like Tyler Avenue, pictured above in Figure 25, include but are not limited to adding:

- Drought-tolerant and native adapted trees and plants to sidewalks (see plant palette, page 78)
- Special paving materials for the sidewalk at key destinations or blocks
- Pedestrian-oriented lighting
- Artwork incorporated into crosswalks or bus shelters

Long-Term Vision

There are a wide variety of options for long-term improvements along Collector Streets. To determine exactly what type of long-term improvements are right for each street, a detailed study will be required to assess how much space needs to be allocated for various travel modes and to balance the functional needs of the street with a larger community vision.

One potential long-term vision, shown in Figure 25, includes:

- Rebalancing the roadway to create more space for walking and biking and to designate a center turn lane
- Removing parking on one side of the street to create space for bike families and wider sidewalks appropriate for high volume pedestrian areas
- Creative crosswalks and a new mural
- Enhanced bus stops

Streetscape Typology 4 : Neighborhood Streets

Definition

Neighborhood Streets are primarily residential streets composed of multi-family homes and apartment buildings. Streets typically have one travel lane in each direction and parking on both sides of street. Parking is heavily utilized in neighborhoods and therefore improvements are recommended primarily at the intersections and in filling in gaps in street trees and sidewalk network.

Neighborhood Streets are characterized by low traffic volumes. These streets have a low concentration of bus lines/stops (e.g. Cypress Ave), share the street with bicycles (e.g. Hemlock St), and are en route to schools with a high volume of school buses and children walking and biking (e.g. Bryant Ave). Typical right-of-way width is between 36-42 feet wide.

Examples

- Bryant Road
- Cypress Ave
- Hemlock St
- Klingerman St
- Magnolia St

Neighborhood Street Rendering





Bryant Avenue: Today



Bryant Road : Future Vision

Figure 26: Neighborhood Street Vision

Bryant Road Today

Bryant Road near Cypress Avenue is a typical example of a Neighborhood Street in El Monte. It has a 56-foot ROW with 6-foot sidewalks on both sides of the street and space for planting next to the sidewalk. The curb-to-curb distance is 38-feet and includes one travel lane in each direction and parking on both sides of the street.

Short-Term Vision

Short-term improvements to streets like Bryant Avenue, pictured above in Figure 26, include but is not limited to adding:

- Drought-tolerant and native adapted trees and plants to sidewalks (see plant palette, page 78
- Pedestrian-oriented lighting
- Sharrow markings to travel lanes to add Class III bike facilities to the street

Long-Term Vision

There are a wide variety of options for long-term improvements along Neighborhood Streets. To determine exactly what type of long-term improvements are right for each street, detailed study will be required to assess how much space needs to be allocated for various travel modes and to balance the functional needs of the street with a larger community vision.

One potential long-term vision, shown in Figure 26, includes:

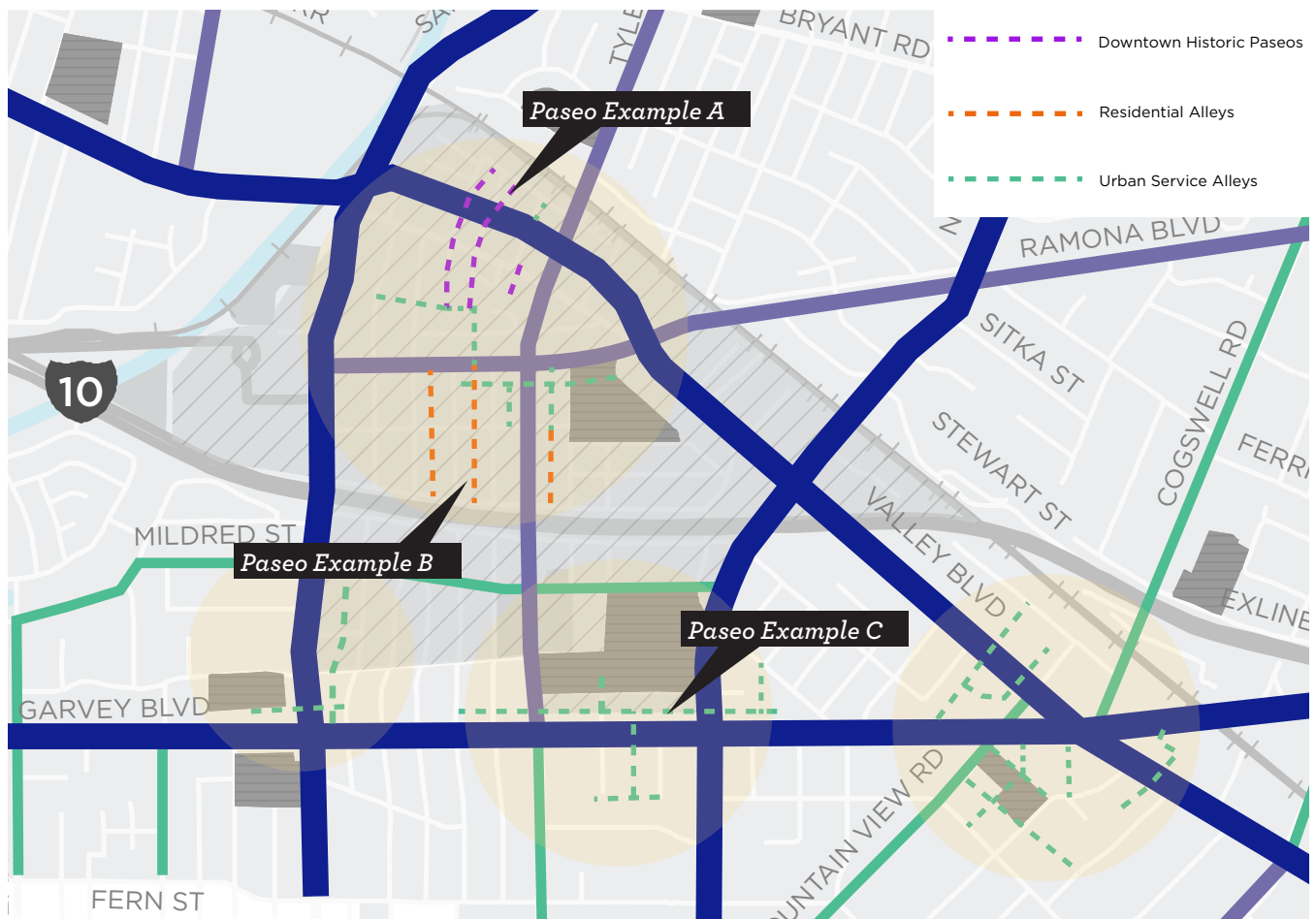
- A raised, planted mini-traffic circle to provide traffic calming and beautification
- Bulb-outs at intersections to reduce crossing distances, especially near schools
- Capturing stormwater in planted areas
- Upgrading curb ramps

Streetscape Typology 5 : Paseos

Definition

Paseo/Alleyways are narrow passageways are typically between 14' and 16' wide - although some are as narrow as 10' or as wide as 35'. These spaces are often thought of as service access for vehicles or trash only. But many communities across the nation have started to think of alleyways as a dynamic part of the pedestrian network that can be programmed for a variety of uses.

Figure 27: Paseo Network Types





A - Historic Paseo Palm Court viewed from Main Street in Downtown El Monte



B - Residential Alleyway south of Ramona Boulevard



C - Urban Service Alleyway - the Paseo North of Garvey viewed from Consol Avenue

Where are El Monte's Paseos?

In El Monte there are three categories of Paseos:

A) Historic Downtown Paseos (like Palm Court in Downtown El Monte)

B) Residential Alleyways (like the Paseo one block south of Ramona Boulevard between Nevada Avenue and California Avenue)

C) Urban Service Alleyways (like the Paseo one block north of Garvey Avenue between Washington Avenue and Peck Road)



Figure 27: Downtown Historic Paseo Vision

Paseo/Alleyway Typologies

A) Downtown Historic Paseos

There is a network of paseos and alleys built along the Downtown Historic Main Street. They were designed to access the parking lot in the back and other surrounding areas. To accommodate more mixed-use developments along Main Street in the future, these paseos and alleys have potential to serve not only as pedestrian passageways, but also as flexible places for outdoor seating, outdoor dining and community events.

Downtown Historic Paseos Today

The paseo named Palm Court that intersect Main Street near Monterey Avenue is a typical example of a Historic Paseo in El Monte’s downtown. Today the paseo has two large planters at either end to prevent vehicular access and string lights to provide pedestrian lighting in addition to one pole-mounted light.

Near-term Improvements

- Murals on the sides of buildings or on the pavement can help activate the space
- Additional planter boxes may be added to make the alleyway feel more inviting

Long-term Improvements

- Three dimensional art elements can be added, such as sculptures or water features
- Special or permeable paving materials along the paseos, alleyways and key intersections can replace asphalt to make the space more dynamic
- Pole-mounted light can be replaced with smaller scale pedestrian light fixtures
- Permanent planting beds can capture stormwater to make the paseo a green alley

B) Residential Alleyways

Residential alleyways provide spaces for trash collection, rear/side vehicle access and pedestrian access. These spaces are often feel utilitarian and unwelcoming to pedestrians.

Near-term Improvements

- Clean, simple painted colors or patterns can be added to the existing asphalt or concrete
- Planter pots can be added where space permits and does not interfere with trash operations

Long-term Improvements

- Permanent planting beds can replace planter pots and capture stormwater
- Pedestrian-scale lighting

C) Urban Service Alleyways

The urban service alleyways are typically defined by commercial, industrial buildings or high-density residential buildings. Often cluttered with dumpsters and delivery vehicles, these alleyways often feel uncomfortable to pedestrians.

Near-term Improvements

- Trash enclosure/screening
- Patterned paint applications that can stand up to frequent vehicular traffic

Long-term Improvements

- Permeable Paving
- Planted shrubs or trees for trash screening
- Pedestrian-scale lighting

Crosswalk Policy

Improving crossing safety and pedestrian access was of strong interest to community members. To add new crossings to El Monte's street network, regardless of street typology, the following guidance can be used to evaluate new pedestrian crossing designations or enhancing existing crossings. The Pedestrian Crossing Contextual Guidance table was developed using best practice guidance from the FHWA's "Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations." Additional information regarding intersection treatments to enhance the pedestrian experience can be found in the Streetscape & Pedestrian Toolbox in Appendix A of this document.

Pedestrian generators & type of crossing:

El Monte is a walkable city with extensive sidewalks. Pedestrian crossing happens at almost all of the signalized or stop-controlled intersections in the City, however along many of El Monte's major arterials there are long distances (as much as one mile) between signalized or stop-controlled intersections which pose as a barrier to active mobility. To promote walkability, bikeability, and to enhance safety, new crossings at unsignalized intersections or at mid-block locations should be considered. Before any new crossing can be installed, an engineering review will need to be completed in addition to considering the presence of nearby pedestrian generating facilities that indicate a demand for a new crossing (e.g. high ridership bus stops, or popular community destinations), and history of pedestrian or bike-involved collisions.

The type of pedestrian crossing is also taken into account to see what additional safety measures need to be taken. There are three types of crossings that are considered specialty crossings:

- **School crossings:** adjacent to schools and on established school routes
- **Senior crossings:** near senior facilities, like senior centers or health facilities
- **Park crossings:** adjacent to parks or within a quarter mile of a park

These types of crossings automatically trigger a

higher level of safety features when they are under consideration, such as audible tone or speech messages for signals, Leading Pedestrian Intervals (LPIs) to provide an extra 2-7 seconds of crossing time for pedestrians before a green light, advance yield/stop markings, curb extensions, or median refuge islands.

Proximity of existing crossings:

In general, it is safest for a pedestrian to cross at a signalized intersection that has a pedestrian phase and countdown signals, or at an all-way stop intersection where traffic has to come to a stop. If there is an existing marked crossing nearby, pedestrians are advised to cross at that location. If the existing location is a designated school crossing it is a good practice to not mark another crosswalk at a nearby intersection. Designated school crossing locations sometimes have a crossing guard and include extra signage such the flashing LED push button signs and in-street "Stop for Pedestrian" crosswalk signs. If a new location is marked nearby, children may cross there instead of at the location with the crossing guard, creating safety concerns.

Mid-Block Crossings

Mid-block crossings are an important street design element for pedestrians. They can provide crossings at locations where pedestrians want to travel, and can sometimes be safer than crossings at intersections because traffic is only moving in two directions. Considerations for mid-block crossings include:

- Long blocks (longer than 600 ft) with destinations on both sides of the street, and typically a minimum of 300' from a signalized intersection.
- Locations with heavy pedestrian traffic, such as schools, shopping centers.
- At mid-block transit stops, where transit riders must cross the street on one leg of their journey.

Street conditions (lanes, speed, visibility, gaps in traffic flow, parking):

The specific type of treatment at a crossing may range from a simple marked crosswalk to full traffic

signals or grade separated crossings. Refer to the Pedestrian & Streetscape Design Toolbox in Appendix A for details on a wide range of design options. Crossing design treatments and locations should be evaluated and an engineering study should be preferred before a marked crosswalk is installed. The appropriate warrant process must be followed. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the annual average daily traffic (AADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors. If any accident data is available, it is reviewed to see if marking a crossing will mitigate the situation. If there are adequate gaps in traffic flow to allow pedestrians enough time to cross the street, crosswalk markings may not be needed.

Additional design considerations

When designing new crossings or enhancing the safety of existing crossings, it is best practice to keep crossing distances as short as possible for

pedestrians. This means considering curb extensions and median refuge islands wherever feasible to limit pedestrian exposure to traffic. On streets with four or more travel lanes, a median in between the lanes where pedestrians can shelter and additional flashing LED signs can be placed is a critical safety design feature. Without these components, one vehicle may stop for a pedestrian but the vehicles behind or next to it may not see the pedestrian and proceed in the other lane, creating a safety issue. In some cases, the stopped vehicle can prevent the pedestrian from seeing other vehicles, adding to the hazard. Visibility of the pedestrians and vehicles is also taken into consideration for other situations. The driver needs to have adequate clearance to see the pedestrian, make eye contact and safely slow down. Where speeds are higher, the distance needed to an appropriate reaction time can be difficult to accommodate.

Sidewalks & ADA requirements:

A new crossing cannot be marked unless there are existing sidewalks and ramps that are ADA compliant so that people with disabilities can properly cross the street and access the sidewalk.

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE	Neighborhood Streets (<9,000 AADT) 15-25 mph			Collector Streets (9,000-15,000 AADT) 25-30 mph			Major and Secondary Arterial Streets (>15,000 AADT) 30-45 mph						
	2 lane	3 lane		2 lane with median refuge	3 lane		2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
Crosswalk Only	✓	✓		EJ	EJ	X	EJ	EJ	X	X	X	X	X
Crosswalk with Warning Signage and Yield Lines	EJ	✓		✓	✓	✓	EJ	EJ	EJ	X	X	X	X
Active Warning Beacon (RRFB)	X	EJ		✓	✓	✓	✓	✓	✓	X	✓	X	X
Hybrid Beacon	X	X		EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X		EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓
Grade Separation	X	X		EJ	EJ	EJ	X	EJ	EJ	EJ	EJ	✓	✓

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

Additional design considerations:

- Wherever feasible, curb extensions should be considered
- Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line markings and signage should be considered on streets with 3 or more lanes
- Raised crosswalks, which function as speed humps, may be considered on Neighborhood or Collector Streets with lower speed limits and AADT volumes

Planting Palettes

Background and Relation to Urban Forestry Management Plan:

The City's Urban Forestry Plan (2010) has a 'Neighborhood Vision' for tree species to be emphasized in each of its 6 neighborhoods, however the majority of the 'Signature Species' recommended for all but one of the neighborhoods are predominantly Oaks, with a modest variety of other options based on location and/or spatial constraints. The Forestry Plan also has a recommended tree palette for arterial roadways anchored on Oak species. The dominance of a single plant species is referred to as a "monoculture." Monocultures are a problematic planting strategy because pests and diseases that effect trees are usually very particular about what species they impact. So when every tree in a neighborhood is the same, a single pest or disease can kill or severely damage a large percentage of a community's trees.

Tree Planting Goals:

- Enhance species diversity and drought tolerance City-wide
- Increase canopy coverage City-wide
- Increase number of large trees through infrastructure modifications (create more available planting area and soil volume)

Tree Planting Strategies for Selection:

- Strive for species diversity at a City level
- Keep species to a minimum (1-2) per individual street for ease of maintenance
- Plant broadhead trees between existing palms
- Plant broadhead trees between existing conifers
- Use deciduous trees in areas with winter shade (North or East sides of buildings)
- Use evergreen, broadhead trees in South and West facing locations

Street Trees & Street Typologies:

- Arterials: Use medium and large trees where adequate space and soil volume exist. Signature large trees can help create a strong sense of place and identity.
- Secondary Arterials: Use medium trees and large trees where adequate space and soil volume are available. Use specific species to create an identity.
- Collector and Neighborhood Streets: Use small and medium trees. Large trees may be permissible where adequate canopy space and soil volume are available. Keep species consistent to provide a sense of place or identity for a street, neighborhood, or district.
- Pedestrian Paseos: Tree plantings are usually not feasible in paseos or alleyways due to their shared use with vehicles, but can be assessed on a case-by-case basis for suitability.



Western Sycamore

Major Arterial Street Tree Pallet (Large)

BOTANICAL	COMMON	REMARKS	SHRUB PALLET	MIN. SPACE
<i>Platanus racemosa</i>	Western Sycamore	<i>Needs ample space and large planting area; susceptible to ISHB</i>	Native California	144 sq. ft.
<i>Quercus englemannii</i>	Englemann Oak	<i>Needs ample space and large planting area</i>	Native California	144 sq. ft.
<i>Quercus agrifolia</i>	Coast Live Oak	<i>Needs ample space and large planting area</i>	Native California	144 sq. ft.
<i>Pinus coulteri</i>	Coulter Pine	<i>Needs ample space and large planting area; has large cones</i>	Native California	144 sq. ft.
<i>Tipuana tipu</i>	Tipu Tree	<i>Needs ample space and large planting area; flowering</i>	Downtown Formal	144 sq. ft.
<i>Cinnamomum camphora</i>	Camphor Tree	<i>Needs ample space and large planting area</i>	Downtown Formal	144 sq. ft.
<i>Quercus suber</i>	Cork Oak	<i>Needs ample space and large planting area; interesting bark</i>	Native California	144 sq. ft.

Secondary Arterial Tree Palette (Medium to Large)

BOTANICAL	COMMON	REMARKS	SHRUB PALLET	MIN. SPACE
<i>Arbutus 'Marina'</i>	<i>Marina Strawberry Tree</i>	Flowering, interesting trunk color, bark texture	Native California	48 sq. ft.
<i>Geijera parviflora</i>	<i>Australian Willow</i>	Weeping form	Native California	48 sq. ft.
<i>Pistacia 'Red Push'</i>	<i>Red Push Pistache</i>	Fall colors	Modern Southwest	48 sq. ft.
<i>Rhus lancea</i>	<i>African Sumac</i>	Good parking lot or sidewalk tree; dense canopy	Modern Southwest	48 sq. ft.
<i>Prosopis chilensis</i>	<i>Thornless Chilean Mesquite</i>	Fine-textured	Modern Southwest	48 sq. ft.
<i>Lophostemon confertus</i>	<i>Brisbane Box</i>	Upright, narrow form, good for tighter spaces, needs to be well-staked	Downtown Modern	48 sq. ft.
<i>Platanus x acerifolia</i>	<i>London Plane</i>	Needs ample space and large planting area; susceptible to ISHB	Downtown Formal	100 sq. ft.
<i>Ginkgo biloba</i>	<i>Ginkgo Tree</i>	Needs ample space and large planting area; fall colors	Downtown Formal	100 sq. ft.



London Plane Tree



Marina Strawberry Tree

Collector and Neighborhood Tree Palette (Small to Medium)

BOTANICAL	COMMON	REMARKS	SHRUB PALLET	MIN. SPACE
<i>Cercis occidentalis</i>	<i>Western Redbud</i>	Small tree, slow growing, used as accent with larger native trees	Native California	25 sq. ft.
<i>Chilopsis linearis</i>	<i>Desert Willow</i>	Deciduous, flowering, tough	Modern southwest	25 sq. ft.
<i>Acacia anuera</i>	<i>Mulga Acacia</i>	Silver foliage, tough	Modern Southwest	25 sq. ft.
<i>Cercidium 'Desert Museum'</i>	<i>Desert Museum Palo Verde</i>	Fine texture, green trunk/ stems, flowering	Modern Southwest	25 sq. ft.
<i>Lagerstroemia indica</i>	<i>Crape Myrtle</i>	Flowering, interesting bark, deciduous, over-planted	Downtown Formal	25 sq. ft.
<i>Cassia leptophylla</i>	<i>Gold Medallion Tree</i>	Profuse yellow blooms	Downtown Modern	25 sq. ft.
<i>Tabebuia impetiginosa</i>	<i>Pink Trumpet Tree</i>	Profuse pink blooms	Downtown Modern	25 sq. ft.
<i>Acacia farnesiana 'Sweet Sierra'</i>	<i>Podless Sweet Acacia</i>	Yellow blooms, tough	Modern Southwest	25 sq. ft.
<i>Koelreuteria bipinnata</i>	<i>Chinese Flame Tree</i>	Showy, yellow flowers, deciduous, tough	Downtown Modern	25 sq. ft.



Western Redbud



Desert Museum Palo Verde

Shrub Planting Palettes:

To supplement the City’s recommendations in its Urban Forestry Plan (2010) the following plant palettes may be used in areas where additional landscape planting is warranted such as medians, parkways, or other street adjacent planting areas beyond standard tree wells.

Native California: A selection of native and climate appropriate shrubs, groundcovers and grasses that can be used where larger planting areas exist. These selections pair well with native trees such as Oaks and Sycamores, and highlight El Monte’s historic connection to the landscape. The use of this palette should be reserved for areas with appropriate available space such as landscaped medians or parkways that have at least a 4-foot wide planting area.



Native California shrub character

Native California Shrubs

BOTANICAL	COMMON
<i>Ceanothus griseus var.</i>	California Lilac
<i>Baccharis pilularis 'Pozo Surf'</i>	Lowly Coyote Brush
<i>Salvia chamaedryoides</i>	Mexican Blue Sage
<i>Muhlenbergia dubia</i>	Pine Muhly
<i>Eriogonum fasciculatum</i>	California Buckwheat
<i>Salvia clevelandii + cvs</i>	Cleveland Sage
<i>Aristida purpurea</i>	Purple Three Awn

Modern Southwest: A selection of native and climate appropriate shrubs adapted to desert regions of the southwest and northern Mexico. These can be paired with desert tree selections such as Palo Verde, Desert Willow, Mulga Acacia, Mesquite, or Sweet Acacia, are well suited to smaller planting areas, and/or to highlight the City’s commitment to drought tolerant/xeriscape landscapes. They are tolerant of the warm summer temperatures and radiated heat in El Monte and can be combined in planting areas such as medians, parkways, parking lot islands, or landscaped curb extensions with a minimum of 3-feet of available width.



Modern Southwest landscape character

Modern Southwest

BOTANICAL	COMMON
<i>Baccharis pilularis</i> 'Poza Surf'	Lowly Coyote Brush
<i>Calliandra eriophylla</i>	Fairy Duster
<i>Muhlenbergia emersley</i> 'El Toro'	Bull Grass
<i>Hesperaloe parviflora</i>	Red Yucca
<i>Eriogonum fasciculatum</i>	California Buckwheat
<i>Encelia farinosa</i>	Brittlebush
<i>Salvia greggii</i> + cvs	Autumn Sage
<i>Aristida purpurea</i>	Purple Three Awn
<i>Agave</i> cvs.	Agave

Downtown Formal: A selection of shrubs to be used where a more formal appearance is desired, such as Downtown or civic office landscapes. These have been selected for form, character, texture, and ease of maintenance. They work well planted en masse, and pair well with flowering trees such as Marina Strawberry Tree, Hong Kong Orchid, or Pink Trumpet Tree. This palette is suited to medians, parkways, landscaped curb extensions, parking lot islands, and pedestrian paseos where a minimum planting width of 3-feet is available.



Downtown Formal shrub character

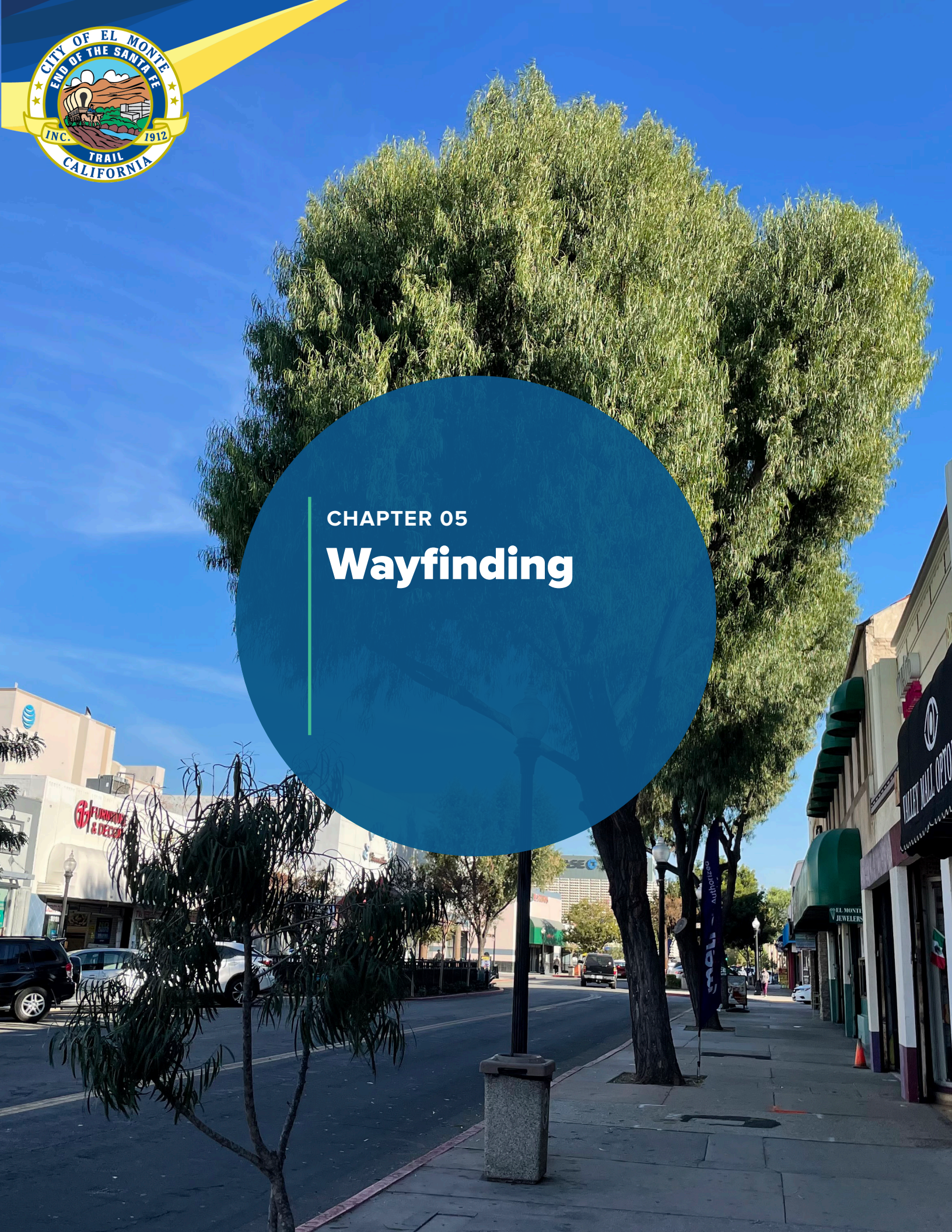
Native California Shrubs

BOTANICAL	COMMON
<i>Pittosporum</i> 'Cream de Mint'	Cream de Mint Dwarf Mock Orange
<i>Callistemon</i> 'Better John'	Better John Bottle Brush
<i>Lomandra longifolia</i> 'Breeze'	Breeze Dwarf Mat Rush
<i>Salvia leucantha</i> 'Santa Barbara'	Santa Barbara Mexican Sage
<i>Lantana</i> 'New Gold'	New Gold Lantana
<i>Phormium tenax</i> + cvs	New Zealand Flax
<i>Dietes grandiflora</i> + cvs	Fortnight Lily
<i>Aloe striata</i>	Coral Aloe
<i>Senecio serpens</i>	Blue Chalksticks



CHAPTER 05

Wayfinding



What is Wayfinding?

Wayfinding is an information system that helps people orient themselves in a physical space and navigate from place to place. In the built environment, it typically takes the form of signage, maps, or environmental graphics - such as pavement markings - and is all around us, whether we consciously recognize it or not. But wayfinding is so much more than the strategic placement of messages in the built environment to guide an individual from A to B.

A cohesive, well-designed wayfinding system can create a recognizable identity for a place or network and can influence perceptions about how comfortable people feel using different modes. In the case of El Monte, wayfinding has the potential to:

- Get more people walking and bicycling
- Increase the safety of people walking and biking
- Normalize walking and biking as legitimate modes of transportation.

Wayfinding Benefits

Encourage people to walk and bike: For many people, the decision to walk or ride a bike is made difficult by a variety of perceived barriers. For instance, someone who is new, visiting, or otherwise unfamiliar with the bicycle network may not be aware of how connected it is (or that it even exists), and that it can be used to get to useful destinations. In addition to connectivity/feasibility, the perceived barrier of time and distance can discourage active transportation use. Wayfinding can bring to light network connectivity and proximity of destinations, helping to minimize the tendency to overestimate the amount of time it takes to travel by foot or bike.

Increasing safety of people walking and biking:

While signage, maps, and pavement markings should never replace the need for safe infrastructure (streets designed to manage speed, well-marked crossings, dedicated bike lanes, etc.), the thoughtful design and placement of wayfinding elements is a visual queue to remind drivers they are in an area where they should expect to see people walking, using crosswalks, and riding bikes, fostering an environment of multimodal awareness.

Normalizing walking and bicycling as legitimate modes of transportation:

Because wayfinding elements can make walking and bicycling more visible to all road users, it communicates that active modes belong in and are an integral part of the overall transportation system. Furthermore, an intentional wayfinding system is a visible investment that sends a message that the City recognizes the importance and validity of walking and bicycling as modes of transportation - equal in legitimacy to driving a car or taking public transit.

It is important to remember that while wayfinding plays a significant role in promoting walking and biking, as stated above, it should not be considered a replacement for safe infrastructure, and should only be implemented along corridors where appropriate pedestrian/bicycle accommodations are made.

Wayfinding Best Practices

The built environment should be designed so that people can quickly orient themselves, recognize areas of different character, and intuitively locate and navigate to destinations. The degree to which a place accomplishes these things determines its legibility, or how easily both locals and visitors can understand where they are and where they're going. A cohesive, attractive wayfinding system can greatly contribute to a place's legibility and identity by better enabling individuals to:

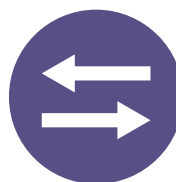
- Easily and successfully find their destination
- Understand where they are with respect to other key locations
- Orient themselves in an appropriate direction with little misunderstanding or stress
- Discover new places and services

The following guiding principles, based on best practices from around North America, will help create an effective wayfinding system for El Monte.



CONNECT PLACES

Facilitate travel between destinations and provide guidance to new destinations and transit.



BE PREDICTABLE

Standardize the placement and design of signs so that signage patterns become predictable.



KEEP INFORMATION SIMPLE

Present information simply, using clear fonts and simple designs, so that it can be understood quickly.



PROMOTE ACTIVE TRAVEL

Encourage increased rates of active transportation by helping people to realize they can walk and roll to the places they want to go.



MAINTAIN MOTION

Be legible and visible for people moving so that they can read the signage without stopping.



MAKE IT INCLUSIVE

Be accessible. It is important to consider technical guidance from the Americans with Disabilities Act (ADA) and to consider the needs of a wide range of users, including people of all ages and ability levels.

Wayfinding Elements

This section describes the spectrum of elements that may be used in the El Monte to simplify navigation throughout the City. These elements are listed below and outlined in further detail on subsequent pages.

The placement diagram shown in Figure 28 illustrates how wayfinding elements come together in a typical urban community. Exact placement locations for these sign types should be developed in conjunction with new pedestrian and bike-focused projects.

Access elements

- City Gateway Monuments
- Destination Monuments
- Information Kiosks

Fundamental navigational elements

- Decision signs
- Confirmation signs
- Turn signs

Enhanced navigational elements

- Fingerboard signs
- Pavement markings
- Shared lane markings

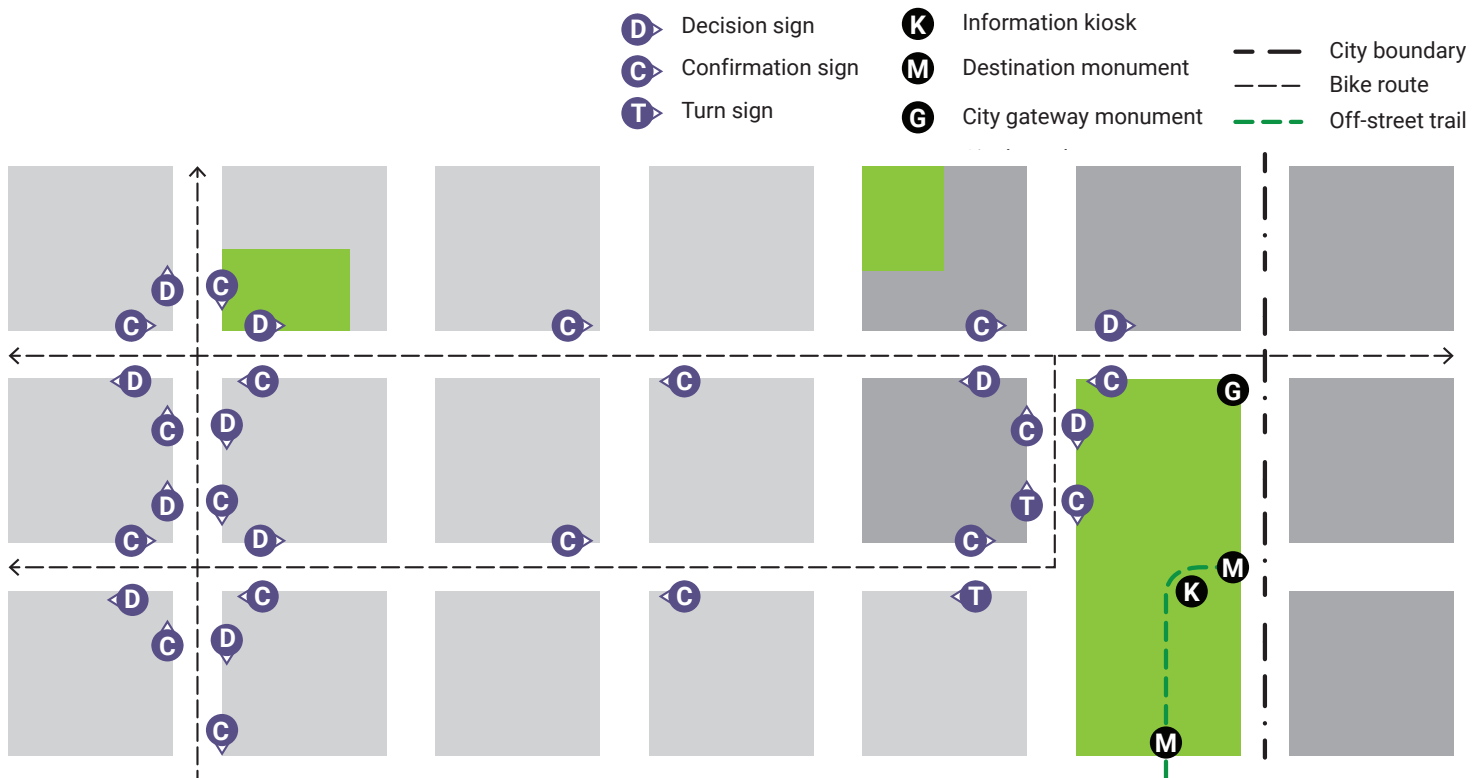


Figure 28: General sign placement guidance

El Monte Wayfinding Element Family

ACCESS ELEMENTS



City Gateway Monuments

Gateways define the entry into a distinct place with a defined identity. They are the first communication and introduction to a physical place, issuing a feeling of arrival. Gateways can be scaled for pedestrian and bicyclist experiences or vehicular experiences. El Monte’s City Council approved the use of the two signs shown above, the vertically-oriented sign on the left for use in smaller areas, and the horizontally-oriented sign on the right for use where there is more space.

Destination Monuments

Used at developments or community destinations, such as secondary park entrances, or neighborhood gateways.

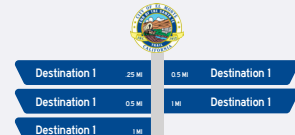
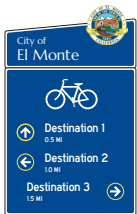
Information Kiosk

Provide system map and navigational information; most effective when placed in plazas, rest areas, or other locations where users may gather, rest, or wait.

Figure 28: El Monte Wayfinding Element Family

FUNDAMENTAL ELEMENTS

ENHANCED ELEMENTS



Decision

Decision signs clarify route options where two or more routes converge or at complex intersections.

Turn

Turn signs are placed before a turn or intersection to help users stay on the designated path.

Confirmation

Confirmation turn signs are placed after a turn or intersection to reassure path users they are on the correct route.

Fingerboard

Typically scaled and placed for pedestrians, fingerboards clarify route options where two or more routes converge, or at complex intersections.



Access Elements

Access elements guide users into the network served by the wayfinding system either by marking physical entry the City, neighborhoods, trails, pathways, or other facilities. Access elements can also provide information to new or potential users in a clear and understandable way that encourages participation in active travel. Access elements can include city gateway monuments, destination monuments, and information kiosks. Note that it may be possible to combine multiple access elements in some cases; or, for instance, kiosks may serve the purpose of gateway monuments, and vice versa.

City Gateway Monuments

El Monte has already begun to invest in its wayfinding system by developing a plan to install City Gateway Monuments along major points of entry to the City. A map of those proposed locations can be found in the appendix of this document. This sign type, shown

on the previous page in Figure 28, serves both a vehicular and pedestrian scale.

Destination Monuments

Destination monuments, shown below in Figure 29, can be used for a variety of purposes. They can be used by developers for new mixed-use developments, by the City to mark significant community destinations like secondary park entrances, or can function as neighborhood gateway signs.

Information Kiosks

Kiosks that include area or regional maps provide helpful navigational information, especially where users may be stopping long enough to digest more information (such as the El Monte Busway or bus stops, trailheads to the Rio Hondo or Santa Ana River Trails, or in high-volume pedestrian areas like Main Street in Downtown El Monte). Kiosks should be located in conspicuous areas along the primary pedestrian routes. Sufficient space should be provided around the kiosk to allow people to observe the information without obstructing adjacent walkways and meet ADA clear zone requirements.

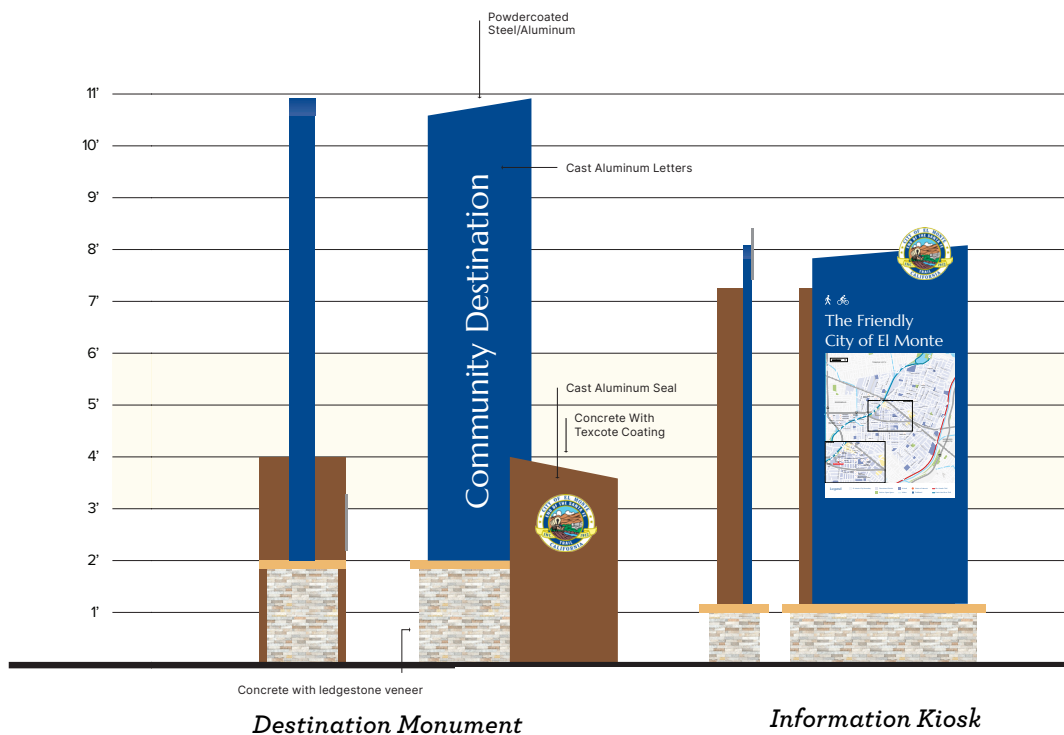


Figure 29: Destination Monument and Information Kiosk sign types viewed from the front and side



Legend

- El Monte City Boundary
- Downtown District
- School
- Points of Interest
- Park or Open Space
- Commercial Area
- Water
- Trailhead
- Santa Ana River Trail

Figure 30: Information Kiosk Map

A city-wide map, shown in Figure 30, was developed for this plan to be used with the information kiosks. It identifies key destinations, including parks, schools, points of interest, and trail access points. The “you are here” icon can be moved to reflect information kiosk locations as they are added to the City.



Fundamental Navigational Elements

Fundamental navigational elements are the foundation of a wayfinding system to guide bicyclists and pedestrians to their destinations along designated facilities. These fundamental elements as they pertain to on-street bicycling are found in the California Manual of Uniform and Traffic Control Devices (CAMUTCD) (Section 9B.20) and include decision signs, confirmation signs, and turn signs. While CAMUTCD standards relate directly to on-street bicycle networks, the same sign types and design considerations apply to off-street shared use paths. Fundamental navigation elements for off-street facilities differ from on-street, MUTCD-regulated facilities in that they consider multiple modes beyond just bicycles (e.g. pedestrians, skateboards, scooters, etc.) and opportunities exist for more flexible sign design and branding.

Decision Signs

Decision signs mark and are placed prior to the junction of two or more bikeways. These signs also inform users how to access nearby destinations. These signs include destinations that can be paired with distances in time and/or mileage, and arrows. Users can orient themselves within the bikeway system based on key destinations including culturally significant landmarks, shopping districts, and other recreational facilities. These signs provide direction and distance to key destinations.

Characteristics of decision signs

- Mark the junction of two or more bikeways
- Inform users of designated routes to access key destinations
- Provide direction and distance to destinations
- May include travel times to destinations

Placement criteria for decision signs

- For on-street applications, place 50-100 feet prior to a decision point; for off-street: 25-50 feet. These are adequate distances for bicyclists and pedestrians to see and respond to sign messaging. Exact distances will vary depending on context.
- Placed at key junctions alongside a bike route to indicate nearby destinations.
- Left turns for bicyclists require special consideration. The decision sign should be located within various distances before the intersection based on the number of lanes the bicyclist must merge across in order to make a legal left turn. The following distances should be used to allow adequate notification of left turns:
 - Zero lane merge: 50'
 - One lane merge: 100'
 - Two lane merge: 200'
- Signs should have a maximum of three destinations
- Signs should have a 2-foot minimum lateral offset of from edge of path or curb to edge of sign to prevent clipping from traffic.

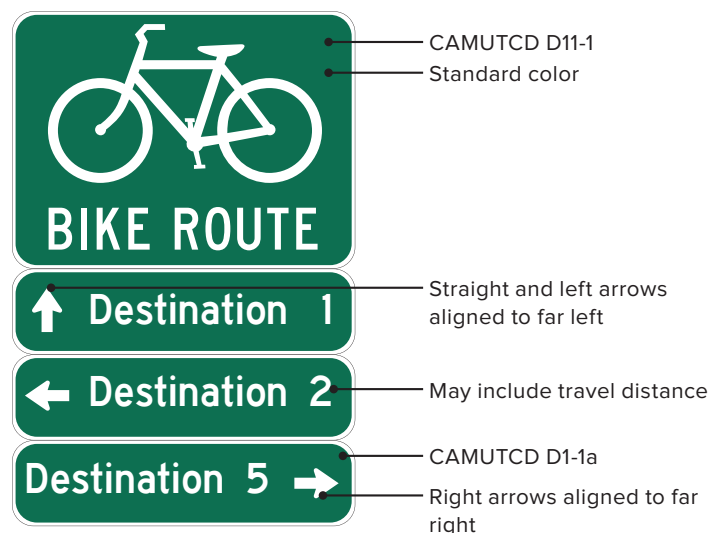


Figure 31: CAMUTCD standard decision sign

Confirmation Signs

Confirmation signs identify designated bike routes. This builds confidence that the user is on the correct path or route. In addition, these signs increase awareness of bicyclists by informing motorists of their presence. Confirmation signs are an integral component of any trail or bike system that crosses roads, changes direction, and has intermediate access points between trail or route beginning or end.

Characteristics of confirmation signs

- Placed after access points along a trail or on-street bikeway, as well as after decision or turn signs
- Spaced periodically along a route or trail to communicate that users are still traveling along the same route
- Do not indicate a change in direction
- May have informational or branding content such as the name of the route
- May include up to one directional destination (e.g. downtown)

Placement criteria for confirmation signs

- After decision signs and decision points
- Locations where a designated route is not linear as well as after complex intersections (e.g. intersections with more than four approaches, roundabouts, or indirect routing)
- Approximately every 1-2 miles on off-street facilities, unless another type of bicycle-specific sign (such as a turn, decision, mile marker, or other bicycle regulatory sign) or pavement marking is present within the 1-2 mile interval.
- Within 50-100 feet immediately following turns to confirm designated bicycle route.
- Signs should have a 2-foot minimum lateral offset

from edge of path or curb to edge of sign to prevent clipping from traffic

- Mounting height should be a minimum of 7' from the bottom of the sign to finished grade for on-street signs and a minimum of 4' for signs along off-street facilities
- If the signed route is approaching a turn, turn signs or decision signs should be used instead of confirmation signs

Turn Signs

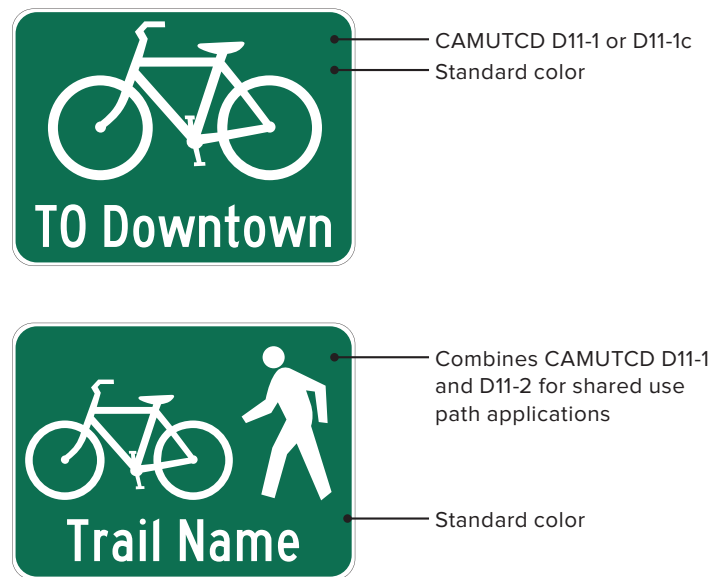


Figure 32: CAMUTCD standard confirmation sign

Turn signs indicate where a bikeway turns from one street onto another street, and only one route option is available. Turn signs are at key points of navigation for bikeway users. Turn signs direct the cyclist where to turn to remain on the designated route, allowing the cyclist to dedicate most of his or her attention to riding safely and responsibly.

Characteristics of turn signs

- Clear direction for bicyclists and pedestrians to turn when a route transitions from one roadway or trail to another.
- May be a combination of a confirmation sign (MUTCD D11-1) and directional arrow (MUTCD M6-1) or a stand-alone decision plaque (MUTCD D1-1, D1-1b)
- May include travel distance to destination (MUTCD D1-1a, D1-1c)

Placement criteria for turn signs

- The turn sign should be located in the block immediately preceding the turn.
- When a bikeway turns, a turn sign will be located at 50-100 feet (on-street) or 25-50 feet (off-street) in advance of the turn, or near side of the intersection).
- Left turns for bicyclists require special consideration. The turn sign should be located within various distances before the intersection based on the number of lanes the bicyclist must merge across in order to make a legal left turn. The following distances should be used to allow adequate notification of left turns:
 - Zero lane merge: 50'
 - One lane merge: 100'
 - Two lane merge: 200'
- Signs should have a 2-foot minimum lateral offset from edge of path or curb to edge of sign to prevent clipping from traffic.

- Mounting height should be a minimum of 7' from the bottom of the sign to finished grade for on-street signs and a minimum of 4' for signs along off-street facilities
- In locations where there are two or more bike routes, a decision sign, rather than two turn signs, should be used.

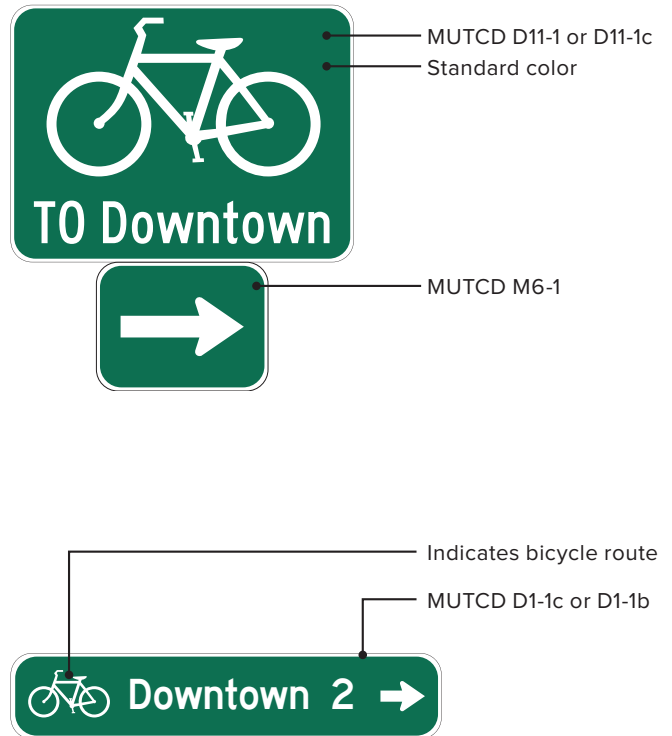


Figure 33: MUTCD standard turn signs

Conformance with CAMUTCD Standards

The California Manual on Uniform Traffic Control Devices, or CAMUTCD, is a document issued by the State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) of United States Department of Transportation. The CAMUTCD specifies the standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. The CAMUTCD was established in order to achieve uniformity and consistency in traffic control devices (wayfinding signage is considered a traffic control device) so that information would be readily recognized and understood by travelers.

Bicycle sign standards

The fundamental navigational elements in this plan, as well as pavement markings on public streets, are the only wayfinding elements whose standards are dictated by the CAMUTCD. Access elements, enhanced navigational elements, and interpretive elements allow for more flexibility and customization. However, trail and on-street wayfinding and signage elements that are not strictly compliant or not addressed by the CAMUTCD may be implemented at the local jurisdiction's discretion. In extreme circumstances, Caltrans has required removal of non-compliant signage as a condition for federal funding. Coordination with Caltrans on flexible approaches to bikeway wayfinding is encouraged. Per the CAMUTCD, devices should be designed so that:

- Size, shape, color, composition, lighting or retro-reflection, and contrast are combined to draw attention to the devices; simplicity of message combine to produce a clear meaning
- Legibility and size combine with placement to permit adequate time for response
- Uniformity, size, legibility, and reasonableness of the message combine to command respect

The CAMUTCD also recommends the arrangement and amount of text, or legend, on each section of each sign:

- Guide signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions
- A straight ahead location should always be placed in the top slot followed by the destination to the left and then the right. If two destinations occur in the same direction, the closer destination should be listed first followed by the farther destination
- Arrows shall be depicted as shown in Figures 2 and 4 for glance recognition, meaning straight and left arrows are to be located to the left of the destination name, while an arrow indicating a destination to the right shall be placed to the right of the destination name. The approved arrow style must be used
- 19 characters (including spaces) in title case should be considered a maximum length for a single destination title. 10-14 characters (including spaces) in title case should be considered an ideal maximum length for a single destination title
- In situations where two destinations of equal significance and distance may be properly designated and the two destinations cannot appear on the same sign, the two names may be alternated on successive signs
- Approved fonts include the Federal Series (series B, C, or D), also known as Highway Gothic. Clearview is also currently approved for use.
- A contrast level of 70% needs to be achieved between foreground (text and graphics) and background

Flexibility in Community wayfinding

Section 2D.50 (Community Wayfinding Signs) of the CAMUTCD recognizes the desire of some communities to incorporate supplemental information and/or community branding in addition to the minimum standards outlined for bicycle signs in Section 9B. The Community Wayfinding Sign standards allow for customization by permitting the use of enhancement markers, a common color other than the standard CAMUTCD green, and color coding of destinations.

Color

Per the community wayfinding standards, color coding may be used on wayfinding guide signs to help users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area. Community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system.

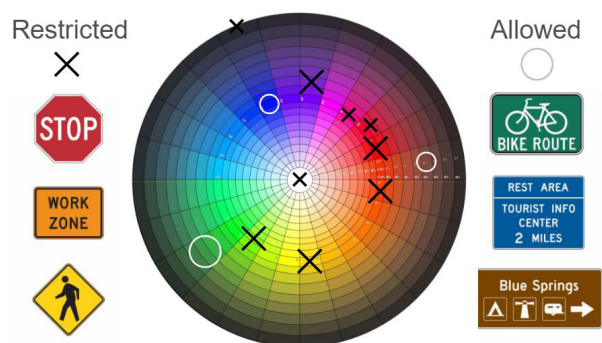


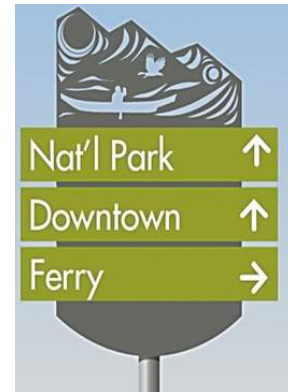
Figure 34: MUTCD color standards

The CAMUTCD prohibits the use of some colors for wayfinding signs, these colors are known as “assigned colors”. The “assigned colors” consist of the standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink. They cannot be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users.

The color wheel diagram in Figure 34 depicts colors which are already assigned specific meanings and thus shall not be used on community wayfinding signs. Green is the standard color for guide signs. Blue and brown are also used for traveler information including destination and street name signs. The remaining colors are eligible for use on community wayfinding signs as long as they are sufficiently different from the “assigned colors”.

RIGID

FLEXIBLE



- MUTCD standard
- Information is clear and consistent
- No regional or local identity modifications
- Some variation in size and shape
- No encouragement information

- Information consolidated into a single sign
- Variation in size and shape
- Travel times included

- Unique system or municipality identifiers or enhancement markers
- Custom color variations as allowed by MUTCD Community Wayfinding standards

- Custom sign post
- Variation in size and shape
- Decorative elements
- Arrows are not MUTCD standard

- Custom framing and support structures
- Unique sign shapes
- Non-standard colors and layout

Figure 35: MUTCD compliance spectrum



Enhanced Navigational Elements

Enhanced navigational elements provide additional wayfinding assistance beyond fundamental signage, improving the user experience and providing more opportunities for system branding and identity.

Fingerboard signs

Fingerboard signs serve a purpose similar to decision signs in that they provide wayfinding to multiple destinations located in multiple directions from the junction at which the sign is located. They provide an efficient way to give direction at a junction that is approached from multiple angles, and are not as limited in the amount of destinations that can be included. Because they are not standard MUTCD wayfinding assemblies and can contain more than three destinations, fingerboards are better applied in pedestrian plazas or off-street trail contexts where people have time and space to process more information.

Pavement markings

In addition to vertical signs, pavement markings are also considered part of the family of enhanced navigation elements. For on-street bikeways, pavement markings typically function to position bicyclists in the proper lane location and communicate to motor vehicle drivers the presence of bicyclists. But pavement markings can also serve a variety of wayfinding purposes along on-street bikeways and trails. They can often be utilized to communicate direction, route name, community branding, mile markers, and street crossings. Pavement markings may be provided in lieu of, or in addition to standard signs, thus limiting sign clutter. Common materials used for pavement markings include pre-formed thermoplastic, paint, stamped concrete, or embedded metal.



Pavement markings on the San Gabriel River Bikeway

Shared lane markings

Shared lane markings, or “sharrows”, are standardized in the MUTCD. In some places in the U.S., the chevrons at the top of shared lane markings are used to indicate the direction of intended travel. Although this practice is not approved by the FHWA or eligible for federal funding, many local transportation engineers are confident that the benefits of the turned, directional chevrons outweigh the risks. Portland, OR, for example, installs standards shared lane markings with federal funds, and then makes modifications later with local monies to add the directional wayfinding component.



Directional sharrows example from Portland, OR

Destination Selection

Following the principle of “connect places,” this section describes an approach for selecting potential destinations to which people traveling along El Monte’s bicycle and pedestrian network may want to go. Wayfinding signs typically only allow for a limited number of destinations per sign. Thus, a consistent approach to selecting destinations for inclusion on wayfinding elements is necessary, given the multitude of potential destinations possible. Signs should follow the same approach throughout the area so that the system is clear and predictable. Destinations and their names should be referred to consistently on all relevant wayfinding signs. As a general rule, only destinations that are open and accessible to the public should be signed.

Destination hierarchy

It is best to organize destinations into a hierarchy in order to determine which destinations to include when there are too many possible destinations. Such a hierarchy allows information to be layered through a series of decision points as a visitor enters the City and makes their way to destinations. The concept is simple—it is giving the right information at the right time.

Prioritizing and categorizing destinations into hierarchies also helps determine the physical distance from which the locations are signed. Note there is flexibility in these hierarchies as locations may not fit neatly into each.

Primary destinations

Destinations in this category are of primary importance and receive directional information to their locations on directional signs from a large radius throughout the City. They serve as “pull through” destinations because they draw visitors through the City from longer distances. These destinations serve a primary visitor function. Examples of destinations

that fall into this category are downtowns, statewide or regional trails, major and regional parks, culturally significant landmarks, major institutions, and other municipalities. To be categorized into this tier, a destination will meet two or more of the following criteria:

- Governmental, historical, or cultural institution
- Not-for-profit or publicly-owned institution
- Includes a visitor information center or kiosk with personnel

Secondary Destinations

Destinations in this category are of major importance and receive directional information to their locations on signs from a smaller radius surrounding their locations. Typically this is limited to the decision points located closest to the point of interest. These are generally recognized destinations that have access to the bikeway or trail system nearby. Examples of destinations that fall into this category are transit stations, community parks, secondary schools, and neighborhood shopping districts. To be categorized into this tier, a destination will meet two or more of the following criteria:

- Regionally recognized destination
- Open at least 40 hours per week
- Open at least 9 months out of the year

Tertiary Destinations

Destinations in this category are minor, or exclusively civic destinations, and are primarily accessed by pedestrians, non-motorized vehicles or offer non-motorized activity such as trails, skate park, and water activities. These destinations are generally local attractions or activities such as community and recreation centers. To be categorized into this tier, a destination will meet one or both of the following criteria:

- Locally recognized destination
- Primarily accessed via non-motorized vehicle

Signing distances

Signing distances suggest the maximum distance that destinations should appear on directional signs. This process ensures that information is spread along the journey in manageable amounts according to users' immediate needs.

Distances may be measured either to a destination boundary or center, as long as the approach is consistent throughout the region. Cities typically have a well-defined edge and thus should be measured to boundary lines. Districts are less defined in terms of their boundaries and can be measured to their centers or widely recognized/perceived boundaries such as streets or landmarks. Parks, schools, are other specific destinations typically have a street address and thus distances should be measured to the main entrance of the specific location. If a destination is large or has several access points, distance should be measured to the point at which the bicyclist or pedestrian will most likely arrive.

Primary destination signing distance

Primary destinations provide navigational guidance to the widest spectrum of system users and thus should be prioritized on signs. Primary destinations typically appear on signs up to four miles away, but may be signed for distances longer than four miles if they have a strong regional pull.

Secondary destination signing distance

Secondary destinations appeal to a broad spectrum of users and should be included on signs up to two miles away.

Tertiary Destination signing distance

Tertiary destinations are typically places local or neighborhood interest and should be signed up to one mile away.

Destination order

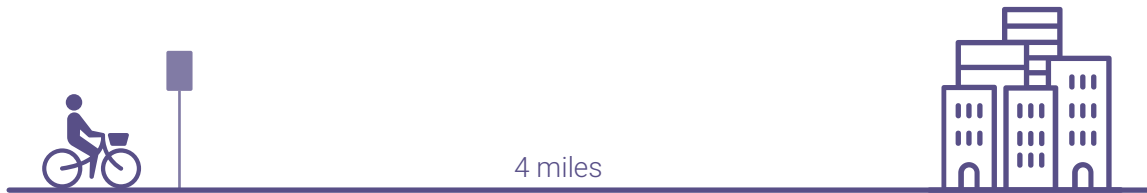
Decision signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions.

A straight-ahead location should always be placed in the top slot followed by the destination to the left and then the right, even if destinations to the right or left are closer. If two destinations occur in the same direction, the closer destination should be listed first followed by the farther destination.

Arrows should be placed for glance recognition, meaning straight and left arrows are located to the left of the destination name, while a right arrows are placed to the right of the destination name.

Abbreviations

When placing destination names on signs, names and routes should not exceed a maximum of 19 characters (including spaces and icons). When insufficient space is available for full wording, abbreviations may be used. Unless necessary to avoid confusion, periods, commas, apostrophes, question marks, ampersands, and other punctuation marks or characters that are not letters or numerals should be avoided.



PRIMARY DESTINATIONS

- Downtown
- Districts
- Regional parks



SECONDARY DESTINATIONS

- Transit stations
- Community parks
- Secondary schools
- Shopping districts



TERTIARY DESTINATIONS

- Neighborhood parks
- Primary schools
- Community centers

Figure 36: Destination hierarchy signing distances

General Placement Guidance

Consistent and appropriate placement of wayfinding elements helps to provide a legible wayfinding system while ensuring the signage elements do not create undue safety hazards. The Guide for the Development of Bicycle Facilities by the American Association of State Highway Transportation Officials (AASHTO) provides information on the physical infrastructure needed to support bicycling facilities. Most of this guidance applies to off-street, shared-use paths as well. The AASHTO Guide largely defers to Part 9 of the MUTCD for basic guidelines related to the design of wayfinding systems. Additional information provided by AASHTO regarding sign placement is as follows:

- Wayfinding guidance may be used to provide connectivity between two or more major facilities, such as a street with bike lanes and/or sidewalks and a shared-use path
- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a facility, such as a bike lane or shared-use path
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities
- On a shared-use path, obstacles, including signs, shall be placed no closer than 24” from the near edge of the travel way and no more than 6’ away. For pole-mounted signs, the lowest edge of the sign shall be 4’ above the existing ground plane

Accessibility standards

As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to consider technical guidance from the Americans

with Disabilities ACT (ADA) in order to implement wayfinding signs and other elements that do not impede travel or create unsafe situations for pedestrians, bicyclists, and/or those with disabilities. The Architectural and Transportation Barriers Compliance Board and the AASHTO Guide for the Development of Bicycle Facilities also provide guidance for safe and accessible design for the built environment. The following are standards that should be considered when designing and placing wayfinding signs.

Vertical Clearance

On-Street: Vertical clearance shall be a minimum of 84” when adjacent to a sidewalk or on-street environment.

Off-Street: Vertical clearance shall be 96” high maximum (when overhanging the path), or 48” minimum from the grade of the path to the bottom of the sign and 24” from the edge of the path tread to the edge of the sign when the sign is mounted adjacent to the trail.

Post-mounted objects

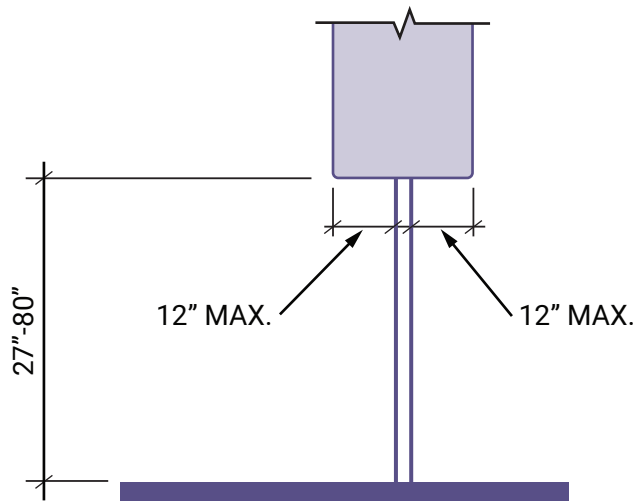
Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12”, the lowest edge of such sign or obstruction shall be 27” minimum or 80” maximum above the finished floor or ground.

Protruding objects

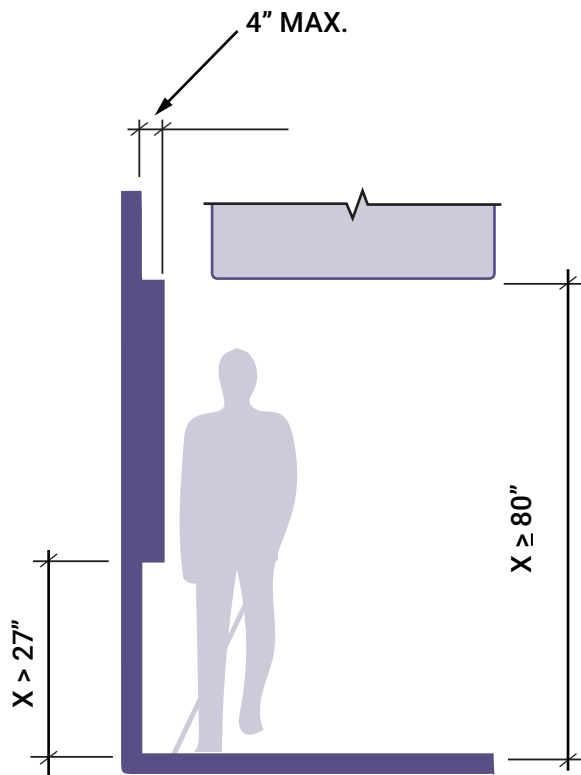
Objects with leading edges more than 27” and not more than 80” above the finished floor or ground shall protrude 4” maximum horizontally into the circulation path.

Required clear width

Protruding objects may not, in any case, reduce the clear width required for accessible routes. Generally, this requirement is met by maintaining 4’ minimum clear width for people maneuvering mobility devices. This requirement applies to sidewalks and other pedestrian circulation paths.



a) Minimum clearance for post-mounted objects



b) Minimum clearances for protruding objects

Figure 36: AASHTO guidance for sign placement



CHAPTER 06

**Cost
Estimates &
Implementation**

Cost Estimates

Opinion of Probable Cost

Cost estimation relies on a variety of factors that are related to design constraints, property ownership, and local, regional, and state requirements.

Soft Costs: Engineering

Engineering costs cover a variety of professional services, including:

- Public participation
- CEQA
- Preliminary, semi-final, and final design
- Site surveyance
- Preparation of construction documents
- Permitting (local, state, and Federal, if required)
- Bid assistance
- Construction observation and contract administration

Based upon similar project experience and proposed concept design features, engineering costs are expected to be approximately 10% of the total construction cost. However, the actual cost of these services will vary widely depending on project phasing. To a large extent, the cost of permitting, preparing bid documents, and managing the construction for a single phase are the same as completing these activities for an entire project. Survey and design are also more cost-effective if done at one time.

Hard Costs: Construction

This document presents preliminary estimates of construction costs based upon the conceptual designs described in this Plan. It does not include the construction costs of any of the potential expanded scope items outlined in the previous section. Important assumptions used to arrive at these estimates include:

- Proposed plans are conceptual and require additional detailed design
- This feasibility-level cost estimate is derived from previous studies, contractor coordination, and recent indexed construction costs
- Costs do not include property acquisition
- Peripheral roadway intersection improvements are not included
- Standard construction methods and materials are used

In developing these estimates, similar projects were used to select the construction materials with the best life-cycle cost and performance characteristics.

Inflation and Escalation

Cost estimates for this plan were developed in late 2020/early 2021. When using these estimates, unit costs should be adjusted to account for inflation rates relative to the projected year of construction.

Typological Cost Estimates

The cost estimates that follow are intended to provide a general sense of the scale of investment needed for different levels of streetscape enhancement. General assumptions have been made about existing street conditions and improvement types. Site specific cost estimates should be developed for any improvement project independent of this planning document. The following cost estimates have been prepared:

- Major/Secondary Arterials (Short and Long Term)
- Collectors (Short and Long Term)
- Paseos (Short and Long Term)

Due to the great variability of Neighborhood streets throughout the City, there is no true “typical” estimate for improvements included for this street type, instead the unit cost table should be used as a guide to assist with costing for traffic calming treatments, street tree infill, and ADA improvements such as curb ramps.

The unit costs on the following have been used to develop estimates and are based upon known 2020 construction costs. Escalation should be applied to adjust for current inflation rates in the projected year of construction.



Neighborhood Street: Example of traffic calming treatment (mini roundabout)

Miscellaneous Improvements

DESCRIPTION		UNIT	COST ASSUMPTION	Notes
ROW PAVING, SIGNAGE, STRIPING + SIGNALS				
	Class I Shared-Use Path	MI	\$1,500,000	
	Sidewalk, Curb, Gutter	SF	\$30	Assumes 6' sidewalk and excavation for stormwater/tree root vault system
	ADA Curb Ramps	EA	\$25,000	
	High Visibility Crosswalk	EA	\$5,000	One leg, cost varies by length and color of crosswalk
	Transverse Crosswalk with Advance Stop Bar	EA	\$3,000	One leg, cost varies by length of crosswalk
	Full depth excavation and re-paving of AC roadway	MI	\$300,000	Assumes one 11' lane of travel
	Full depth excavation and re-paving of sidewalk	MI	\$250,000	Assumes 6' sidewalk
	Mini-Roundabout with Planting	EA	\$75,000	
	Pedestrian Refuge Island	EA	\$50,000	Depends on length and width of island
	Traffic Signal System - HAWK	EA	\$400,000	
	Traffic Signal System - RRFB	EA	\$60,000	
	Bicycle Loop Detection	EA	\$3,000	
	Sign and Post	EA	\$500	
	Parking Restrictions	LF	\$60	Assumes painted curb and signs
	Advanced Yield/ Stop Lines	EA	\$2,000	
	Pedestrian Crosswalk Motion Sensor	EA	\$20,000	Per leg of crosswalk
	Traffic and Pedestrian Signal (leading Ped Intervals)	LS	\$500,000	Per intersection. Cost varies by type of change and equipment required
UTILITIES				
	Utility pole relocation	EA	\$50,000	
	Catch basin remodel	EA	\$30,000	
	Stormdrain and manhole relocation	EA	\$10,000	
SITE FURNISHINGS				
	Bike Racks	EA	\$1,560	
	Bike Lockers	EA	\$2,500	
	Bench	EA	\$2,600	
	Transit Waiting Area Improvements/ Bus Shelters	EA	\$400,000	Varies by type of improvement
	Shade structure (custom)	EA	\$260,000	Approximately 30x40' - Estimate per USA Shade
	Hydration Station	EA	\$10,000	Assumes existing water line available to tap into
LANDSCAPE + IRRIGATION				
	36" Box Street Trees	EA	\$1,200	
	Understory planting	SF	\$16	
	Self-watering planter pots	EA	\$900	
	Soil (planting areas)	CY	\$65	
	Tree root vault cells + soil	EA	\$130	City Green Strata Vault cells used for this estimate. 2'x2' units, a minimum of 2 deep. Recommended minimum 6'x6' vault per tree, can extend beneath sidewalk, bikeway, parking to widen area for root growth, which will improve tree longevity and health.
	Irrigation equipment	EA	\$10,000	
	Irrigation	SF	\$16	
	Deepwell irrigation	EA	\$1,950	
LIGHTING				
	Pedestrian-scale lights	EA	\$500	Assumes luminaire added to existing street light pole
	Street Lights	EA	\$1,500	Assumes new pole with ped-scale and vehicular light
Notes: 20% Contingency, 5% Mobilization and 5% Traffic Control is included in unit costs.				
Design, Environmental and Construction Management, costs are not included in this estimate. Additionally, storm drain and utility relocations are not included.				

Note: Cost estimates for this plan were developed in late 2020/early 2021. When using these estimates, unit costs should be adjusted to account for inflation rates relative to the projected year of construction.

Major/Secondary Arterials

The Major and Secondary Arterials throughout El Monte have very similar conditions, the key difference being width of the roadway. To scale this estimate for a narrower street, simply adjust the formula for roadway width to match your street configuration.

Streetscape enhancements envisioned for a typical Arterial include a Class IV separated bikeway, planted center median, and street tree infill as well as ADA upgrades and unsignalized crossing enhancements.



MAJOR ARTERIAL/SECONDARY ARTERIAL - Short Term Vision: Garvey Avenue Case Study

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	Notes
ROADWAY + SIDEWALK					
Striping removal	5,280	LF	\$2	\$10,560	
Coldmilling (asphalt removal)	396,000	SF	\$1	\$237,600	
Roadway resurfacing	1	LS	\$544,400	\$544,400	Approx. 80SF/Ton @ 2" depth
Delineators (Bikeway, curb extensions, pedestrian refuge islands)	1	MI	\$300,000	\$300,000	Assumes Class IV separated bikeway
Curb Ramps	56	EA	\$25,000	\$1,400,000	Assumes 4 fully signalized intersections; 4 HAWK crossings
HAWK	4	EA	\$400,000	\$1,600,000	
Bicycle Signage	18	EA	\$375	\$6,800	Every 600' each direction
Bicycle Pavement Markings	54	EA	\$155	\$8,400	Every 200' each direction
Bike Green Striping & Conflict Striping	1	LS	\$40,000	\$40,000	Assumes 4 signalized intersections
Traffic Signal Modification including Bike Signal Heads and Loops	1	LS	\$325,000	\$325,000	Assumes 4 signalized intersections
PLANTING + IRRIGATION					
36" Box Trees (Parkway)	330	EA	\$1,560	\$514,800	Assumes all new trees. Planted 30' O.C, both sides of the street in the parkway area. Does not factor in clearances for existing driveways.
Landscape, groundcover, mulch (Parkway)	39680	SF	\$16	\$619,000	
Soil (Parkway)	2204	CY	\$65	\$143,300	4' parkway X 3'deep
Irrigation Equipment	8	EA	\$10,000	\$80,000	Assumes 2 sets of irrigation equipment required per block (one for each parkway planting area)
Shrub and groundcover Irrigation (Parkway)	19600	SF	\$16	\$313,600	Assumes 4' wide planted area for parkway
LIGHTING + FURNISHINGS					
Pedestrian-scale lighting	60	EA	\$500	\$30,000	Assumes luminaire added to existing street light pole
Bike racks	10	EA		\$1,560	Assumes 2 racks at each bus stop
Construction Cost per Mile				\$6,175,020	Assumes no utility pole relocation

MAJOR ARTERIAL/SECONDARY ARTERIAL - LONG TERM VISION: Garvey Avenue Case Study

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	Notes
ROADWAY + SIDEWALK					
Full depth excavation and reconstruction of roadway	396,000	SF	\$5	\$2,098,800	Assumes existing curb-to-curb width of 75'; 6" AC and 8" base
Full depth excavation and reconstruction of sidewalks, curb and gutter	5940	SF	\$30	\$178,200	Assumes 6' sidewalks
Bicycle Signage	18	EA	\$375	\$6,800	Every 600' each direction
Bicycle Pavement Markings	54	EA	\$155	\$8,400	Every 200' each direction
Bike Green Striping & Conflict Striping	1	LS	\$40,000	\$40,000	Assumes 4 signalized intersections
Traffic Signal Modification including Bike Signal Heads and Loops	1	LS	\$325,000	\$325,000	Assumes 4 signalized intersections
Catch basin remodel	13	EA	\$30,000	\$390,000	
Storm drain and manhole relocation	13	EA	\$10,000	\$130,000	
Grated inlet (24" round)	14	EA	\$13,000	\$182,000	
PLANTING + IRRIGATION					
Bikeway Buffer w/bioswale understory	9,920	LF	\$100	\$992,000	Assumes width of 4', including 6" curbs
Planted center median w/ understory landscape	2480	LF	\$140	\$347,200	Assumes width of 10'
36" Box Trees (Parkway)	330	EA	\$1,560	\$514,800	Assumes all new trees. Planted 30' O.C, both sides of the street in the parkway area. Does not factor in clearances for existing driveways.
36" Box Trees (Bikeway buffer)	330	EA	\$1,560	\$514,800	Planted 30' O.C, includes one buffer each side of street. Does not factor in clearances for existing driveways
36" Box Trees (Planted center median)	100	EA	\$1,560	\$156,000	Assumes 1/2-mile of turn lane, 1/2-mile of planted center median per mile. Trees planted 30' O.C.
Landscape, groundcover, mulch (Parkway and Bikeway buffer)	69440	SF	\$16	\$1,083,300	
Soil (Planted Center Median)	2756	CY	\$65	\$179,100	
Tree Root Vault System (Parkway and Bikeway Buffer) + Soil	1	MI	\$3,650,000	\$3,650,000	Assumes 18' wide sub-grade tree root vault zone for each side of street, 2 units deep. Cost includes soil for vaults.
Drainage pipe and junction structure for tree root vault system	1	MI	\$13,200	\$13,200	
Irrigation Equipment	20	EA	\$10,000	\$200,000	Assumes 5 sets of irrigation equipment required per block (one for each parkway planting area (2), one for each bikeway buffer (2), and one for the planted center median)
Shrub and groundcover Irrigation (Parkway and bikeway buffer)	34300	SF	\$16	\$548,800	Assumes 4' wide planted area for parkway, 3' wide planted area for bikeway buffer
Shrub and groundcover Irrigation (Planted center median)	49000	SF	\$16	\$784,000	Assumes 10' wide planting area for median
Tree deepwell irrigation	760	EA	\$1,950	\$1,482,000	
LIGHTING + FURNISHINGS					
Pedestrian-scale lighting	60	EA	\$500	\$30,000	Assumes luminaire added to existing street light pole
Bike racks	10	EA	\$1,560	\$15,600	Assumes 2 racks at each bus stop
Enhanced bus stop	2	EA	\$500	\$1,560	Assumes existing transit shelters can be re-used
Construction Cost per Mile				\$13,871,560	Assumes no utility pole relocation

Note: Cost estimates for this plan were developed in late 2020/early 2021. When using these estimates, unit costs should be adjusted to account for inflation rates relative to the projected year of construction.

Collectors

The streetscape enhancements envisioned for a typical Collector street include enhanced landscaping, a striped bike lane, and ADA upgrades.



COLLECTORS - SHORT TERM VISION: Tyler Avenue Case Study

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	Notes
ROADWAY + SIDEWALK					
Striping removal	5,280	LF	\$2	\$10,560	
Coldmilling (asphalt removal)	337,920	SF	\$1	\$202,752	
Roadway resurfacing	1	LS	\$110	\$464,640	Approx. 80SF/Ton @ 2" depth
Bicycle Signage	18	EA	\$375	\$6,800	Every 600' each direction
Bicycle Pavement Markings	54	EA	\$155	\$8,400	Every 200' each direction
Bike Green Striping & Conflict Striping	1	LS	\$40,000	\$40,000	Assumes 4 signalized intersections
Traffic Signal Modification including Bike Signal Heads and Loops	1	LS	\$325,000	\$325,000	Assumes 4 signalized intersections
PLANTING + IRRIGATION					
36" Box Trees (Parkway)	330	EA	\$1,560	\$514,800	Assumes all new trees. Planted 30' O.C, both sides of the street in the parkway area. Does not factor in clearances for existing driveways.
Landscape, groundcover, mulch (Parkway)	69440	SF	\$16	\$1,083,300	
Irrigation Equipment	12	EA	\$10,000	\$120,000	Assumes 2 sets of irrigation equipment required per block
Shrub and groundcover Irrigation (Parkway)	19600	SF	\$16	\$313,600	Assumes 4' wide planted area for parkway, 3' wide planted area for bikeway buffer
Tree deepwell irrigation	330	EA	\$1,950	\$643,500	
LIGHTING + FURNISHINGS					
Pedestrian-scale lighting	60	EA	\$500	\$30,000	Assumes luminaire added to existing street light pole
Bike racks	10	EA	\$1,560	\$15,600	Assumes 2 racks at each bus stop
Construction Cost per Mile				\$3,101,000	Assumes no utility pole relocation

COLLECTORS - LONG TERM VISION: Tyler Avenue Case Study

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	Notes
ROADWAY + SIDEWALK					
Full depth excavation and reconstruction of roadway	337,920	SF	\$5	\$1,790,976	Assumes existing curb-to-curb width of 64'; 6" AC and 8" base
Full depth excavation and reconstruction of sidewalks, curb and gutter	29400	SF	\$30	\$882,000	Assumes 6' sidewalks
Bicycle Signage	18	EA	\$375	\$6,800	Every 600' each direction
Bicycle Pavement Markings	54	EA	\$155	\$8,400	Every 200' each direction
Bike Green Striping & Conflict Striping	1	LS	\$40,000	\$40,000	Assumes 4 signalized intersections
Traffic Signal Modification including Bike Signal Heads and Loops	1	LS	\$325,000	\$325,000	Assumes 4 signalized intersections
Catch basin remodel	13	EA	\$30,000	\$390,000	
Storm drain and manhole relocation	13	EA	\$10,000	\$130,000	
Grated inlet (24" round)	14	EA	\$13,000	\$182,000	
PLANTING + IRRIGATION					
36" Box Trees (Parkway)	330	EA	\$1,560	\$514,800	Assumes all new trees. Planted 30' O.C, both sides of the street in the parkway area. Does not factor in clearances for existing driveways.
Landscape, groundcover, mulch (Parkway)	69440	SF	\$16	\$1,083,300	
Tree Root Vault System (Parkway) + Soil	1	MI	\$3,650,000	\$3,650,000	Assumes 18' wide sub-grade tree root vault zone for each side of street, 2 units deep. Cost includes soil for vaults.
Drainage pipe and junction structure for tree root vault system	1	MI	\$13,200	\$13,200	
Irrigation Equipment	12	EA	\$10,000	\$120,000	Assumes 2 sets of irrigation equipment required per block
Shrub and groundcover Irrigation (Parkway)	19600	SF	\$16	\$313,600	Assumes 4' wide planted area for parkway, 3' wide planted area for bikeway buffer
Tree deepwell irrigation	330	EA	\$1,950	\$643,500	
LIGHTING + FURNISHINGS					
Pedestrian-scale lighting	60	EA	\$500	\$30,000	Assumes luminaire added to existing street light pole
Bike racks	10	EA	\$1,560	\$15,600	Assumes 2 racks at each bus stop
Construction Cost per Mile				\$10,139,176	Assumes no utility pole relocation

Note: Cost estimates for this plan were developed in late 2020/early 2021. When using these estimates, unit costs should be adjusted to account for inflation rates relative to the projected year of construction.

Paseos

The streetscape enhancements envisioned for a typical Paseo includes special paving, lighting improvements, and mural art.



PASEO - Short Term Vision: Downtown Historic Paseo Case Study (For 1 block, assuming two 100ft long x 15ft wide paseos)

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	Notes
HARDSCAPE					
Pavement resurfacing	3000	SF	\$4	\$12,000	Assumes 6' wide paseo pavement
Curb Ramps	4	EA	\$25,000	\$100,000	
PLANTING + IRRIGATION					
Landscape, groundcover, mulch	1200	SF	\$16	\$18,700	Assumes 3' wide planting area
Soil	133	CY	\$65	\$8,600	2 X 3' wide planting area X 3'deep
Irrigation Equipment	1	EA	\$10,000	\$10,000	Assumes 2 sets of irrigation equipment required per block
LIGHTING + FURNISHINGS					
Pedestrian-scale lighting	4	EA	\$500	\$2,000	Assumes luminaire added to existing street light pole
Construction Cost per Block				\$151,300	Assumes no utility pole relocation

PASEO - Long Term Vision: Downtown Historic Paseo Case Study (For 1 block, assuming two 100ft long x 15ft wide paseos)

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	Notes
HARDSCAPE					
Full depth excavation and reconstruction of paseo pavement	3000	SF	\$30	\$90,000	Assumes 6' wide paseo pavement
Curb Ramps	4	EA	\$25,000	\$100,000	
Bicycle Pavement Markings	4	EA	\$155	\$600	
Bicycle Signage	4	EA	\$375	\$1,500	
PLANTING + IRRIGATION					
36" Box Trees	4	EA	\$1,200	\$4,800	Assumes all new trees. Does not factor in clearances for existing paseos.
Landscape, groundcover, mulch	1200	SF	\$16	\$18,700	Assumes 4.5' wide planting area
Soil	200	CY	\$65	\$13,000	2 X 4.5' wide planting area X 3'deep
Irrigation Equipment	1	EA	\$10,000	\$10,000	Assumes 2 sets of irrigation equipment required per block
Shrub and groundcover Irrigation	600	SF	\$16	\$9,600	Assumes 4.5' wide planting area
Vertical Green Living Wall	350	SF	\$150	\$52,500	Assumes 2 sets of 25' X 7' green living wall
LIGHTING + FURNISHINGS					
Pedestrian-scale lighting	4	EA	\$500	\$2,000	Assumes luminaire added to existing street light pole
String Lights	1200	FT	\$3	\$3,600	
Bike racks	1	EA	\$1,560	\$1,560	Assumes 1 bike rack
Benches	4	EA	\$2,600	\$10,400	Assumes 2 benches for each paseo
Moveble Tables & Chairs	2	EA	\$1,950	\$3,900	Assumes 2 sets of outdoor Tables & Chairs
Construction Cost per Block				\$322,160	Assumes no utility pole relocation

Note: Cost estimates for this plan were developed in late 2020/early 2021. When using these estimates, unit costs should be adjusted to account for inflation rates relative to the projected year of construction.

Wayfinding Family of Elements

Access elements may be installed individually or as part of a larger project. Fundamental and enhanced elements should be installed as part of larger corridor or district-wide projects. When signs are ordered in bulk, cost savings may be realized. Estimates provided include footing and installation work is completed at prevailing wages.

Costs were prepared by Bravo Sign & Design and are as follows for each sign type (excluding City Gateway Monuments, which were developed outside of this planning process):

- **Destination Monument:** \$30,000-\$35,000
- **Information Kiosk:** \$18,000
- **Decision:** \$ 5,000
- **Turn:** \$ 4,500
- **Confirmation Turn:** \$ 4,000
- **Fingerboard:** \$ 7,000

ACCESS ELEMENTS



City Gateway Monuments



Destination Monuments

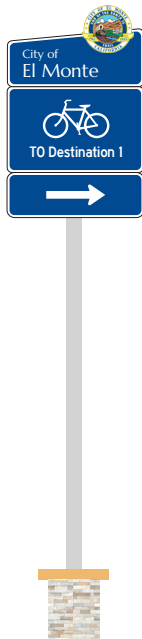
Information Kiosk

FUNDAMENTAL ELEMENTS

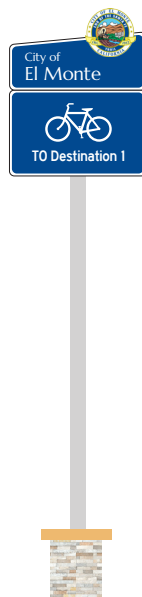
ENHANCED ELEMENTS



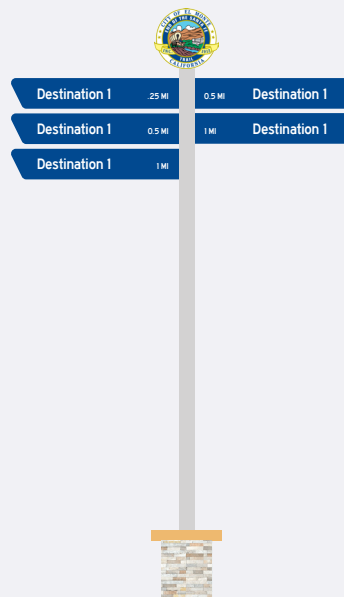
Decision



Turn



Confirmation



Fingerboard

Securing Funding

The range of streetscape enhancements included in this Plan include a wide range of elements that include active transportation, transit, landscape, water management, and more, and may require multiple funding sources to ensure each recommended type of improvement can be built and maintained.

Any funding requests should include a commitment to maintain the facilities. **The “best fit” funding sources the City will explore are listed in this section; a full list of additional funding sources can be found in Appendix C of this document.** The descriptions are intended to provide an overview and do not represent a comprehensive list. This section reflects the funding available at the time of writing. Funding amounts, cycles, and even programs themselves are susceptible to change without notice.

Affordable Housing and Sustainable Communities (AHSC)

The California Strategic Growth Council funds healthier communities and protects the environment by increasing the supply of affordable places to live near jobs, stores, transit, and other daily needs. The most successful applications include affordable housing sites as well as funds to build or improve walkways, bikeways, transit amenities, and urban greening. Funded by auction proceeds from California’s Cap-and-Trade emissions reduction program, AHSC is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development.

Safe and Clean Water Program: Measure W

Approved by Los Angeles County voters in 2018, The Safe and Clean Water Program generates up to \$285 million per year from a special parcel to help cities meet their obligations under the federal Clean Water Act. This program funds projects and programs that focus on stormwater and water quality benefits. The City of El Monte will receive an annual allocation, and is also eligible to apply for competitive funding. Eligible project types that can be supported through this funding stream include feasibility studies, pilot projects, detailed design and construction, and ongoing operations and maintenance costs.

Caltrans’ Active Transportation Program

The California State Legislature created the Active Transportation Program to encourage active modes of transportation. Senate Bill 1 (SB 1) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Applications are to be submitted typically in July.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use.

Non-Grant Based Funding

In addition to the competitive grant programs, El Monte may consider exploring some creative, locally-controlled funding approaches, such as a percent for-art piece of legislation. This encumbers a percentage (usually .5 to 2%) of CIP per year for the commissioning of public artworks, which will usually be sited in, on, or adjacent to the building or project being constructed. Some cities also choose to allocate a percentage of the hotel/bed tax, state lottery revenue, parking meter revenue, or a percent or fixed fee per ride hailing trip taken to support particular funds. This may include roadway and streetscape projects as well as public art.

The Infrastructure Investment and Job Act (IIJA) *(also known as the Bipartisan Infrastructure Bill)*

The table below is a preliminary summary of how the IIJA may affect existing funding sources and help to create new funding programs for infrastructure projects related to bicycle, pedestrian, and trail systems based on what is known at the publication of this plan (2022).

FUNDING PROGRAM	ADMINISTERING AGENCY	DESCRIPTION AND ELIGIBLE RECIPIENTS	LOCAL MATCH
Safe Streets for All (SS4A)	FHWA (State or Local entity may administer project, working with FHWA if awarded)	Competitive grant; FY22 - \$1B; NOFO May 2022; due September 2022; 5 Year program at \$1B/year. At least 40% to planning in year one.	20%
RAISE (Rebuilding American Infrastructure with Sustainability and Equity)	FHWA (State or Local entity may administer project, working with FHWA if awarded)	\$7.5B over 5 years (\$1.5B/year); funding for transportation projects (multimodal projects that address equity and safety will be favored under current administration. The maximum funding award is approximately \$30M.	20% but projects with a higher local match are typically more competitive. Projects serving underserved populations may be eligible for local match waiver.
Active Transportation Infrastructure Investment	FHWA (State or Local entity may administer project, working with FHWA if awarded)	\$1B over 5 years (\$200M/year); funding for active transportation projects	N/A
Reconnecting Communities	FHWA (State or Local entity may administer project, working with FHWA if awarded)	\$500M (and up to \$1B in future appropriation); competitive grant program for planning or construction.	N/A
Healthy Streets	FHWA (State or Local entity may administer project, working with FHWA if awarded)	\$500M for programs that address urban heat island.	N/A
Carbon Reduction Formula Program	State or MPO	\$6.4 billion over 5 years; will be distributed through MPOs and state; flexibility for each state so uncertain how this will trickle down. Active transportation and trail projects may be funded.	N/A



CHAPTER 07

Appendix

Appendices

A

**Pedestrian +
Streetscape
Design Toolbox**

B

Plan Review

C

Funding Sources

D

**City Gateway
Monument
Signage**










Appendix A:

Pedestrian + Streetscape Design Toolbox

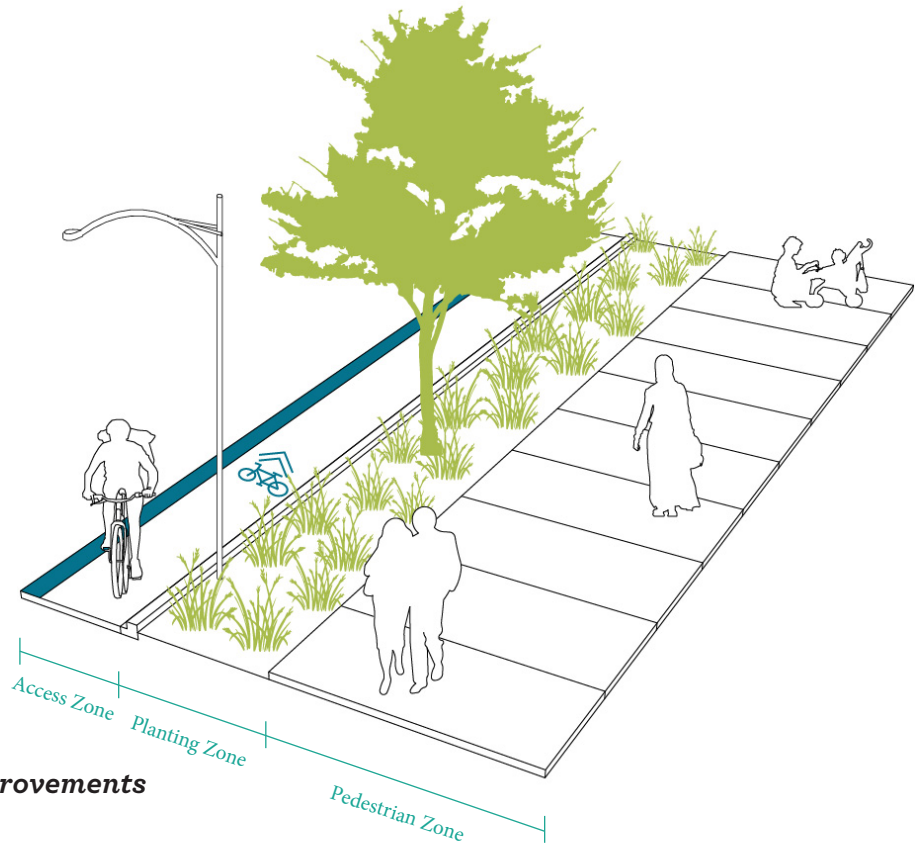
This toolbox provides an inventory of streetscape elements based on the existing composition of El Monte’s public realm, including planting, pavement, street furnishings, lighting, signage and wayfinding. Proposed improvements promote resiliency, economy, identity, access and safety.

Streetscape Design Matrix

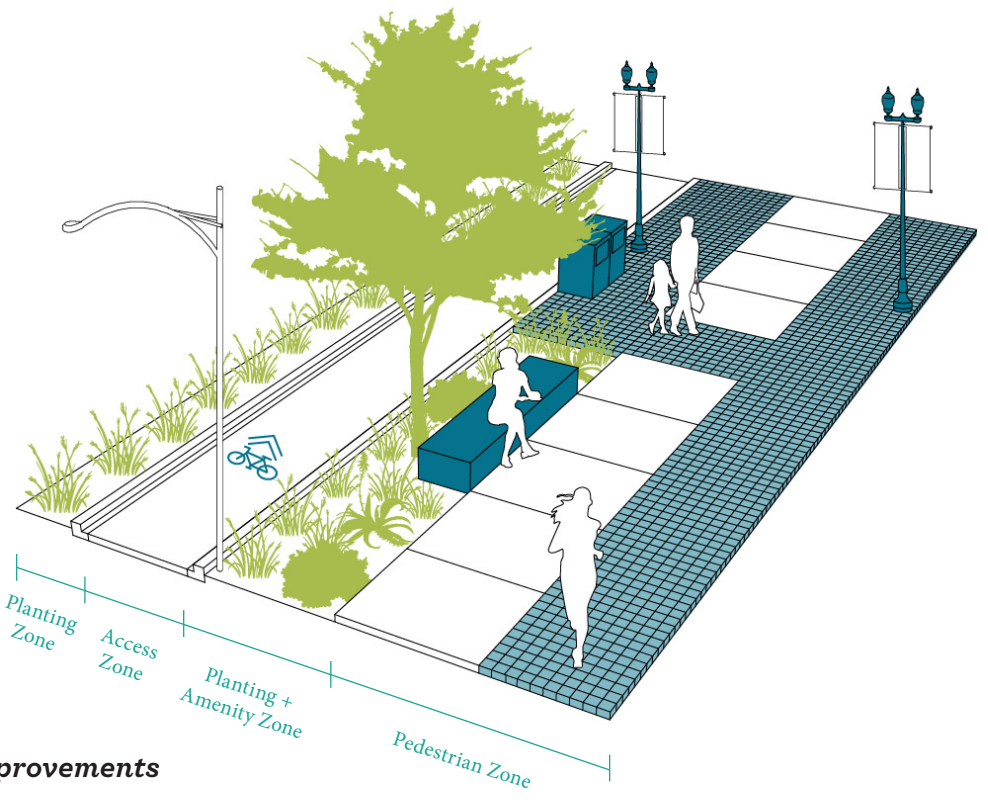
El Monte’s existing streets were categorized typologically to facilitate feasibility analysis and the selection of public realm improvements. The matrix below is a toolkit that suggests appropriate streetscape improvement themes and programming, as well as specific streetscape elements, based on street type.

	LANDSCAPE + HARDSCAPE PRIORITIES				PROGRAM				
	 Cooling Strategies	 Green Infrastructure	 Bold Accents	 Safety	 Pedestrian Thoroughfare	 Seating + Resting	 Small Events	 Bike Facilities + Amenities	 Outdoor Dining
MIXED-USE MULTIMODAL CORRIDOR	●	●	●	●	●	●	●	●	●
SECONDARY ARTERIAL	●	●	●	●	●	●	○	●	◐
COLLECTOR	●	●	○	●	●	◐	○	●	○
NEIGHBORHOOD STREETS	●	●	○	●	●	◐	◐		○
PASEOS	●	●	◐	●	●	◐	◐	◐	◐
STREETSCAPE ELEMENTS	Shade Trees Cool Paving Shade Structures	Planted Bulb-outs Rain Gardens Biofiltration Strips Permeable Paving	Flowering Trees + Shrubs Special Paving Decorative Crosswalks Plazas Murals + Public Art	ADA Ramps Lighting Bollards	Sidewalk + Crosswalk Paving Signage	Benches Cafe-style Chairs + Tables	Parking Lots Plazas	Bike Facilities Bike Racks	Sidewalks Parking Lots Plazas

Design Alternatives



Cost Effective, Near-Term Improvements



Advanced, Long-Term Improvements

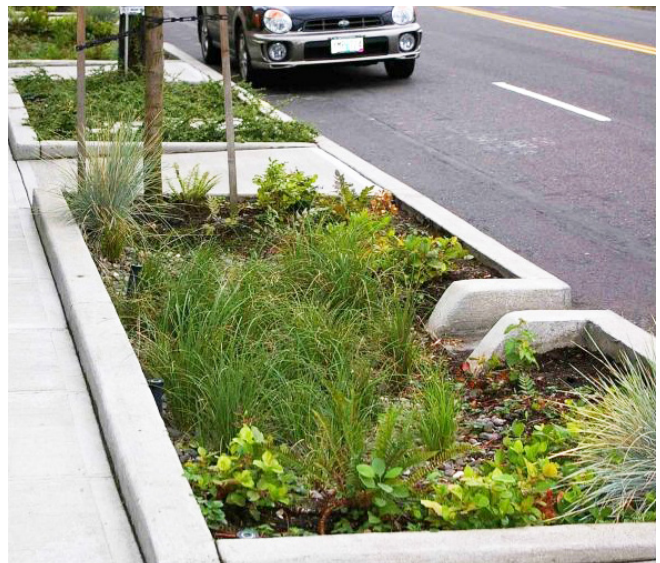
Green Infrastructure

Definition

Green infrastructure can treat and slow stormwater runoff from impervious surface areas such as roadways, sidewalks, and buildings. Sustainable stormwater strategies manage urban runoff, reducing the risks of pollution, erosion or flooding of local waterways. These strategies also promote groundwater and overall ecosystem health by capturing, purifying, and infiltrating stormwater. They may include bioretention swales, rain gardens, tree box filters, and pervious pavements.

Applications

- Install in areas without conventional stormwater systems that are prone to flooding to improve drainage and reduce costs compared to installing traditional gutter and drainage systems.
- Use green infrastructure to provide an ecological and aesthetic enhancement of traditional traffic speed and volume control measures, such as along a bicycle boulevard corridor.
- Bioswales and rain gardens are appropriate at curb extensions and along planting strips.
- Street trees and plantings can be placed in medians, chicanes, and other locations.
- Pervious pavers can be used along sidewalks, street furniture zones, parking lanes, gutter strips, or entire roadways. They are not likely to provide traffic calming benefit on bicycle boulevards.



Bioswale with Curb Cuts

Source: www.blueridgenow.com

Design Features

Bioswales

Bioswales are shallow depressions with vegetation designed to slow, capture, and purify stormwater before infiltrating it into the underlying groundwater table.

In order to meet the minimum criteria for infiltration rates, bioswales are designed to process 5-10 inches of rainwater per hour. The overflow/bypass drain system should be approximately 6 inches above the soil surface to manage heavier rainfall.



Bagby Street Bioswale

Source: *Design Workshop*

Bioswales have a typical side slope of 4:1 (maximum 3:1) to allow water to move along the surface and settles out sediments and pollutants.

Rain Garden

Rain gardens, in addition to bioswales, utilize a soil filter media in order to remove contamination from stormwater runoff and improve overall water quality. By retaining water and slowing the rate of stormwater flow, they can reduce soil erosion and stress on local waterways. Rain gardens can also harbor habitat and biodiversity when utilizing native plants to support local bird, insect, and other wildlife populations.

Expand Soil Volume

Healthy soil is essential for urban street tree survival. A tree's ability to receive required amounts of water, oxygen, and mineral nutrients is dependent on soil conditions.

Access to appropriate amounts of uncompacted soil results in more healthy and resilient trees, yielding increased environmental, economic, and aesthetic benefits.



ASLA Green Streets - Rain Garden

Source: Design Workshop



ASLA Green Streets - Expanded Soil Volume

Source: Design Workshop

Paving

Definition

Paving provides a durable surface that ties different zones of the street together while simultaneously defining the function and character of each zone through subtle variation. Paving can be applied to sidewalks, plazas, crosswalks, and driveways.

Applications

Sidewalks

Sidewalks typically use standard scored concrete paving. Special paving should be considered when designing sidewalks of downtown streets, commercial streets, and featured pedestrian paseos. The National Association of City Transportation Officials (NACTO) suggests that sidewalks are composed of four zones, including frontage zone, pedestrian through zone, street furniture/curb zone and enhancement/buffer zone. Paving variation can help distinguish these sidewalk zones.

Crosswalks

Typically, crosswalks are marked with 12” transverse lines that delineate a safe path for pedestrian crossing and signal motorists to prepare to yield or stop. At areas of high pedestrian traffic volumes, special paving can be used to make pedestrians more comfortable crossing the street. The special paving crosswalk design should achieve a desired visual and textural appearance and withstand the wear caused by vehicles crossing overtime. It is often used in commercial districts, at bus stops, schools, parks, and other public spaces. At multi-direction intersections, special paving can help guide and separate flows of pedestrian traffic. Special paving can be used as an application for detectable warning for the visual impaired.



Hill Center Green Hills

Source: Hpigreen



Indianapolis Crosswalk Separation

Source: www.uc.edu

Plazas

There are places where a portion of the existing road is repurposed into a public space that can host community events and attract local businesses. Special paving should be used to enhance the space for pedestrian use and distinguish it from the rest of the road.

Driveways

Instead of standard concrete, textured and colored concrete, permeable concrete, interlocking pavers, and other similar materials can be used to more effectively separate driveways from the sidewalks. Special paving can add visual interest, alert pedestrians of moving vehicles and allow stormwater infiltration where appropriate.

Curb Treatment

Curb extensions can be designed with special paving to create space for amenities to enhance the streetscape. These amenities may include benches, trash receptacles, light poles, planting islands and bicycle parking.

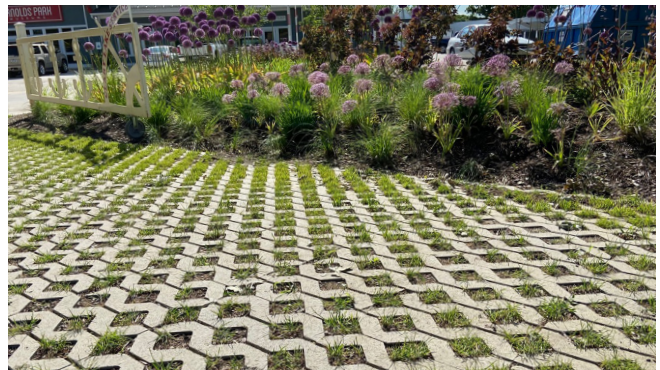
Special paving on curb extensions can increase visibility of pedestrians crossing intersections, thus improving road safety. Curb extension can also shorten crossing distance for overall foot traffic safety.

Curb cuts can release channeled water into adjacent pervious area.



Intersection and Green Bike Lanes

Source: Twitter



Interlocking Pavers

Source: <http://interlock-concrete.com/turfstone>



Curb Cut at San Pablo and Eureka Avenue

Source: Drystone Garden

Materials

Paving includes traditional paving materials, such as concrete and asphalt, and special paving materials such as natural stone pavers, unit concrete pavers, bricks, wood, textured and colored concrete, stamped asphalt, concrete with exposed or special aggregate, and top cast finish treatments. Traditional paving materials can meet the standard needs of pedestrian, bicycle, and vehicle circulation, while special paving treatments can be used as accents to enhance visual interest. Special paving, such as permeable and cool paving, can also improve a site's environmental performance.

Permeable Paving

Permeable paving allows for rainwater to infiltrate naturally into the ground via a self-draining system. Unlike with impervious surfaces, rainwater is able to seep through pores around individual pavers to reach the soil below.

Permeable paving can reduce stormwater runoff and the contamination of local waterways. It can also reduce increased water temperatures resulting from impervious surface contact.

Permeable paving provides more longevity than traditional surfaces. Instead of replacing an entire surface due to cracking, like with concrete or asphalt, permeable paving only needs repair in the specific section that has been compromised.

Permeable paving can provide better urban tree growth in streetscape applications. Unlike traditional paving materials, the porous surface admits air and water into the root zone.



Special Paving

Source: Pinterest

Cool Paving

Cool street pavement contains titanium dioxide, which reflects the sun's energy back into the atmosphere as long-wave radiation. Cool pavement can reflect up to 35% of solar energy, preventing this radiation from being absorbed by the street and re-emitted as heat into the surrounding urban area. In a city like Los Angeles, this can make a 20 to 40 degrees Fahrenheit difference at ground level. Cool streets cost approximately \$0.18 – \$0.24 per square foot for one coat and \$0.27 – \$0.34 per square foot for two coats.

Source: pathtopositive.la



Cool Pavement

Source: www.vg.no



Buckley Annex Public Realm

Source: Design Workshop

Design Guidance

- Choose paving materials that are low-maintenance, durable, and slip-resistant.
- Decorative patterns for crosswalks should be consistent within each district to reinforce its character.
- When using non-customary materials, paving should extend for at least a complete block for design consistency and maintenance efficiency. This is true except when special paving is needed for specific areas such as plazas and bus stops.
- Soil type, settlement potential and expected loading should be considered when choosing paving materials and designing sub-base depth.
- Paving surfaces should be designed to avoid tripping hazards or excessive vibration for wheelchairs.
- It is important to keep paving surfaces clean of debris from adjacent landscape areas to prevent clogging which results in increased maintenance.

Bike Elements

Definition

Bike infrastructure promotes the wellbeing of the community and serves as a key component in the transportation system. Different bike facility types are recommended for varying street typologies, such as standard and buffered bike lanes (Class II facilities), bicycle boulevards (Class III), and separated bikeways (Class IV). Separating bicyclists from traffic offers higher levels of comfort and attracts more users. Considerations should be made to identify high collision corridors and connect bicyclists to schools, parks, civic buildings, and shopping areas. Destinations require bike racks for safely parking bikes alongside buildings and sidewalks.

Bicycle Lanes

Definition

On-street bike lanes (Class II Bikeways) designate an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes are located directly adjacent to motor vehicle travel lanes and are used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.

Applications

- Streets with moderate volumes $\geq 6,000$ ADT ($\geq 3,000$ preferred).
- Streets with moderate speeds ≥ 25 mph.
- Streets where there are skilled, adult riders.
- May be appropriate for children when configured as 6+ ft wide lanes on lower-speed, lower-volume streets with one lane in each.

Design Features

- Mark inside line with 6" stripe. (CAMUTCD 9C.04)
Mark 4" parking lane line or "Ts".
- Include a bicycle lane marking (CAMUTCD FIGURE 9C-3) at the beginning of blocks and at regular intervals along the route. (CAMUTCD 9C.04)



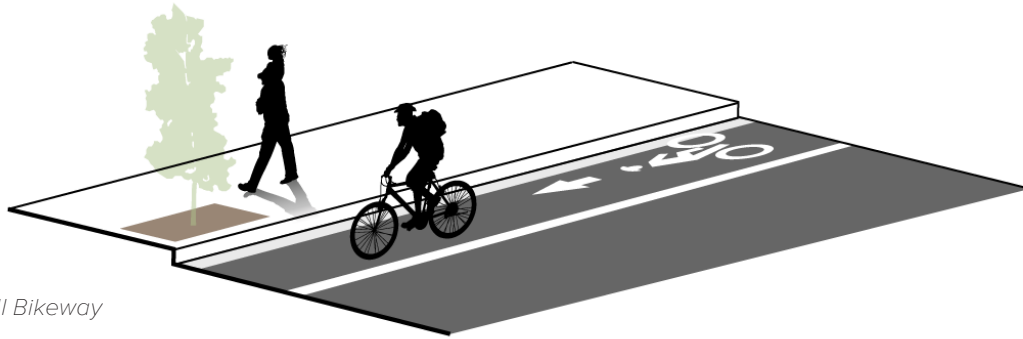
Protected Bike Lane

Source: www.ecowatch.com



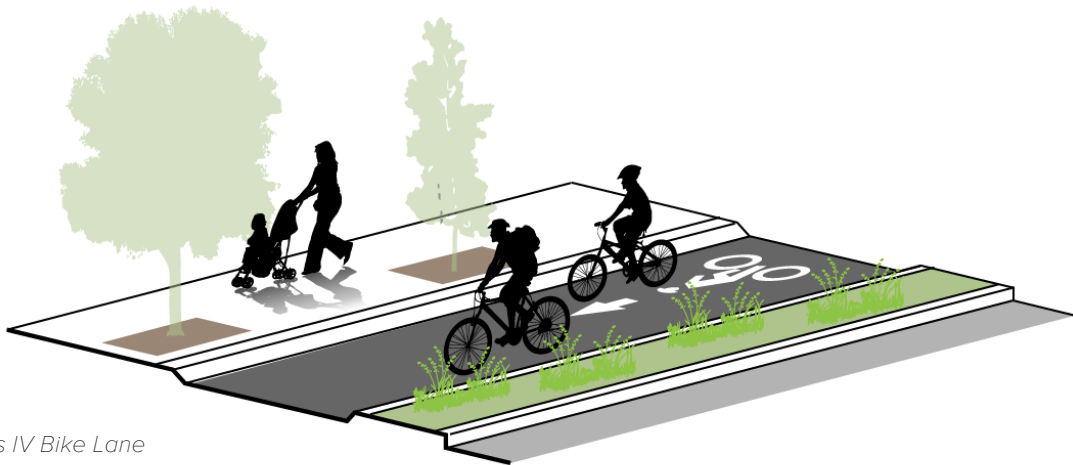
Protected Bike Lane

Source: *Sandy James Planner*



Class II Bikeway

Source: Alta Planning + Design



Class IV Bike Lane

Source: Alta Planning + Design

- 6 foot width preferred adjacent to on-street parking, (5 foot min.) (HDM)
- 5–6 foot width preferred where adjacent to curb and gutter. (4 foot min.) or 3 feet more than the gutter pan width. (HDM)

Crash Reduction

Before and after studies of bicycle lane installations show a wide range of crash reduction factors. Some studies show a crash reduction of 35% (CMF ID: 1719) for vehicle/bicycle collisions. Others show a crash increase of 28% (CMF ID: 4659). Due to a lack of bicyclist volume data, these studies did not account for the potential for increased ridership.

Street Level Separated Bicycle Lanes

Definition

(Class IV) When retrofitting separated bike lanes onto existing streets, a street-level design may be most appropriate. This design provides protection through physical barriers and can include flexible delineators, curbs, on-street parking or other barriers. A street level separated bike lane shares the same elevation as adjacent travel lanes.



Lincoln N Street Cycle Track Design

Source: Alta Planning + Design

Applications

- Street retrofit projects with limited funds for relating curbs and drainage.
- Streets with high motor vehicle volumes and/or speeds and high bicycle volumes.
- Streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.
- Appropriate for most riders on most streets, although caution should be used when approaching intersections or other conflict areas.

Design Features

- Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bike lane and at intervals along the facility. (CAMUTCD 9C.04)
- 7 foot width preferred (5 foot minimum). (HDM 1003.1(1))
- 3 foot minimum buffer width adjacent to parking. 18 inch minimum adjacent to travel lanes (NACTO, 2012). Channelizing devices should be placed in the buffer area. (CAMUTCD 3H.01)
- If the buffer is 4 feet or wider, white chevron or diagonal markings should be used. (CAMUTCD 9C.04)

Crash Reduction

A before and after study in Montreal of physically separated bicycle lanes shows that this type of facility can result in a crash reduction of 74% for collisions between bicyclists and vehicles. (CMF ID: 4097) In this study, there was a parking buffer between the bike facility and vehicle travel lanes. Other studies have found a range in crash reductions due to SBL, from 8% (CMF ID: 4094) to 94% (CMF ID: 4101).

Bicycle Boulevards

Definition

Bicycle Boulevards (Class III) are low-volume, low-speed streets modified to enhance biking by using treatments such as signage, pavement markings, speed and/or volume reduction measures, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local, motorized traffic.

Applications

Bicycle boulevards should be developed on streets that improve connectivity to key destinations and provide a direct route for bicyclists.

Bicycle boulevards parallel to commercial streets improve access for “interested but concerned” bicyclists and complement bike lanes on major roadways.

- Streets are signed at 25 mph or less to improve the bicycling environment and decrease the risk and severity of crashes.
- Streets where traffic volumes are limited to 3,000 vehicles per day (ideally less than 1,500) to minimize passing events and potential conflicts with motor vehicles.
- Use of streets that parallel major streets can discourage non-local motor vehicle traffic without significantly impacting motorists.
- Use of streets where a relatively continuous route for bicyclists exists and/or where treatments can provide wayfinding and improve crossing opportunities at offset intersections.
- Use of streets where bicyclists have right-of-way at intersections or where right-of-way is possible to assign to bicyclists.

Design Features

Pavement Markings

- Place symbols every 250-800 feet along a linear

corridor, as well as after every intersection.

- On narrow streets where a motor vehicle cannot pass a bicyclist within one lane of traffic, place stencils in the center of the travel lane.
- A bicycle symbol can be placed on a standard road sign, along with distinctive coloration.

Signs

- Some cities have developed unique logos or colors for wayfinding signs that help brand their bicycle boulevards.
- Be consistent in content, design, and intent; colors reserved by the Manual on Uniform Traffic Devices (MUTCD) for regulatory and warning road signs are not recommended.
- Signs can include information about intersecting bikeways and distance/time information to key destinations.

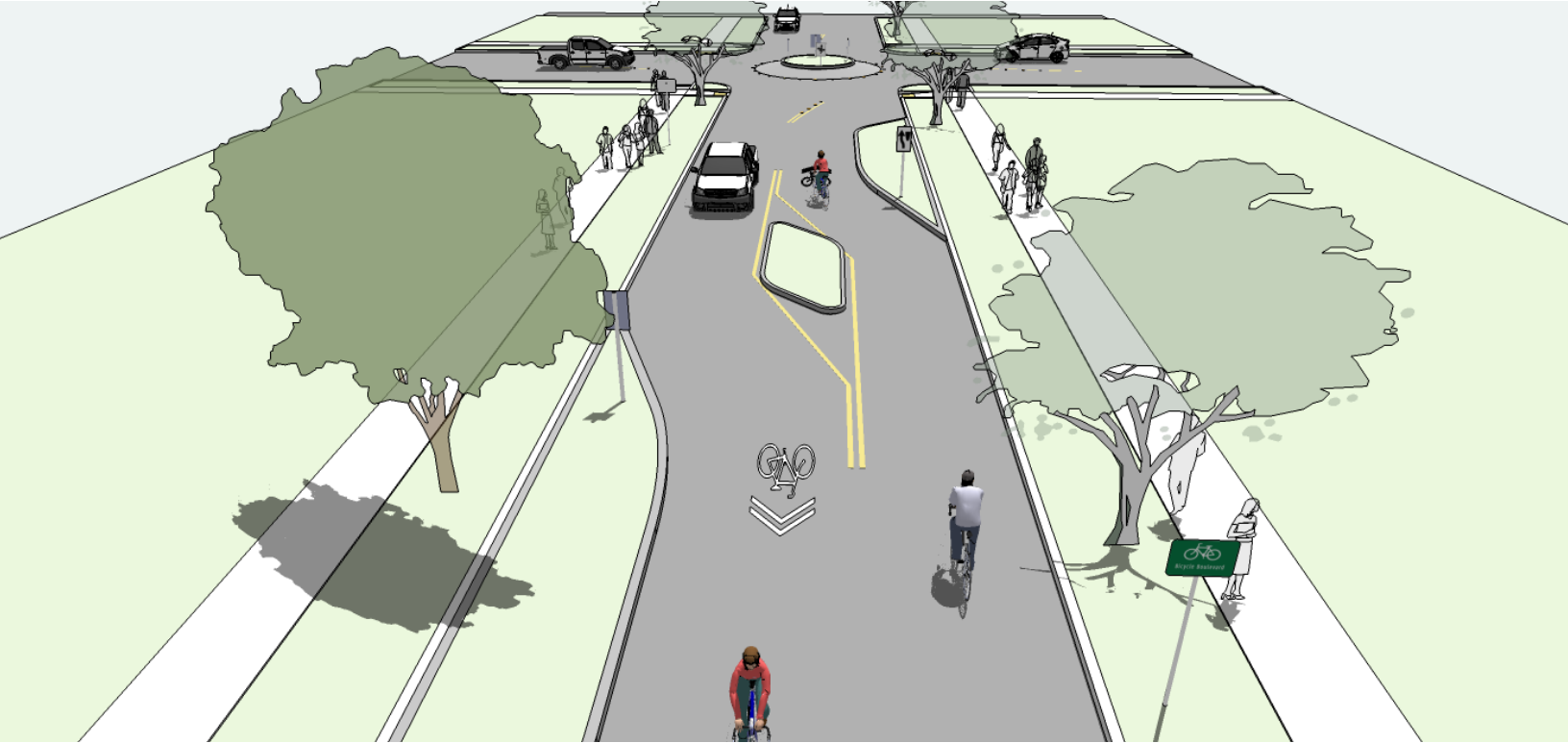
Safety Impact

A study in Berkeley, California found that cyclists may be safer riding on side streets than on busy arterials, with collision rates on bicycle boulevards two to eight times lower than on parallel, adjacent arterial routes.



Bicycle Boulevard Mini Circle

Source: Alta Planning + Design



Neighborhood Bikeway

Source: Alta Planning + Design

The study concluded that properly implemented bicycle boulevards provide a safer alternative to riding on arterial streets (Minikel 2011).

Bicycle Boulevard Speed Management

Definition

Traffic calming devices cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering.

Such measures can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds.

Applications

- Neighborhood bikeways should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 22 mph.
- Maintain a minimum clear width of 14 feet with a constricted length of at least 20 feet in the direction of travel.
- Horizontal speed control measures should not infringe on bicycle space. Where possible, provide a bicycle route outside of the element so

bicyclists can avoid having to merge into traffic at a narrow pinch point.

- Horizontal traffic calming devices cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering. Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds.

Design Features

Vertical Traffic Calming

- Speed humps are raised areas usually placed in a series across both travel lanes. A 14' long hump reduces impacts to emergency vehicles. Speed humps can be challenging for bicyclists, gaps can be provided in the center or by the curb for bicyclists and to improve drainage. Speed humps can also be offset to accommodate emergency vehicles.
- Speed lumps or cushions have gaps to accommodate the wheel tracks of emergency vehicles.
- Speed tables are longer than speed humps and flat-topped. Raised crosswalks are speed tables that are marked and signed for a pedestrian crossing.
- For all vertical traffic calming, slopes should not

exceed 1:10 or be less steep than 1:25. Tapers should be no greater than 1:6 to reduce the risk of bicyclists losing their balance. The vertical lip should be no more than a 1/4" high.

Horizontal Traffic Calming

- Maintain a minimum clear width of 20 feet (or 28 feet with parking on both sides), with a constricted length of at least 20 feet in the direction of travel.
- Chicanes are a series of raised or delineated curb extensions, edge islands, or parking bays on alternating sides of a street forming an “S”-shaped curb, which reduce vehicle speeds by requiring motorists to shift laterally through narrowed travel lanes.
- Pinchpoints are curb extensions placed on both sides of the street, narrowing the travel lane and encouraging all road users to slow down. When placed at intersections, pinchpoints are known as chokers or neckdowns. They reduce curb radii and further lower motor vehicle speeds.
- Traffic circles are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii and the travel lane. Traffic circles can also include a paved apron to accommodate the turning radii of larger vehicles like fire trucks or school buses.

Safety Impact

Traffic calmed streets can improve safety through reduced vehicle speeds and less through traffic (Litman 1999). Lower motor vehicle speeds reduces the risk of serious injury or death to pedestrians and bicyclists (AAA 2011). A survey of people living along bicycle boulevards found that the majority of people had positive perceptions of the bicycle boulevard and that it positively impacts home values, quality of life, sense of community, noise, air quality, and convenience for bicyclists (VanZerr 2009).



Chicane

Source: Alta Planning + Design



Speed Hump example from Portland, OR

Source: Alta Planning + Design



Pinch Point to Slow Speed

Source: Greg Raisman Flickr

Bike Parking

Definition

Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of 2 hours or less, or long-term parking for employees, students, residents, and commuters.

Applications

- Bike racks provide short-term bicycle parking and are meant to accommodate visitors, customers, and others expected to depart within two hours. They should be approved standard racks, appropriately located and with weather protection.
- On-street bike corrals (also known as on-street bicycle parking) consist of bicycle racks grouped together in a common area within the street traditionally used for automobile parking. Bicycle corrals are reserved exclusively for bicycle parking and provide a relatively inexpensive solution to providing high-volume bicycle parking. Bicycle corrals can be implemented by converting one or two on-street motor vehicle parking spaces into on-street bicycle parking. Each motor vehicle parking space can be replaced with approximately 6-10 bicycle parking spaces.
- Bicycle lockers are intended to provide long-term bicycle storage for employees, students, residents, commuters, and others expected to park more than two hours. Long-term facilities protect the entire bicycle, its components and accessories against theft and against inclement weather, including snow and wind-driven rain.
- A Secure parking Area for bicycles, also known as a BikeSPA or Bike & Ride (when located at transit stations), is a semi-enclosed space that offers a higher level of security than ordinary bike



Bike Parking at Cal Train Station

Source: Alta Planning + Design



Bike Parking

Source: Alta Planning + Design



Bike Corral

Source: Alta Planning + Design

racks. Accessible via key-card, combination locks, or keys, BikeSPAs provide high-capacity parking for 10 to 100 or more bicycles. Increased security measures make biking a more viable mode of transportation for those whose biggest concern is theft and vulnerability.

Design Features

Bike Racks

- 2 feet minimum from the curb face to avoid ‘dooring.’
- 4 feet between racks to provide maneuvering room.
- Locate close to destinations; 50 feet maximum distance from main building entrance.
- Minimum clear distance of 6 feet should be provided between the bicycle rack and the property line.

Bike Corrals

- Bicyclists should have an entrance width from the roadway of 5-6 feet.
- Can be used with parallel or angled parking.
- Parking stalls adjacent to curb extensions are good candidates for bicycle corrals since the concrete extension serves as delimitation on one side.

Bike Lockers

- Minimum dimensions: width (opening) 2.5 feet; height 4 feet; depth 6 feet.
- 4 foot side clearance and 6 foot end clearance.
- 7 foot minimum distance between facing lockers.

Secure Parking Area

- Closed-circuit television monitoring with secure access for users.
- Double high racks & cargo bike spaces.
- Bike repair station with bench and bike tube and maintenance item vending machine.
- Bike lock “hitching post” – allows people to leave bike locks.

Transit Elements

Definition

An expansive transit network is essential to city infrastructure. Connections to transit stations should be easily made to users. Sidewalks and paved walkways should directly connect bus stops to other facilities. Transit shelters should provide benches, proper shade and lighting to users. They should provide users with clear information and offer digital amenities to further enhance user comfort.

Min. Amenities for a Low-ridership Bus Stop

- Transit shelter
- Seating
- 2 bike racks
- Lighting
- Trash/Recycle bins
- Poles/signs with route information & schedules
- A system map (or link to one)
- A paved boarding area
- ADA-compliant pedestrian connections

Min. Amenities for High Ridership Bus Stop

- Standard amenities included at low-ridership bus stop
- Wifi charging stations
- Real-time travel information
- Bicycle parking
- Automated displays
- Potentially bike share/micromobility connections
- Bus bulb/floating bus island
- Raised platform for level boarding

Standard bus stop amenities include minimum infrastructure for low and high ridership bus stops. At minimum, all bus stops within El Monte should have substantial upgrades to street furniture, including shelter, seating, lighting, trash/recycling bins, poles/signs with route information and schedules, a system map (or link to one), a paved boarding area, and ADA-compliant pedestrian connections. High ridership stops should also have standard amenities like street furniture, as well as real-time travel information to display to passengers when the next bus is coming,

bicycle parking, automated displays, and potentially bike share/micromobility connections, bus bulbs/floating bus islands, and raised platforms for level boarding. The City should develop design guidelines for bus stops to ensure consistent furniture along corridors. Providing this infrastructure can make the trip more comfortable for existing riders and make transit more attractive to potential users.



El Monte Bus Shelter

Source: Site Photo

Intersections and Crossings

Definition

There are multiple types of high visibility crosswalk types, each serving a different purpose. These markings increase driver awareness and are typically used in areas with high walking activity, uncontrolled crossings, and where pedestrian related crashes have occurred. Areas near schools receive yellow crosswalks (instead of the standard white crosswalks) and are recommended to have advanced warning signage.

Crosswalk Types

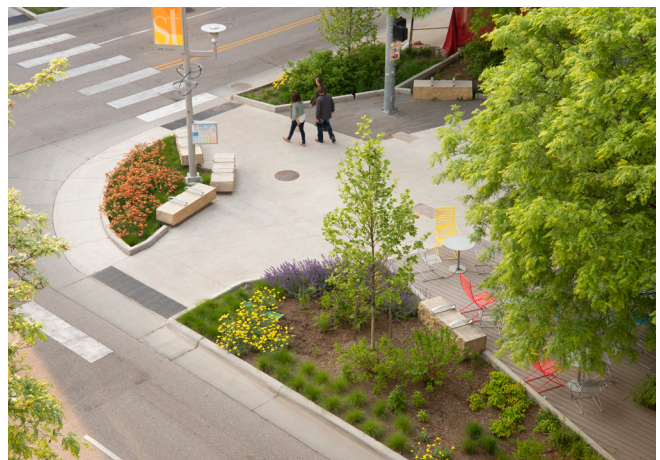
- Standard transverse crosswalks consist of two parallel lines that mark the edges of the crosswalk. These crosswalks are prone to fading over time and are less visible to drivers. As El Monte re-stripes its roadways and completes improvements to its street network, these should be phased out and replaced with Ladder-style or High-Visibility crosswalks
- Ladder-style or High-Visibility crosswalks consist of high visibility markings, with transverse lines and bold bars included across the crosswalk.
- Artistic crosswalks create a sense of identity for the community and improves aesthetic qualities.

Additional intersection treatments include advanced stop/yield lines, curb extensions, left turn restrictions, restricted parking in intersections, rectangular rapid-flashing beacons (RRFB'S), bike boxes, and roundabouts. Minimizing conflict between users involves enhancing the pedestrian experience.



Scramble Crosswalk - Pasadena

Source: SCPR



Lincoln P Street Intersection

Source: Design Workshop

Crosswalk Policy

Improving crossing safety and pedestrian access was of strong interest to community members. To add new crossings to El Monte's street network, regardless of street typology, the following guidance can be used to evaluate new pedestrian crossing designations or enhancing existing crossings. The Pedestrian Crossing Contextual Guidance table was developed using best practice guidance from the FHWA's "Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations."

Pedestrian generators & type of crossing:

El Monte is a walkable city with extensive sidewalks. Pedestrian crossing happens at almost all of the signalized or stop-controlled intersections in the City, however along many of El Monte's major arterials there are long distances (as much as one mile) between signalized or stop-controlled intersections which pose as a barrier to active mobility. To promote walkability, bikeability, and to enhance safety, new crossings at unsignalized intersections or at mid-block locations should be considered. Before any new crossing can be installed, an engineering review will need to be completed in addition to considering the presence of nearby pedestrian generating facilities that indicate a demand for a new crossing (e.g. high ridership bus stops, or popular community destinations), and history of pedestrian or bike-involved collisions.

The type of pedestrian crossing is also taken into account to see what additional safety measures need to be taken. There are three types of crossings that are considered specialty crossings:

- **School crossings:** adjacent to schools and on established school routes
- **Senior crossings:** near senior facilities, like senior centers or health facilities
- **Park crossings:** adjacent to parks or within a quarter mile of a park

These types of crossings automatically trigger a higher level of safety features when they are under consideration, such as audible tone or speech messages for signals, Leading Pedestrian Intervals (LPs) to provide an extra 2-7 seconds of crossing time

for pedestrians before a green light, advance yield/stop markings, curb extensions, or median refuge islands.

Proximity of existing crossings:

In general, it is safest for a pedestrian to cross at a signalized intersection that has a pedestrian phase and countdown signals, or at an all-way stop intersection where traffic has to come to a stop. If there is an existing marked crossing nearby, pedestrians are advised to cross at that location. If the existing location is a designated school crossing it is a good practice to not mark another crosswalk at a nearby intersection. Designated school crossing locations sometimes have a crossing guard and include extra signage such as the flashing LED push button signs and in-street "Stop for Pedestrian" crosswalk signs. If a new location is marked nearby, children may cross there instead of at the location with the crossing guard, creating safety concerns.

Mid-Block Crossings

Mid-block crossings are an important street design element for pedestrians. They can provide crossings at locations where pedestrians want to travel, and can sometimes be safer than crossings at intersections because traffic is only moving in two directions. Considerations for mid-block crossings include:

- Long blocks (longer than 600 ft) with destinations on both sides of the street, and typically a minimum of 300' from a signalized intersection.
- Locations with heavy pedestrian traffic, such as schools, shopping centers.
- At mid-block transit stops, where transit riders must cross the street on one leg of their journey.

Street conditions (lanes, speed, visibility, gaps in traffic flow, parking):

The specific type of treatment at a crossing may range from a simple marked crosswalk to full traffic signals or grade separated crossings. Crossing design treatments and locations should be evaluated and an engineering study should be preferred before a marked crosswalk is installed. The appropriate

warrant process must be followed. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the annual average daily traffic (AADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors. If any accident data is available, it is reviewed to see if marking a crossing will mitigate the situation. If there are adequate gaps in traffic flow to allow pedestrians enough time to cross the street, crosswalk markings may not be needed.

Additional design considerations

When designing new crossings or enhancing the safety of existing crossings, it is best practice to keep crossing distances as short as possible for pedestrians. This means considering curb extensions and median refuge islands wherever feasible to limit pedestrian exposure to traffic. On streets with four or more travel lanes, a median in between the lanes

where pedestrians can shelter and additional flashing LED signs can be placed is a critical safety design feature. Without these components, one vehicle may stop for a pedestrian but the vehicles behind or next to it may not see the pedestrian and proceed in the other lane, creating a safety issue. In some cases, the stopped vehicle can prevent the pedestrian from seeing other vehicles, adding to the hazard. Visibility of the pedestrians and vehicles is also taken into consideration for other situations. The driver needs to have adequate clearance to see the pedestrian, make eye contact and safely slow down. Where speeds are higher, the distance needed to an appropriate reaction time can be difficult to accommodate.

Sidewalks & ADA requirements:

A new crossing cannot be marked unless there are existing sidewalks and ramps that are ADA compliant so that people with disabilities can properly cross the street and access the sidewalk.

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE	Neighborhood Streets (<9,000 AADT) 15-25 mph			Collector Streets (9,000-15,000 AADT) 25-30 mph			Major and Secondary Arterial Streets (>15,000 AADT) 30-45 mph						
	2 lane	3 lane		2 lane with median refuge	3 lane		2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
Crosswalk Only	✓	✓		EJ	EJ	X	EJ	EJ	X	X	X	X	X
Crosswalk with Warning Signage and Yield Lines	EJ	✓		✓	✓	✓	EJ	EJ	EJ	X	X	X	X
Active Warning Beacon (RRFB)	X	EJ		✓	✓	✓	✓	✓	✓	X	✓	X	X
Hybrid Beacon	X	X		EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X		EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓
Grade Separation	X	X		EJ	EJ	EJ	X	EJ	EJ	EJ	EJ	✓	✓

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

Additional design considerations:

- Wherever feasible, curb extensions should be considered
- Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line markings and signage should be considered on streets with 3 or more lanes
- Raised crosswalks, which function as speed humps, may be considered on Neighborhood or Collector Streets with lower speed limits and AADT volumes

Lighting

Definition

Lighting is an essential streetscape element that defines the visual environment, improves traffic and pedestrian safety, and creates a sense of place and warmth for people at nighttime. Illumination helps enhance the spatial elements of a streetscape design while creating designated corridors.

Applications

Street Light

Street lighting fixtures that illuminate both roadway and sidewalk are typically 20' to 30' high. Existing street lighting fixtures used in El Monte are mostly “Cobra Head”. These powerful lights normally consume large amount of energy and need to stay on for a long time. Using LED technology can help the City save a lot of money. Recommendations for this lighting fixture type include:

- Spacing ratio: 4.5 – 5.0 time the fixture mounting heights.
- Contrast ratio (darkest point of the space compared to the average light level in the same space): no more than 4 to 1.
- Light source: Low glare IP68 luminaries with LED, 3,000k – 90+ CRI.



Red Wing, MN

Source: Sternberg Lighting

Pedestrian Lighting

Pedestrian lighting fixtures are typically 12' to 15' high. They can be used to illuminate pedestrian-only walkways and provide additional light for sidewalks. Pedestrian lighting fixtures should be encouraged in areas with high nighttime pedestrian activities. They can also adequately illuminate narrow streets without need for additional light sources, such as pedestrian paseos.

Currently in downtown El Monte, pedestrian lighting poles have “Acorn” type fixture heads. This fixture form is a classic design, providing nice quality of illumination on pedestrians. However, the existing version appears to have no internal reflectors, resulting in nighttime “Sky Glow”. Thus, these fixtures



Landscape Forms Castro Street TallSlider

Source: Landscapeforms

are not dark sky compliant. In future downtown streetscape renovation processes, the old glass “Acorn” cap can be replaced with a steel “Acorn” cap. New pedestrian lighting fixture selection should preserve the classic feel and identity of downtown.

Pedestrian lighting fixture selection should be compatible with the overall streetscape style of the area. Banner arms, flowerpots, signage etc. can be added to light poles to present a unified neighborhood identity. Recommendations for this lighting fixture type include:

- Spacing ratio: 3.5 – 4.0 times the fixture mounting heights.
- Contrast ratio: 3.0 – 3.5 to 1.
- Light source: Low glare IP68 luminaries with LED, 3,000k – 90+ CRI.
- Light distribution can typically be modified via reflector “Cap” or internal reflector systems.

Bollard Lighting

Bollard lighting is a featured addition to illuminate and accent bollards. It increases safety and visibility of the streetscape. It alerts and obstructs vehicles from entering pedestrian-only areas at night. Bollards lighting fixture selection should consider the overall streetscape style of the area. Recommendations for this lighting fixture type include:

- Spacing ratio: 4.0 – 5.0 times the mounting heights.
- Contrast ratio: 3.5 – 4.0.
- Light source: Low glare IP68 luminaries with LED, 3,000k – 90+ CRI.



Old Town Bloomingdale, IL

Source: Sternberg Lighting



Kipp Bollard

Source: Louispoulsen

Seat Wall Mounted Lighting

Lighting fixtures can be integrated into seat wall designs to add ambiance to the pedestrian environment and improve walkway security. There are generally two types of seat wall mounted lighting:

- Step light: typically centered between expansion joints, or located to coordinate with the architecture of the bench.
- Continuous linear light: strip IP68 LED 3,000k – 90+ CRI light source, concealed behind the bench’s solid vertical surface.



Lincoln P Street Bench

Source: Design Workshop

Catenary and festoon lights

Catenary refers to the structural cable and the system of heavy duty poles capable of holding high lateral loads. Festoon lights are relatively inexpensive but require an expensive catenary system to hold them safely above streetscapes. Catenary systems are versatile; banner programs, seasonal lighting and decorations can be mounted to the cable, while adjustable spot and pedestrian arm mounted fixtures can be attached to the pole. This form of lighting can have a major impact on enhancing illumination in alleyways.



Festoon Lights

Source: The Festoon Guys

Tree Uplighting

Tree uplights can be used along key streets to increase viewing pleasure and extend people’s interest in staying outside at nighttime. There are generally two types of tree uplights:

- Direct burial style uplights: less vulnerable to pedestrian traffic and are not a tripping hazard. However, they are typically expensive fixtures and require excellent contractor installation (deep post hole backfilled with drainage material).
- Stake mounted uplights (not recommended due to their vulnerability to pedestrian traffic).



Tree Uplighting

Source: Landscape Forms



Cherry Creek North Lighting

Source: Design Workshop

Design Guidance

- Both day and night characteristics of the lighting fixtures should be considered.
- The placement of lighting fixtures should follow a consistent rhythm in each neighborhood.
- Sky glow can be controlled with “Cap” and/or “cut-off” optics if “dark sky” conditions are desired.
- Light trespass should be controlled via shielding and louvers as appropriate.
- The latest human centric lighting techniques call for warm color and high rendering accuracy. For example: 2700k to 3000k/90+ CRI.
- Energy efficient light bulbs should be used where possible.
- Photoelectric relays: Light-Level Monitoring Range: 1.5 to 10 fc, with an adjustment for turn-on and turn-off levels within that range and a directional lens in front of photocell to prevent fixed light sources from causing turn-off.
- Timers and sensors should be incorporated to avoid unnecessary lighting in low volume pedestrian traffic areas. (Downtown Main Street Specific Plan).
- Pedestrian lighting at a minimum of one-foot candle shall be required. (Downtown Main Street Specific Plan).

Applications

- Streets with high pedestrian volume, such as downtown, commercial corridors and mixed-use corridors.
- Streets that have security and safety issues, such as freeway underpasses.
- Pedestrian alleys and paseos.

Maintenance

- Specify lighting fixtures that are easy to maintain and where it is easy to replace the ballast, lamp, lens, and other major parts.
- Use LED lamps where possible, which far exceed the life expectancy of all traditional light sources.
- Use marine-grade, corrosion-resistant finish for lighting fixtures.
- Pedestrian lighting at a minimum of one-foot candle shall be required. (Downtown Main Street Specific Plan).

Street Furnishings

Definition

Street furnishings provide essential amenities to the street and make it comfortable and welcoming to pedestrians. They include benches, movable tables and chairs, trash receptacles, bollards, and shade structures. Street furnishings can enhance the vitality of streets and add character to the pedestrian realm, which can further improve public safety, human comfort and the health of local businesses and real estate values.



Domain Street Furniture

Source: Design Workshop

Seating

Public seating creates places for people to sit, relax and socialize. Comfortable seating environments enable people to spend more time in the public space, stimulating adjacent businesses.

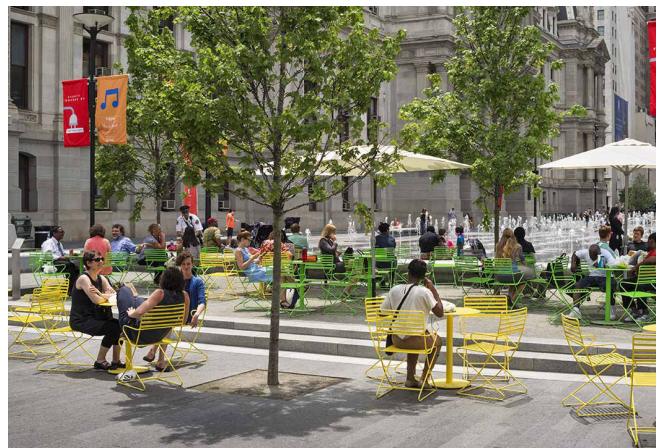


Paramount Boulevard, Long Beach, CA

Source: Studio-111

Design Guidance

- Seating should be designed with durable, high quality, and vandalism resistant materials.
- The design and arrangement of seating should be compatible with other streetscape amenities and reflect the character of the area.
- Seating should be located under tree canopies, umbrellas, and shade structures where possible to provide shade and human comfort.
- Seating can be built into other elements of the streetscape. Benches can be integrated into planters or public art.
- Seating should be designed to encourage sitting but discourage lying down.
- Built-in seating can provide another sense of safety for pedestrian on sidewalks.
- Movable seating can be used for sidewalk dining, farmer's market, or other events on the street. It allows people to decide the location and orientation of seats to meet their social needs



Dilworth Park Movable Seating

Source: KieranTimberk



Bench with Armrests

Source: Landscape Forms

Trash + Receptacles

Receptacles are an important component of a clean and comfortable pedestrian environment. Their effectiveness in maintaining street sanitation is largely dependent on their location, design, and capacities.

Design Guidance

- Trash and recycling receptacles should be placed at high pedestrian volume and activity areas, such as downtown areas, mixed-use corridors, transit stops and street corners.
- At least one trash and recycling receptacle should be located at all transit stops.
- Along mixed-use corridors, a maximum of one trash and recycling receptacle can be used every 200 feet, unless business owners can provide continued maintenance for additional receptacles.
- Receptacles should be sturdy and anchored to the pavement.
- Receptacles should use durable and graffiti-resistant materials such as galvanized or stainless steel.
- Receptacles should be wildlife proof if necessary.
- Receptacles should also be considered as a design element. Their appearance should complement the design of other streetscape elements and enhance the character of the street.



Big Belly Solar Trash Cans
Source: treesonsanpedroproject



Single Waste Receptacle

Source: Victor Stanley



Designer Waste Basket

Source: METALCO

Shade Structure

Shade structures are essential parts of the streetscape environment. They provide shade, reduce urban heat island effects, and improve human comfort. They can also be placed as art elements and contribute to the branding and placemaking of the streets. In El Monte, shade structures are mostly used as bus shelters, creating a comfortable environment for people waiting for the bus.

Design Guidance

- Shade structures should be designed with durable, high quality, and anti-vandalism materials.
- Shade structures should be designed to discourage lying down.
- The look and feel of the shade structure should be compatible to the surrounding context.
- Use the existing bus shelter model for new bus shelters.
- Shade structures can be used as temporary installations for events, such as umbrellas and tents.
- Shade structures can be used for designated playgrounds.
- Shade structures can provide shelter from rain.



Tensile Shade Structure

Source: Pinterest



Kaukari Urban Park Shade Structure

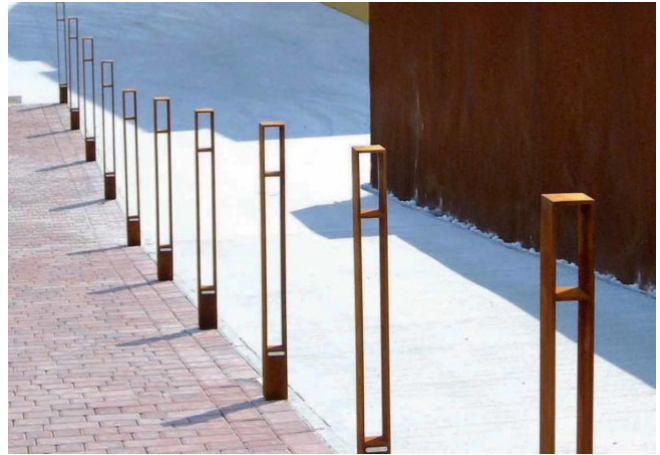
Source: Pinterest

Bollards

Bollards are streetscape elements that provide a safety barrier to keep pedestrian and bicyclists from vehicles. Well-designed bollards improve visual interest and add vitality to the streetscape. Spaced correctly, bollards prevent motorists from encroaching in pedestrian zones. Plastic bollards can be used as interim design elements for road diet and traffic calming.

Design Guidance

- Bollards should be designed with colors that are distinctive from the pavement, ensuring they can be seen by the visually impaired.
- Bollard spacing should be compatible with the style and rhythm of other street elements, such as lighting fixtures and trees.
- Bollards should be considered when designing median islands, curb extensions and mid-block curb extensions to reduce the danger of pedestrians proximate to driveways.
- Removable bollards should be placed at entrances to streets to alert drivers that the streets are closed for vehicular traffic and open to pedestrian use only. This kind of circumstances include farmer's market, flexible parking etc.
- Removable and electronic retractable bollards should be considered in order to allow emergency access (EMT, Firetrucks) while restricting other commercial and personal vehicles.
- Lighted bollards can be used to create a safe and attractive pedestrian environment at night.



Bollards

Source: Innovative Building Materials



New York Lincoln Center Bollards

Source: Fine Concrete



El Monte Main Street Bollards

Source: Site Photo



Bollards with Integrated Lighting

Source: Sternberg Bloomingdale

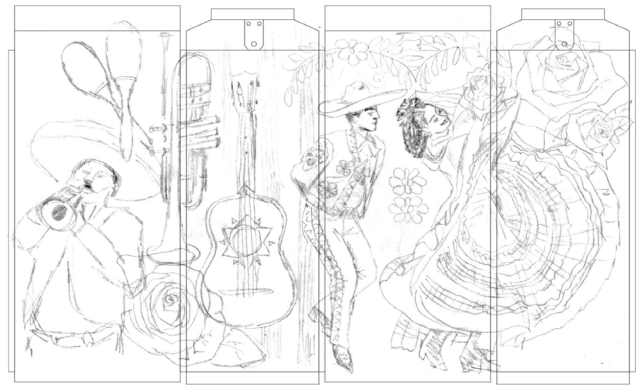
Utilities

Definition

Utilities in the streetscape include utility poles, overhead wires, surface-mounted utility boxes, utility mains, laterals, and vaults or valves. The selection and placement of streetscape elements need to avoid conflict with easements and maintenance requirements of utilities.. Conversely, efficient and well-organized utility layout can help create a unified streetscape design.

Design Guidance

- Utilities should be placed away from the streetscape amenity zone.
- When adding curb extensions or widening the sidewalk, utilities such as water mains, meters, and sewer vents should remain in place whenever possible, as they can be cost prohibitive to move.
- Utility retrofits and new utility installations should be coordinated with roadway and streetscape improvement projects to avoid duplication of efforts.
- Above-grade and surface-mounted utilities should be placed to minimize disruption to pedestrian travel.
- Putting utility lines underground is encouraged to improve aesthetic value of the streetscape and allocate additional room for the placement of street furniture, street trees, landscape etc.
- In residential and commercial areas with high pedestrian traffic volume, surface-mounted utilities should be screened with landscaping and/or other decorative screens wherever possible.



LAISHAN ITO



LAISHAN ITO

El Monte Downtown Utility Box Wrap Project

Source: *El Monte Mural Program*

Utility Poles and Overhead Wires

Utility poles and overhead wires are located along many major and local streets in El Monte, such as Garvey Avenue and Durfee Avenue. It is difficult to plant trees, especially large canopy trees under the overhead wires without trimming them into an unpleasant shape. There are two ways to accommodate this situation: one is to propose street trees at different locations and the other is to choose the right size species that will not interfere with the overhead wires.

Design Recommendations

Scenario 1

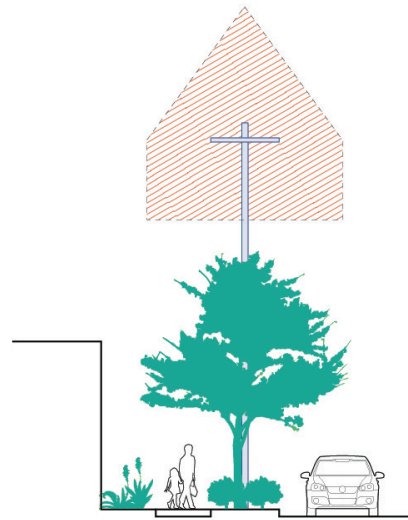
Plant small trees (less than 30' in height) under the utility lines.

Scenario 2

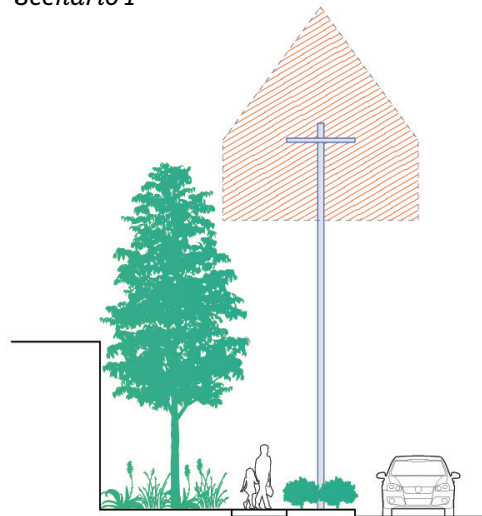
Plant columnar trees in narrow setback areas without interfering with utility lines.

Scenario 3

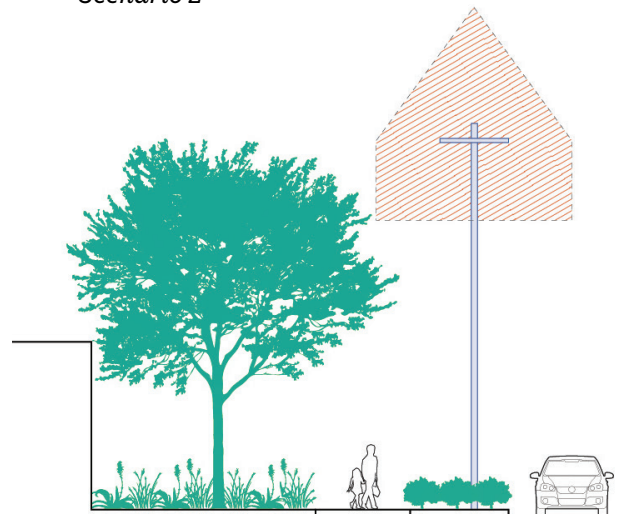
Plant large canopy trees in wide setback areas without interfering with utility lines.



Scenario 1



Scenario 2



Scenario 3

Gateway, Signage, Wayfinding and Art Elements

City Gateway Monuments

Gateway monuments are typically large structures located in the pedestrian realm to announce the arrival to a place. They function as major art elements. The design of gateway monuments can often be combined with signage, seating, public art or other streetscape elements. Refer to the Wayfinding chapter of this document for additional details.

Applications

- Gateway monuments can be placed on both sides of a street to emphasize the entrance to a district or neighborhood.
- Gateway monuments can also be a single element placed on one side of the street or plaza.



Cherry Creek North Gateway Monuments

Source: Design Workshop

Design Guidance

- Gateway monuments should be designed with durable, high quality, and anti-vandalism materials
- Gateway monument design should comply with El Monte's comprehensive design guidelines.
- Gateway monument design should reflect the character of the neighborhood.
- Gateway monuments should be placed on sidewalks that are wider than 12 feet to avoid pedestrian flow obstruction.
- Avoid placing gateway monuments within transit stops.
- Gateway monuments should not obstruct vehicle visibility.
- Gateway monuments can be designed with illumination to highlight the destination after dusk.



Wheaton Streetscape Gateway Monument

Source: Design Workshop



Wheaton Streetscape Art Element

Source: Design Workshop

Signage and Wayfinding

Signage conveys essential information to pedestrians, cyclists, and motorists. It can orient and direct people to key destinations. It can also educate people about the place, its culture and history. Appropriate amounts of signage in the right locations can offer a clear and smooth pedestrian experience for both locals and visitors alike.

Applications

- Roadway-oriented signage

Street signs should be designed to comply with El Monte's street sign design standards.

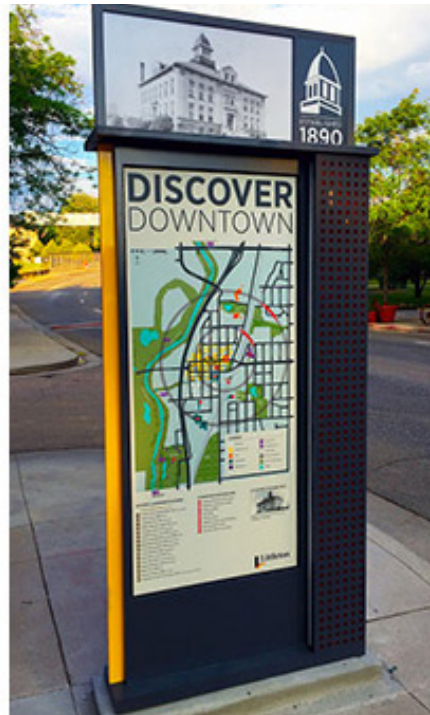
- Pedestrian-oriented signage

Pedestrian-oriented signs are often placed in downtown areas, commercial districts, tourist destinations, historical and cultural districts.



Downtown Los Angeles Districts

Source: Pinterest



Signage and Wayfinding

Source: www.littletongov.org

Design Guidance

- Signage should be design at a human scale with attention to details and craftsmanship.
- Pedestrian-oriented signs should comply with standard clearances from other street elements and comply with ADA requirements.
- Wayfinding signage should be placed near the street intersection corners, transit stations, public plazas, or other areas with high pedestrian volume.
- Wayfinding signage should clearly communicate the locations of nearby destinations, by means such as arrows, infographics, and vicinity maps.
- Avoid placing too many signs on the street, which can cause visual clutter and confusion to people.
- Externally illuminated signs and reflective coating should be used to minimize glare.



El Monte Metro Station Sculpture Time Piece

Source: Site Photo

Public Art

Public art provides a visually pleasing and delightful experience for pedestrians. It comes with diversified forms and functions, often providing interactive and participatory opportunities for people to learn and play. It can also serve as a focal point and destination for a street, a district, or a city. Popular public art installations can attract visitors and stimulate businesses nearby.

Public art has many categories including sculptures, murals, mosaics, and fountains. Materials for creating public art include steel, bronze, stained glass, concrete, wood, ceramic tile, and stone, as well as other materials deemed suitable under the El Monte Art in Public Places program guidelines established by the Economic Development Director.

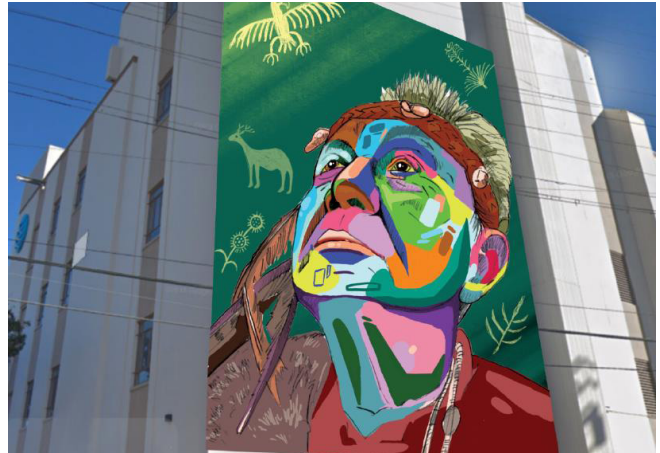


El Monte City Hall Sculpture

Source: Site Photo

Applications

- At a large scale, public art can be used as a gateway element, announcing the entrance of a major street, a district, or the City. Public art can also be combined with signage and wayfinding, providing information and direction in an aesthetic way.
- At the pedestrian scale, public art is often used in high pedestrian volume streets and plazas. It serves as a focal point and adds visual interest to the place.
- At the pedestrian scale, public art can also be used along walkways and paseos with fewer people passing by. It offers a distinct identity to the place.



Kizh Nation Mural

Source: El Monte Mural Program

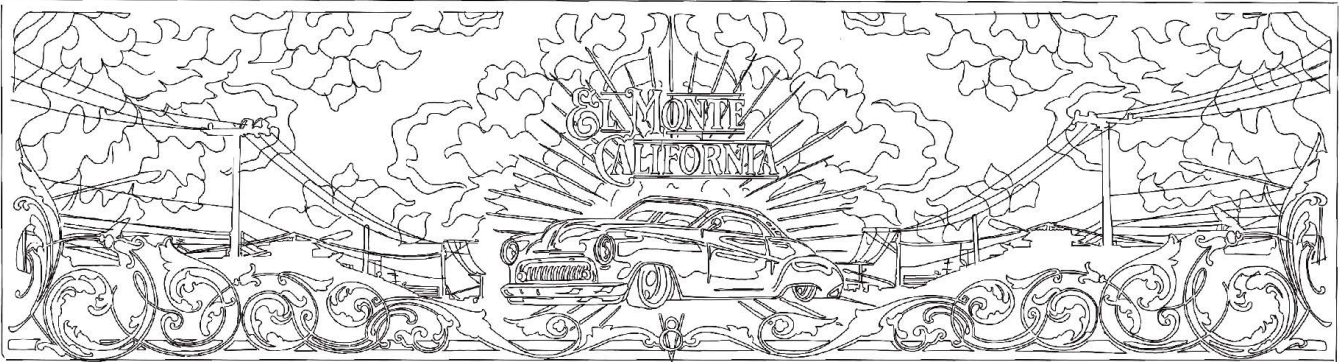
Design Guidance

- Public art materiality should be durable against vandalism, theft and weather and require low maintenance.
- The style of public art should be compatible with the style of immediate and adjacent buildings and landscapes.
- Design and construction of public art should comply with the provisions of the El Monte Municipal Code, Chapter 15.07 El Monte Art in Public Places Program.



The Gypsy Rose - 1964 Chevrolet Impala

Source: El Monte Mural Program



Low Rider Mural

Source: El Monte Mural Program

Appendix B:

Plan Review

Regional Plans

SCAG Regional Transportation Plan/Sustainable Communities Strategy	2012
California's Fourth Climate Assessment - Los Angeles Region Report	2018
Metro First/Last Mile Strategic Plan	2014
Rio Hondo River Watershed Management Plan	2003
County of Los Angeles Bicycle Master Plan	2012
San Gabriel Valley Regional Bicycle Master Plan	2014

City Plans

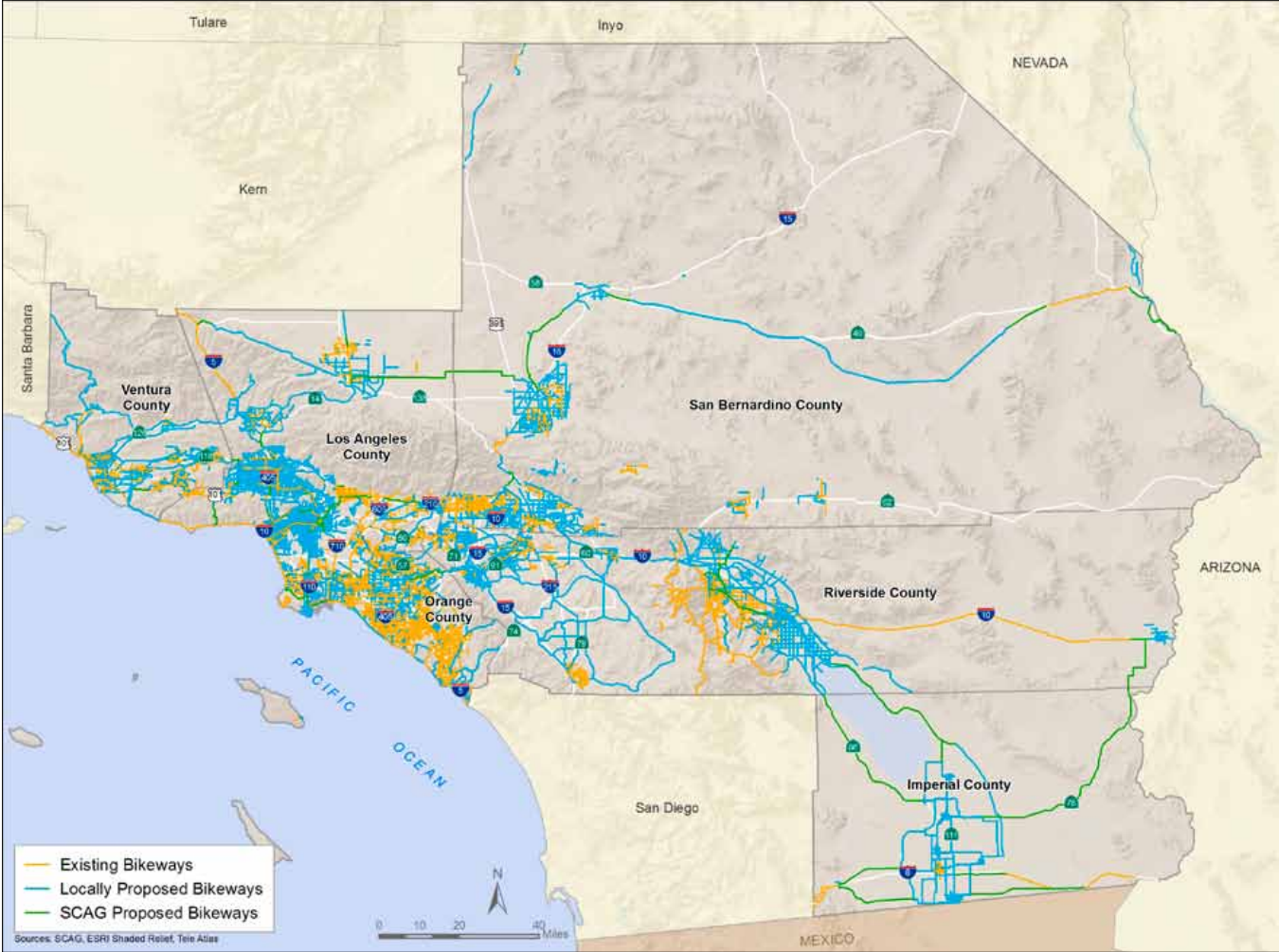
City of El Monte General Plan	2011
Downtown Main Street Specific Plan	2017
Gateway Specific Plan	2006
Ramona Boulevard Complete Streets Feasibility Study	2019
El Monte Comprehensive Design Guidelines	2012

Local Standards and Ordinances

City of El Monte Tree Preservation Ordinance	2016
Urban Agriculture Initiative	2014
Model Water Efficiency Landscape Ordinance (MWELo)	2016
Urban and Community Forestry Management Plan	2010
MS4 Compliance	2018
El Monte Watershed Management Plan	2017

Regional Plans

SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)



SCAG Region Proposed Bikeway Network

Source: Los Angeles Regional Report

Year Completed: 2012

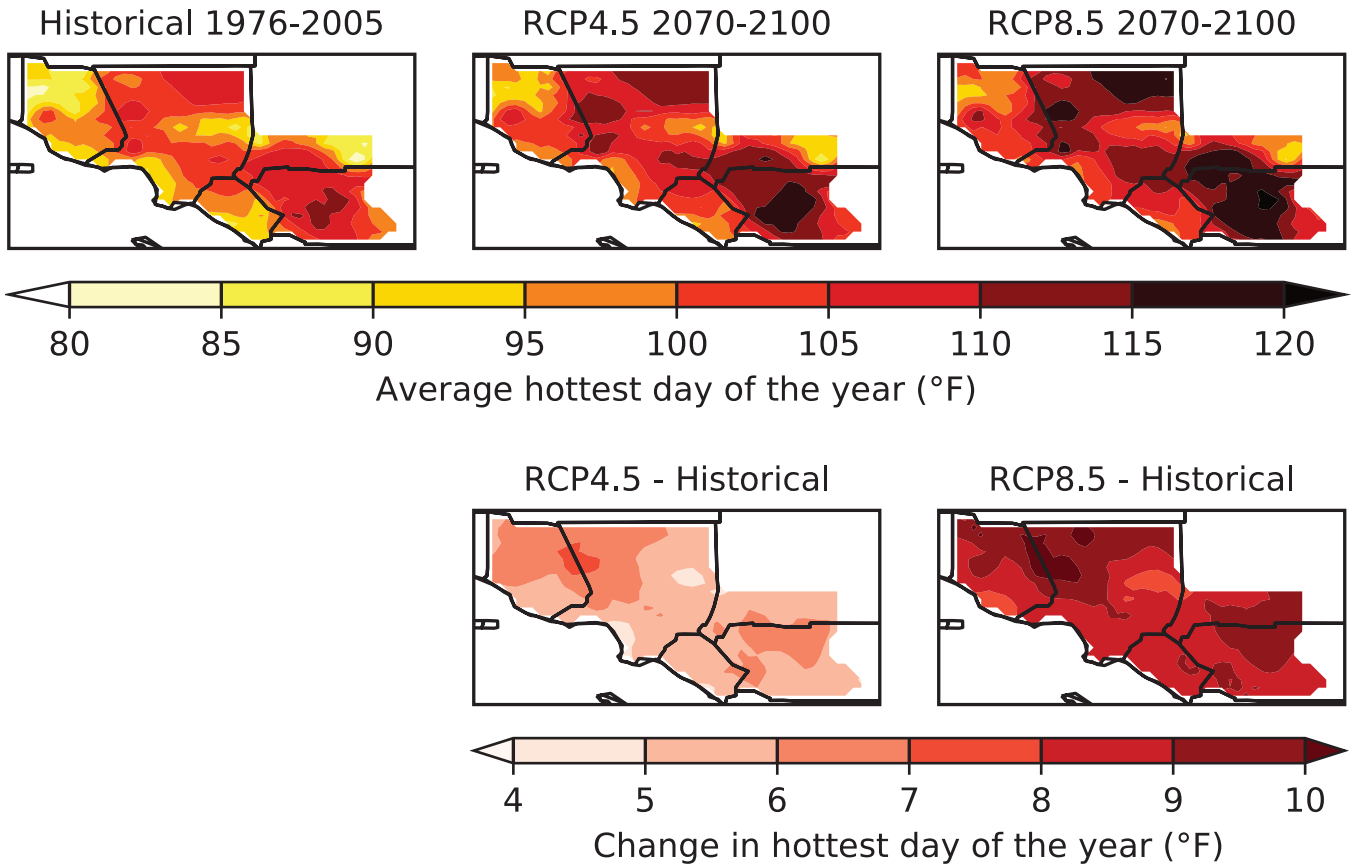
Summary: The vision detailed by the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is to improve the quality of life for residents by providing more options for locations where they will live, work, and play, and how they will move around. The vision would provide safe, secure, and efficient transportation systems that would allow for improved access to opportunities, such as jobs, education, and healthcare. The document's focus on transit and active transportation places an emphasis on the health of residents.

The RTP/SCS aims at developing a regional active transportation system that closes the gaps in public infrastructure and provides connectivity between counties and local jurisdictions. To address gaps in public infrastructure for cycling in the regional network, Southern California Association of Governments (SCAG) proposes an additional 827 miles of bikeways. The plan also calls for improvements that would bring a large number of deficient sidewalks in compliance with Americans with Disabilities Act (ADA). The following policies and actions are supported in this document:

1. Encourage and support local jurisdictions to develop "Active Transportation Plans" for their jurisdictions if they do not already have one,
2. Encourage and support local jurisdictions to develop comprehensive educational programs for all road users,
3. Encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts,
4. Support local advocacy groups and bicycle-related businesses to provide bicycle safety curricula to the general public,
5. Encourage children, including those with disabilities, to walk and bicycle to school,
6. Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network,
7. Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities,
8. Encourage local jurisdictions to complete the California Coastal Trail,
9. Encourage the use of intelligent traffic signals and other technologies that detect slower pedestrians in signalized crosswalks and extend signal time as appropriate,
10. Support the facilitation, planning, development, and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of primary and middle schools, and
11. Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements.

How will it inform this plan? The active transportation section of the SCAG RTP/SCS details a vision along with policies, actions, and strategies that can strongly influence and relate to the goals of the El Monte Streetscape Beautification Master Plan.

California's Fourth Climate Assessment



Top Row: Average hottest day of the year in the historical (1976-2005) period, and in the late-21st century (2070-2100).
Bottom Row: change (late-21st century minus historical) in the hottest day of the year.

Source: Los Angeles Regional Report

Year Completed: 2018

Summary: The California Climate Assessment Report advances actionable science that serves the growing needs of state and local-level decision-makers from a variety of sectors. The Report covers models and data analysis regarding temperature, precipitation, extreme storms, Santa Ana winds, sea level rise, wildfire, drought, clouds, humidity, and air quality.

Within the Report, analyses and screening approaches such as CalEnviroScreen and the Environmental Justice Screening Method, that detail the distribution of cumulative impact and vulnerability to climate change, identify several areas in the greater LA region that are among the most vulnerable and impacted neighborhoods in California; the City of El Monte was one of the areas identified.

The Report concludes that climate change will have both direct and indirect effects on the transportation systems in southern California. Average temperature increases can affect the health, comfort, and behavior of pedestrians, cyclists, and passengers waiting for transit.

Climate change is expected to significantly impact the LA region with warmer weather and extreme temperatures, increased precipitation extremes, and rising sea levels. The Report outlines a number of recommendations that can help to alleviate these vulnerabilities in the region:

1. Reducing the region's carbon emissions and increasing mobility for its residents can be accomplished through targeted upgrades and new infrastructure to LA's transportation system.
2. Planting trees can reduce the urban heat island and improve air quality for the region
3. Significant infrastructural investments to augment local water supplies and shifts will help to maintain water resources for residential, commercial, agricultural, and recreational purposes.
4. Integrating climate change into existing planning and decision-making processes.

How will it inform this plan?

The El Monte Streetscape Beautification Plan aims to provide streetscape standards that maximize benefits to residents and improve the functionality and attractiveness of the street network in the city. This is in alignment with many of the recommendations detailed in the The California Climate Assessment Report, particularly GHG emissions reduction and improving human health and comfort and to provide green infrastructure that reduces the dependence on imported water for irrigation. By making active transportation more appealing, the El Monte Streetscape Beautification Master Plan will be effective in reducing vehicle miles traveled, and therefore reducing GHG emissions. Additionally, this Plan will consider ways to maximize green infrastructure, stormwater management, and address human comfort and health through shade strategies within the public realm.

Metro First/Last Mile Strategic Plan

FIRST LAST MILE STRATEGIC PLAN

ALLOCATION OF STREETSPACE

United States^{13,14}

In the United States, a number of cities are implementing their own versions of a Rolling Lane.

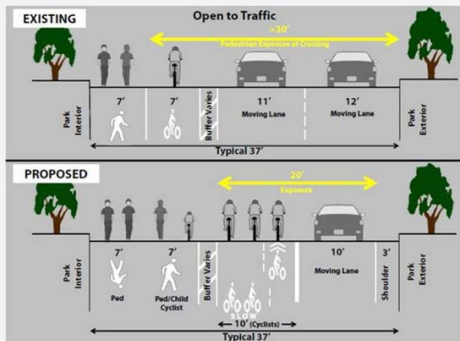
Portland and Chicago have both introduced passing lanes for cyclists at key conflict points. In Portland the new markings expand the bike lane to 10 feet, and include side-by-side bike lane symbols that separate slow and fast lanes. New striping was completed to allow easier and safer passing on an uphill segment of one of Portland's heavily congested bikeways.

The Park Slope neighborhood of Brooklyn is also gearing up for some proposed changes in response to an increase in collisions between pedestrians and bicyclists. The plan introduces a new Ped/Child Cyclist lane, a widened slow bike lane, and a sharrow lane for faster cyclists. Vehicular traffic is shifted into one lane.

In March 2010, San Diego State University opened a dual skateboard/bike lane.

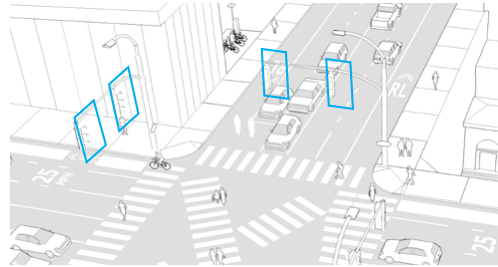


Portland, Oregon's Passing Lanes



Proposed Configuration of Prospect Park Loop, Park Slope, Brooklyn

Signal Modifications



Goals

- » Slow vehicular speeds within transit zones
- » Give crossing priorities to pedestrians and active transportation users
- » Time signals to ease traffic and minimize conflicts between pedestrians and vehicles
- » Begin to establish safe transit-zones around Metro transit areas

Guidelines and Resources

- » Set vehicular signal timing for moderate progressive speeds, rather than aggressive speeds along Pathway routes
- » Time signals to provide pedestrians and other active transportation users lead time for crossing before vehicular travel
- » Use bus and bike detection at traffic signals for prioritization of active transportation devices
- » Add pedestrian-actuated signals for crossings

Transit Integration

- » N/A

Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

Toolkit example: Allocation of street space, Signal Modifications.

Source: Metro & Southern California Association of Governments (SCAG)

Year Completed: 2014

Summary: The goal of the Metro First/Last Mile Strategic Plan is to better coordinate infrastructure investments in station areas to increase the accessibility to transit and ultimately increasing ridership. The Plan lays out guidelines to help facilitate the integration of mobility solutions and support safe routes to and from transit stations.

The Plan identifies challenges associated with creating connections:

1. There is often limited space available in the right-of-way to facilitate non-vehicular connections.
2. Coordination is a challenge because there are many stakeholders in the public realm throughout the County.
3. Funding is limited as there are always competing demands for public funds throughout the County.
4. There are a range of site specific physical challenges faced by individual transit users. I.e. Transit stations are located too far from residents to reach them in a reasonable amount of time.

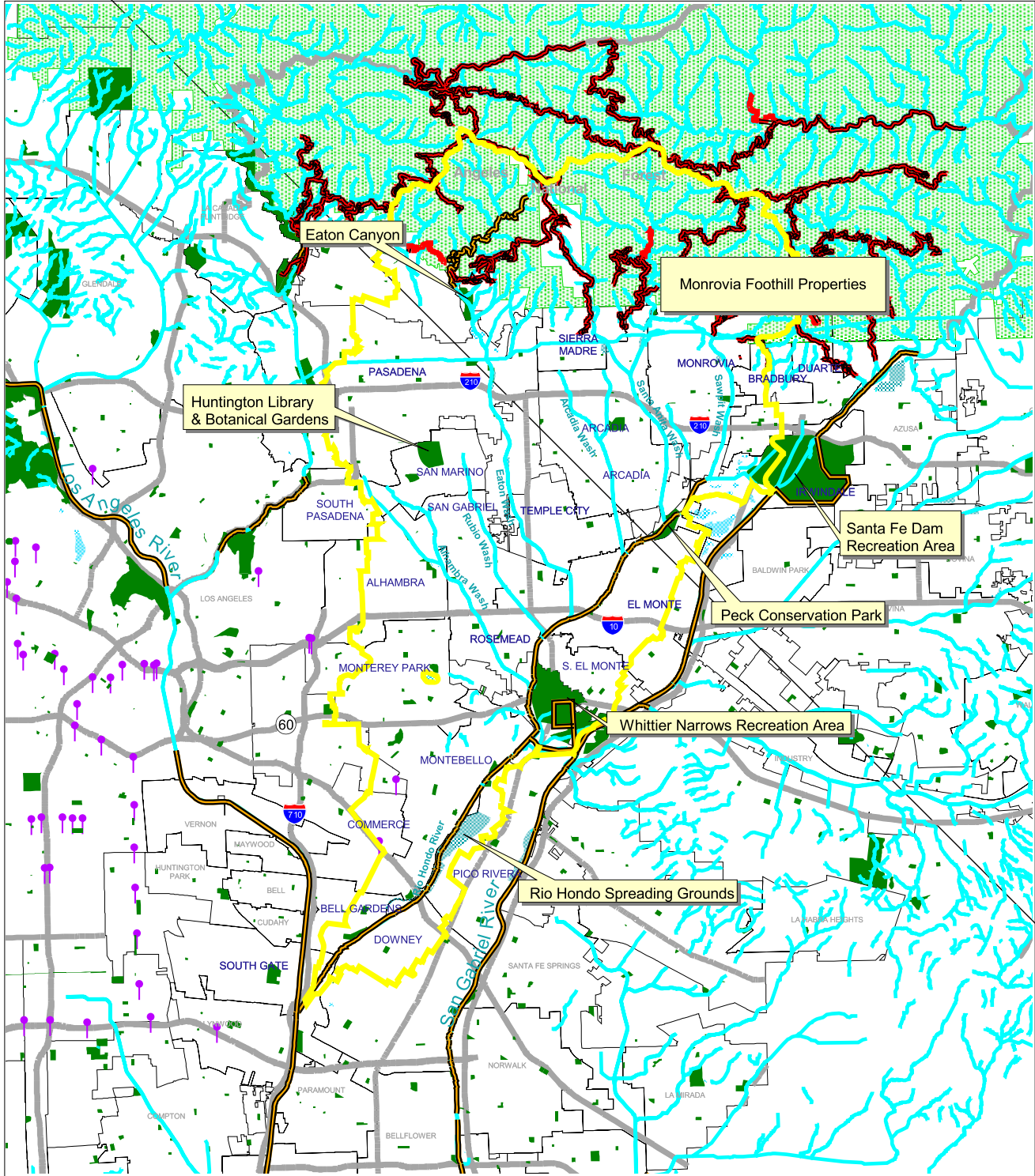
The Metro First/Last Mile Strategic Plan details a policy plan and vision titled “The Pathway” with the goal of expanding transit user access sheds through three actions:

5. Increasing the average speed of active transportation users.
6. Decreasing point to point distances.
7. Supporting multi-modal transfer activity.

Lastly, this Plan lays out a toolbox with guidelines and resources to assist planners and designers in addressing on-street safety, accessibility, and wayfinding around Metro transit stations.

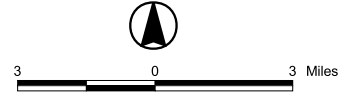
How will it inform this plan? The Metro First/Last Mile Strategic Plan provides methodologies and actions that are directly related to the goal of achieving first/last mile connections in the City of El Monte’s Beautification Master Plan. The City’s plan will assist in creating The Pathway vision set out within Metro’s plan. Additionally, the toolbox in this document is a resource to pull from for the first/last mile elements that will be included in the Pedestrian and Streetscape Design Toolbox that this Plan delivers for El Monte.

Rio Hondo River Watershed Management Plan



Map created by the Rivers and Mountains Conservancy

- Rio Hondo River Watershed
- Mountain Roads and Trails
- River Bike Trails
- Rivers, channels and streams.shp
- Existing Open Space
- Transit Centers
- Los Angeles - Lakes and Reservoirs
- Spreading Grounds
- Los Angeles - Freeways and Highways
- Angeles National Forest



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San Gabriel Valley Council of Governments



State of California - The Resources Agency
 San Gabriel & Lower Los Angeles
Rivers & Mountains Conservancy
 Belinda Faustinos, Executive Officer
 Rivers & Mountains Conservancy
 900 So. Fremont St., Annex 2nd Floor
 Alhambra, California 91802
 (626) 458-4315 ; Fax (626) 979-5363
 www.rmc.ca.gov
 Rio Hondo- Open Space View

Existing Mountain Road/ Trails and River Trails map

Source: San Gabriel Valley Council of Governments (SCAG)

Year Completed: 2013

Summary: The Rio Hondo watershed is a sub-watershed of the Los Angeles River watershed, and is also linked to the adjacent San Gabriel River watershed. The Rio Hondo Watershed Management Plan lays out a vision to balance the health of the watershed's ecosystem by including habitat for animals, while also providing clean water and flood control in the urban environment.

Key issues identified in the Watershed Management Plan are as follows:

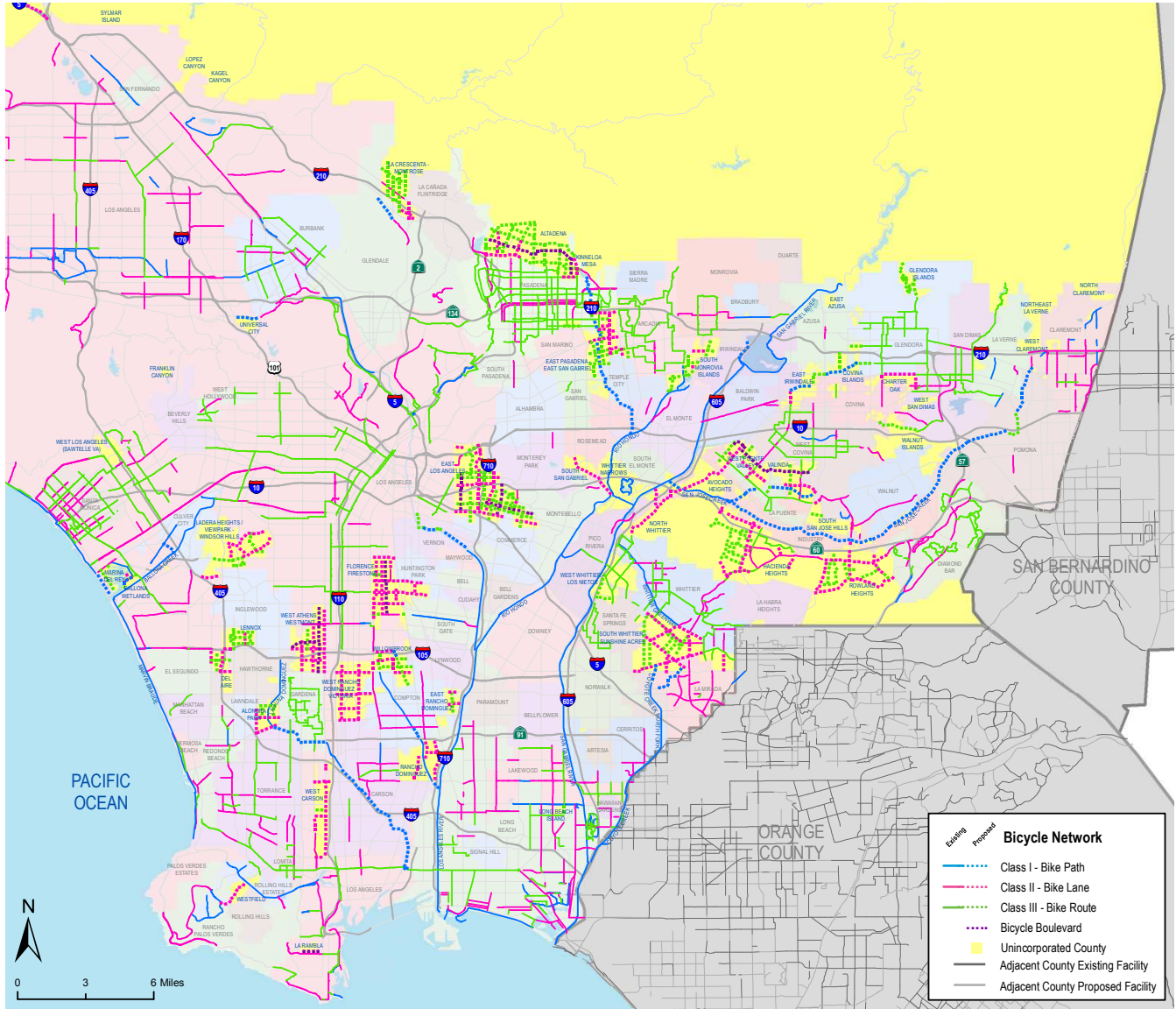
1. The existing political jurisdictions and local communities do not reflect the natural landscape or the scale of the watershed.
2. Groundwater storage and natural habitat have been heavily impacted by urban development and flood control systems.
3. The developed portion of the watershed is largely built out, with consequences for both human and ecological communities.

A few specific goals identified in the Plan to address the above issues include:

1. Implement a wide array of Stormwater Best Management Practices (BMPs) to optimize local water resources and reduce dependence on imported water while increasing beneficial water uses available to the public.
2. Create, enhance, and protect open space through active acquisition of parcels that serve multiple-purpose uses, including conservation, improvement of aesthetics, community development and connectivity.

How will it inform this plan? The City of El Monte is primarily covered by the Rio Hondo River sub-watershed. Recommendations for green infrastructure made in the El Monte Streetscape Beautification Master Plan are directly aligned with the goals and vision laid out in the Rio Hondo River Watershed Management Plan. Projects outlined in the Watershed Management Plan may be supported by the recommendations put forth in the Beautification Master Plan.

County of Los Angeles Bicycle Master Plan



Proposed East LA Bicycle Network

Source: County of Los Angeles Public Works

Year Completed: 2012

Summary: The County of Los Angeles Bicycle Master Plan details a vision for a regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and enjoyable for more people in the County. The Plan provides direction for improving mobility and increasing ridership by expanding the bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging residents to bike more often.

The Plan proposes to install approximately 831 miles of new bikeways in the next 20 years. To achieve increased ridership, the Plan recommends the development of Complete Streets, improving safety for bicyclists, and increasing public awareness and support for bicycling in the County.

The County of Los Angeles maintains many regional bicycle paths that travel through incorporated cities. The regional paths that intersect the City of El Monte include the Rio Hondo Bicycle Path and the San Gabriel River Bicycle Path. The Rio Hondo Bicycle Path is 17.5 miles long making connections to the San Gabriel River Bicycle Path, the Los Angeles River Bicycle Path, and Peck Park in Arcadia. The San Gabriel River Path is 30.2 miles long, providing numerous access points including to El Dorado Park in Long Beach.

The Los Angeles County Bicycle Master Plan details principles that should guide the development of future County bikeways and facilities:

1. The bicycling environment should be safe and free of hazards.
2. The bicycle network should be accessible and ensure the mobility of all users.
3. The network should connect people to places people want to visit.
4. The network should be clearly designated and easy to use.
5. A complete network of on-street bicycling facilities should connect seamlessly to the existing and proposed off-street pathways.
6. All roadway projects and improvements should accommodate bicyclists.
7. Bicycle improvements should be economical.

How will it inform this plan? One of the goals of the El Monte Beatification Master Plan is to improve bicycle infrastructure across the city. Prioritizing street beautification and bicycle improvements around the existing regional connector paths will work to close infrastructure gaps in the network and will likely encourage increased ridership in the City.

San Gabriel Valley Regional Bicycle Master Plan



El Monte Recommended Bikeway Network

Source: The City of El Monte

Year Completed: 2012

Summary: The San Gabriel Valley Regional Bicycle Master Plan focuses on five specific cities within the San Gabriel Valley region, including the City of El Monte. This Plan provides direction for expanding the existing bikeway network, closing key gaps within the project cities, and connecting to bicycle facilities in adjacent cities and unincorporated Los Angeles County Communities.

At the time of publication of this document (2012), El Monte had a slightly higher percentage of bike commuters than surrounding communities. An estimated 8,248 bicycle trips are made daily in El Monte.

The Plan details a proposed bikeway network based on technical review and public input, that when completed, will include nearly 80 miles of bicycle facilities to increase connectivity within El Monte and to the surrounding communities.

How will it inform this plan? The El Monte Streetscape Beautification Master Plan can present guidelines that prioritize bikeway improvements along the proposed network detailed in the San Gabriel Valley Regional Bicycle Master Plan. The efforts set forth in the Beautification Master Plan will help achieve the overall vision for the San Gabriel Valley Regional Bicycle Master Plan.

San Gabriel Valley Regional Active Transportation Plan & Greenway Network Study

Source: San Gabriel Valley Council of Governments

Year Completed: 2019

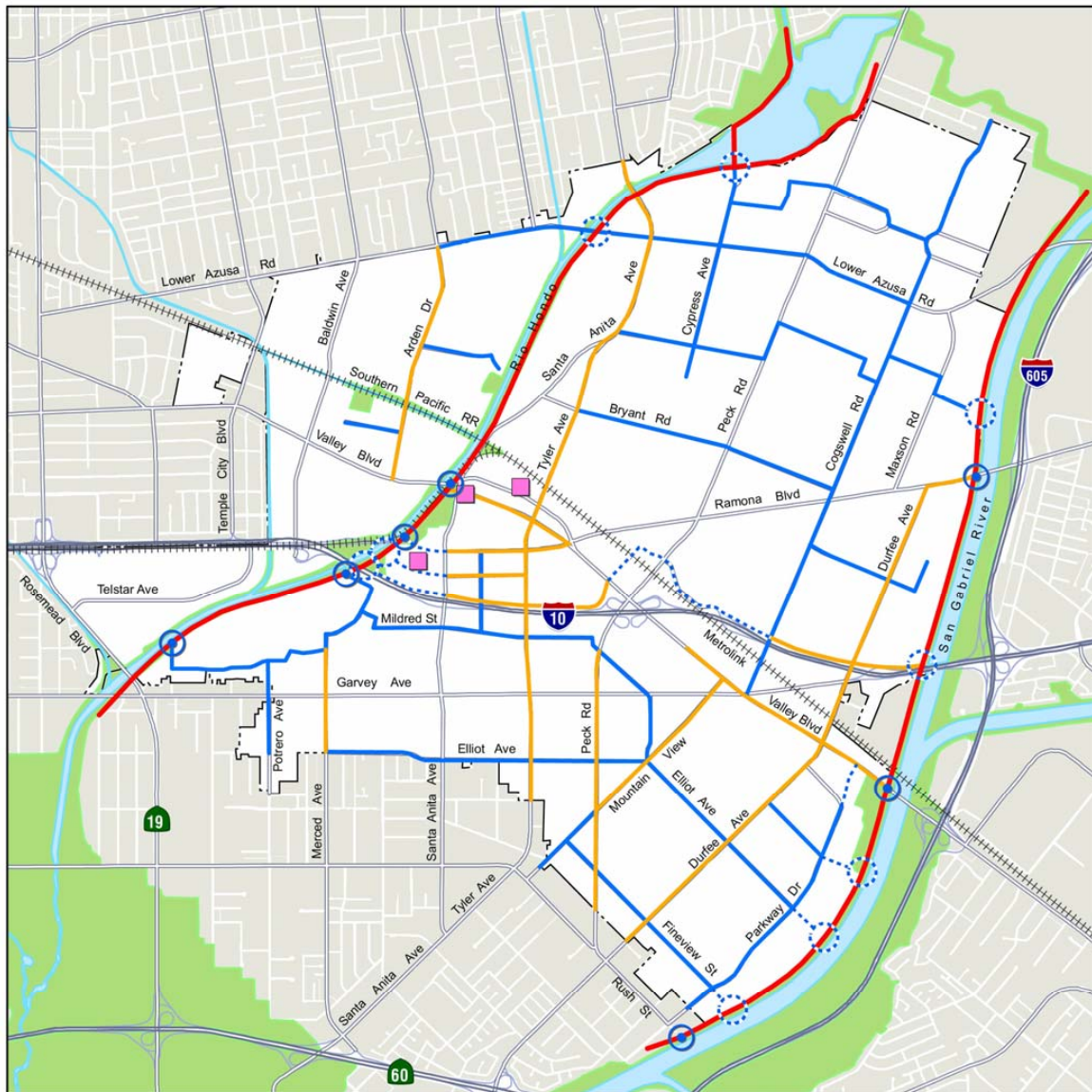
Summary: The San Gabriel Valley Regional Active Transportation Plan provides strategies and actions to improve conditions for walking and bicycling in each partner city. As a means of bettering the walking and bicycling environment, this Plan provides direction for expanding and upgrading the existing active transportation network, closing key gaps within the project cities, and connecting to facilities in adjacent cities and unincorporated Los Angeles County communities. In addition to providing infrastructure recommendations, the Plan offers recommendations for education, encouragement, enforcement, and evaluation programs.

This Plan continues to build upon efforts to make San Gabriel Valley more pedestrian- and bicycle-friendly, including the 2014 San Gabriel Valley Regional Bicycle Master Plan, which proposed improvements in the cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte.

How will it inform this plan? This Plan continues to build upon efforts to make San Gabriel Valley more pedestrian- and bicycle-friendly, including the 2014 San Gabriel Valley Regional Bicycle Master Plan, which proposed improvements in the cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte.

City Plans

City of El Monte General Plan



- Class I Bikeway/Trail
- Class II Bike Lane
- Class III Bike Boulevard
- ⋯ Requires New Connection
- Existing Connection to River Bike Path
- ⊙ New Connection to River Bike Path (Feasibility to be Determined)
- Bicycle Hub

El Monte Bicycle Network

Source: The City of El Monte

Year Completed: 2011

Summary: The City of El Monte General Plan outlines a vision that is directly related to providing convenient transportation choices. The Plan envisions a city where people can easily and safely access community facilities and services by convenient transportation choices that efficiently connect El Monte to the region. Several key maps and figures from the General Plan that will inform this planning effort include:

- Green Infrastructure Map (existing)
- Multimodal Circulation Plan
- Roadway classification map and sections for typical roadway types (Major Arterials, Secondary Arterials, Collector Streets, Local Streets)
- Transit Corridors Map
- Bicycle Network Map

The Plan also establishes goals associated with each element that can be furthered as part of this planning effort. Specific elements within the Plan that are most relevant include:

City of El Monte General Plan, Community Design Element: Community design policy plan map shows prioritized corridors and intersections. This element could serve as a base to prioritize city scale connections in the complete streets network.

City of El Monte General Plan, Circulation Element: Circulation policy plan map of bike lane details bike routes and where they are not existing. The General Plan states that streets have been designed to accommodate a variety of modes where feasible. The majority of lanes are Class II and the network shows gaps in coverage.

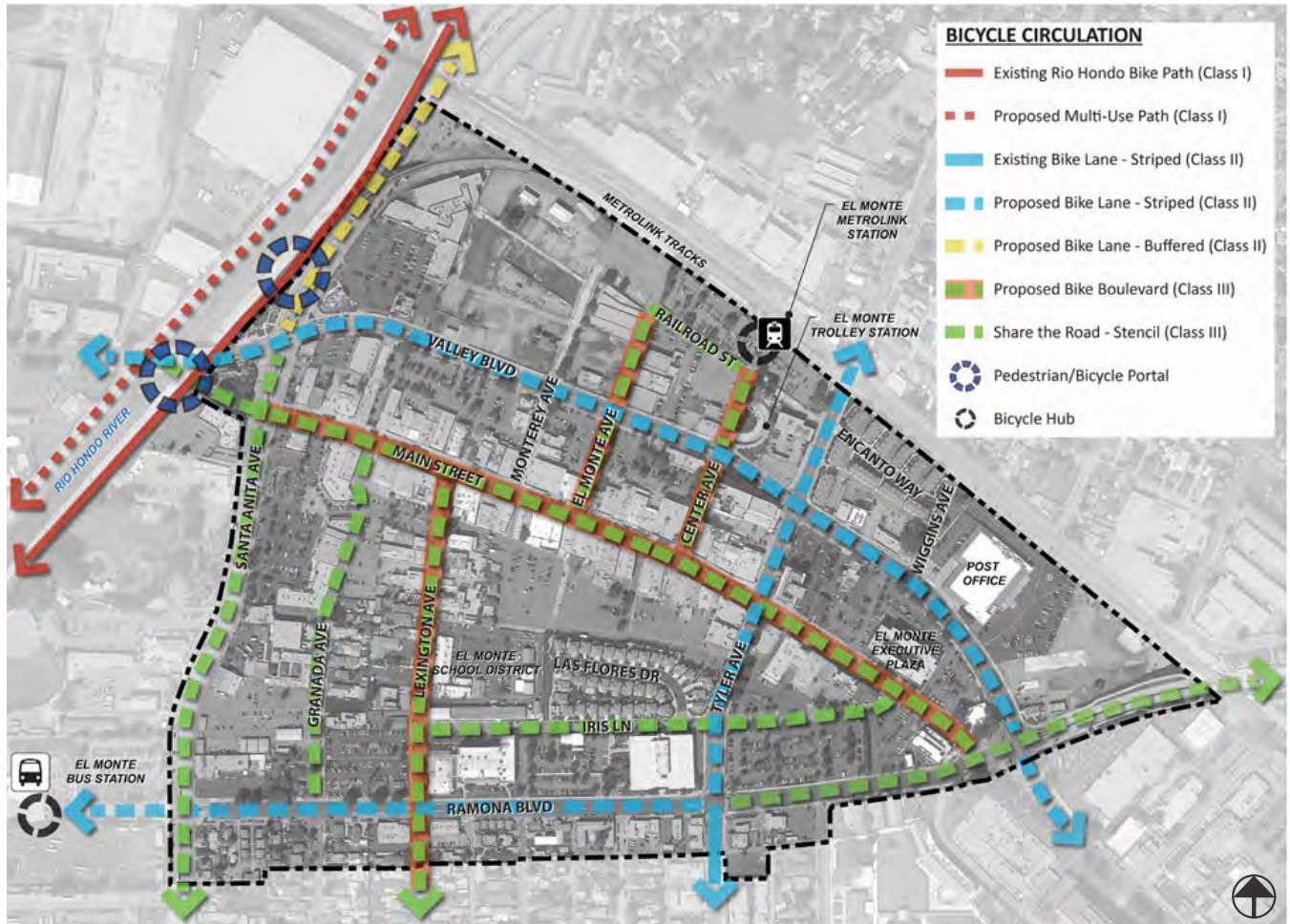
City of El Monte General Plan, Public Health and Safety Element: 15 intersections and road segments are responsible for 75% of all accidents in the city. These areas are not identified in the General Plan.

City of El Monte General Plan, Health and Wellness Element: Create a healthy transportation system—reducing transportation related injuries, expanding walking and bicycle networks, providing children with safe access to schools and parks, and promoting active transportation choices.

City of El Monte General Plan, Land Use Element: The element discusses different patterns of development that will require different types of streetscape improvements. This includes the historic downtown area centered along Main Street, the El Monte Gateway centered at the El Monte Transit Center, mixed-use corridors along Garvey Avenue, Peck Road and Durfee Avenue, the Flair Park professional office area, the City's auto hub area, the industrial northwest and residential neighborhoods.

How will it inform this plan? The City of El Monte General Plan envisions a well connected and multimodal city that offers convenient and comfortable transportation options to its residents. Many of the goals and policies detailed above may be used to develop specific actions under the El Monte Streetscape Beautification Master Plan.

Downtown Main Street Specific Plan



Downtown Bicycle Circulation Plan

Source: The City of El Monte

Year Completed: 2017

Summary: The Downtown Main Street Specific Plan details a pedestrian and bicycle network in the downtown area. As noted in the Plan, one of the priorities of the City of El Monte is renaming Valley Mall to Main Street to indicate its location within the heart of El Monte. The following development standards were created to inform the redevelopment of Downtown El Monte: Mixed-Use, Pedestrian, and Transit-Oriented urban Village, Central Shopping and Entertainment District, Enticing Place for Investment, Variety of Housing Opportunities, Expanded and Improved Public Transit System, Blend of Old and New, Balanced System of Multimodal Streets, and Entryways at Key Intersections. The Plan has detailed 4 sub-areas within downtown, each with their own set of unique characteristics.

Main Street: is the heart of El Monte, has many local businesses, a network of alleys and paseos, and has already been enhanced with street amenities.

Goal: facade improvements, vertical mixed-use development with residential/offices above retail.

Zocalo: currently includes residential, retail, offices, and a large centralized parking lot.

Goal: transform vacant parking areas into development that centers around outdoor, public space that the community can utilize. Housing targeted to artists.

Station: transit oriented, contains El Monte Metrolink and is adjacent to El Monte Bus Station.

Goal: mix of retail, urban housing, and use of transit. Multi-family residential units paired with small retail.

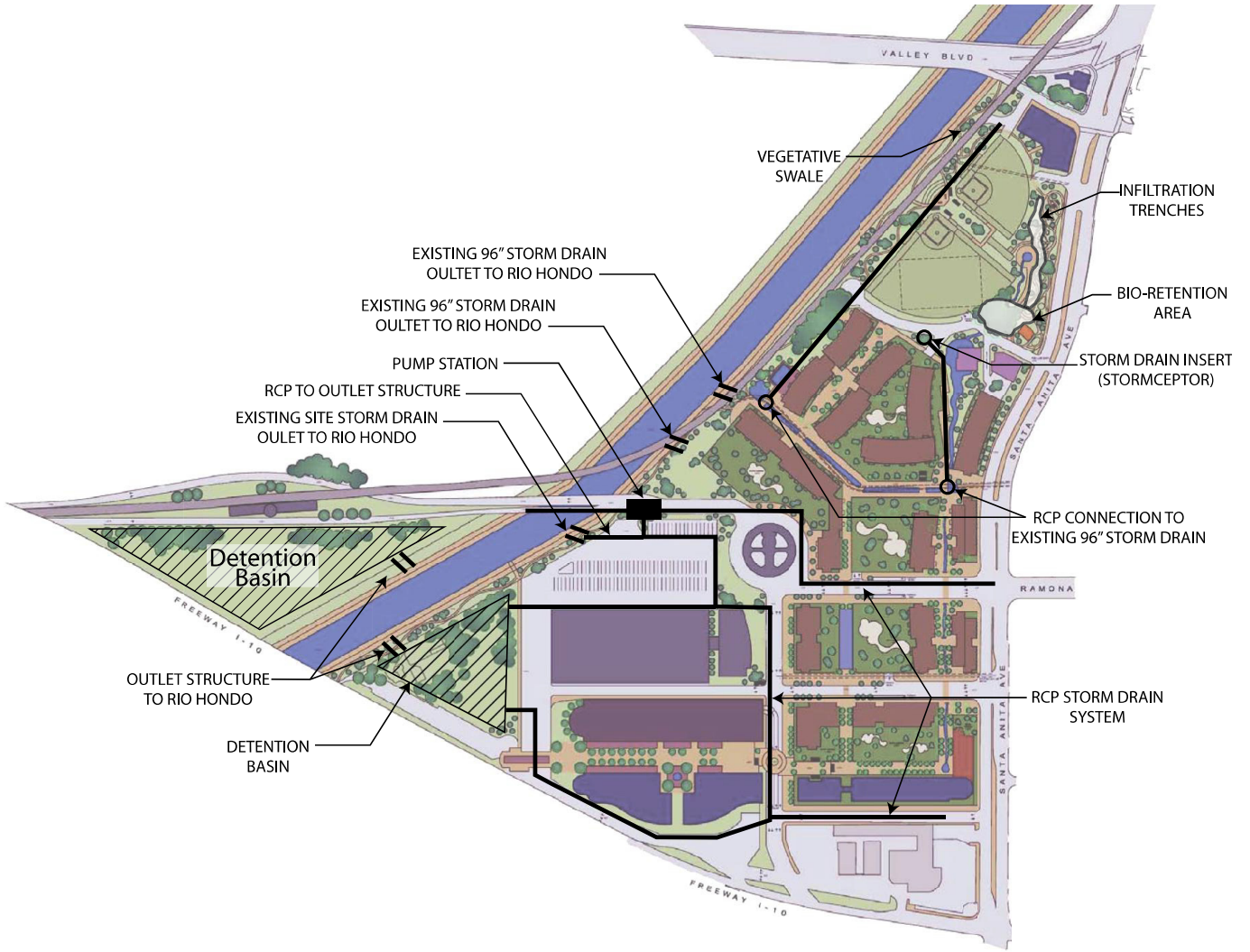
Monte Vista: surrounds a majority of the other sub-areas. Includes office, residential and public facilities such as the El Monte US Post Office.

Goal: enhanced with street corridor beautification, mixed-use development, and downtown entry access points.

The Plan includes area wide site development standards, including the need for noise and visual buffers. This would include constructing walls and adding landscape buffers for sites adjacent to residential zones. Additionally, elements shall be used to provide additional identity and user engagement. As noted in the Plan, it is of El Monte's interest to preserve the historical features in downtown.

How will it inform this plan? Elements of the Downtown Main Street Specific Plan can be incorporated into a crosswalk policy with criteria and standards. Phasing is discussed in this Plan and could be examined to help determine priorities in phasing the El Monte Streetscape Beautification Master Plan.

Gateway Specific Plan



Existing Stormwater Systems

Source: The City of El Monte

Year Completed: 2006

Summary: Based off of Chapter 5: Design Guidelines

The Gateway Specific Plan establishes a vision for the area in the west-central portion of the City of El Monte and encompasses approximately 60 acres. The area is bounded by Valley Boulevard to the north, Santa Anita Avenue to the east, I-10 Freeway to the south, and the Rio Hondo to the west. The Gateway Specific Plan is dedicated first and foremost to the creation of a highly vitalized pedestrian environment.

The Plan notes that landscape design should provide extensive shade for people, and should also act as an extension of the Rio Hondo River. The El Monte Gateway will provide outdoor experiences for all users, promoting a healthy lifestyle. The Gateway Specific Plan details green infrastructure strategies for managing stormwater runoff such as vegetated swales, infiltration trenches, bioretention areas, and rooftop gardens. The plan suggests a comprehensive system of trails and walkways (fitness stations included) to link areas of the site and tie into the Emerald Necklace trail systems. Additionally, the Plan notes that it is important to respond to the context of the Rio Hondo and its riparian vegetation.

Within the Plan specific design guidelines are provided for Rio Paseo Village and South and North Promenade Village.

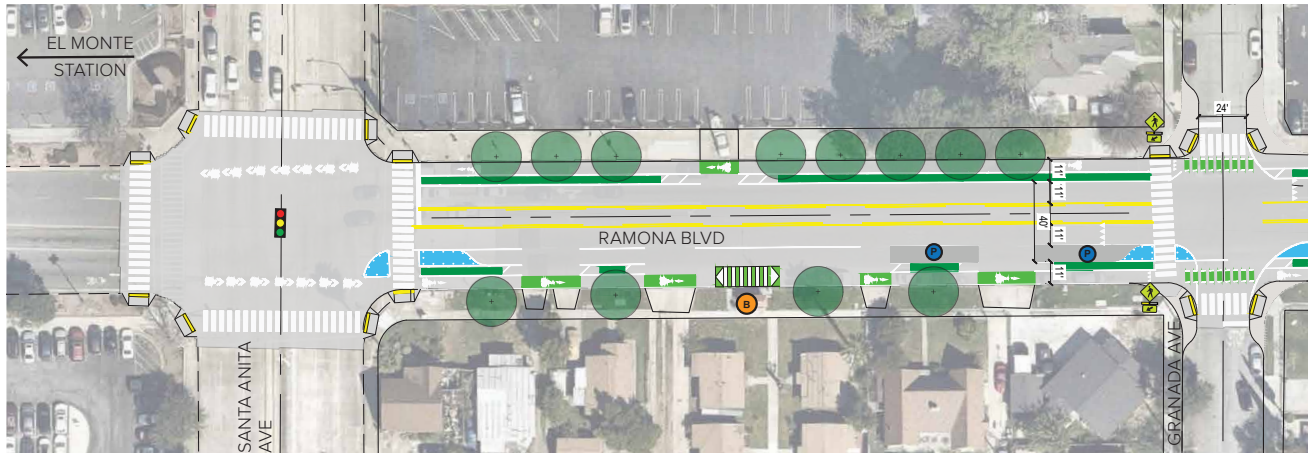
Rio Paseo Village: the vision El Monte has along the river is a place where people can enjoy the natural landscape with commercial businesses along Rio Paseo.

North Promenade Village: serve as a place for restaurants and retail, with full access for pedestrians. Landscape should be lush.

South Promenade Village: share characteristics with North Promenade Village. East-west portion will be more formal with a water feature of significant scale.

How will it inform this plan? The Gateway Specific Plan provides land use and development regulations that outline landscaping and irrigation guidelines. These guidelines can be used as a basis to create landscape standards for new development sites and design pedestrian friendly streets.

Ramona Boulevard Complete Streets Feasibility Study

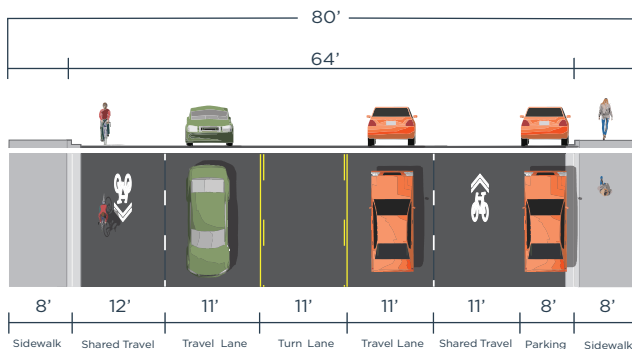


Legend

	Buffered Bike Lane		Driveway conflict striping		Signalized Intersection
	Bicycle Crossing Lane		Bus Boarding Platform		Stop controlled intersection
	Bicycle Sharrow Marking		Bus Stop		Rectangular Rapid Flashing Beacon (RRFB) at new pedestrian crossing
	Bicycle 2-stage turn queue box		Street Parking		Proposed Street Tree

N.T.S.

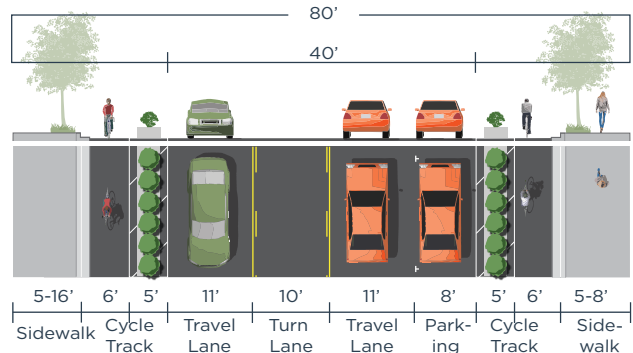
SECTION A: EXISTING



Proposed Improvements: Santa Anita Avenue to Lexington Avenue:

- New pedestrian crossing with RRFB on the west side of Granada Avenue.
- New street trees feasible on the north side of Ramona Boulevard, on the south side they are feasible only up to the west side of the Lexington Avenue intersection. As

SECTION A: PROPOSED



you move east, the sidewalk narrows, street trees only feasible on the south side in this area if the sidewalk is widened.

- Gateway signage/art and wayfinding opportunity at Santa Anita to reinforce connections to El Monte Station, the Rio Hondo Trail, the Gateway Parks & Shops.

Example Concept Plan for Santa Anita to Lexington

Source: The City of El Monte

Year Completed: 2019

Summary: The Ramona Boulevard Complete Streets Feasibility Study establishes Complete Streets recommendations along Ramona Boulevard, a major transit corridor. These include a Class IV separated bikeway, transit stop enhancements, and streetscape enhancements.

Material choices will be based on reducing the urban heat island effect.

Complete Streets Recommendation

As noted in the study, there may be a Bus Rapid Transit Service along Ramona Boulevard; if it is not implemented, the city would like to explore the possibility of elevated bike facilities. It is strongly suggested that new street trees, planting areas, special sidewalk treatments at key nodes, and pedestrian scale lighting are implemented. A minimum of one crossing is recommended per block. If there is no signal or any form of control, a Rapid Rectangular Flashing Beacon is preferred.

How will it inform this plan? The Ramona Boulevard Complete Streets Feasibility Study provides a complete streets-driven conceptual design strategies that can be used as a model for the El Monte Streetscape Beautification Master Plan. Strategies and interventions proposed along the corridor could be expanded to other areas of the City to create a connected system linking numerous destinations and neighborhoods.

El Monte Comprehensive Design Guidelines

Source: The City of El Monte

Year Completed: 2012

Summary: The intent of the Design Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the El Monte community. These Guidelines should be considered to be the minimum threshold for quality design. Developers, designers, architects, and owners are encouraged to design and build projects that exceed these minimal expectations by incorporating innovation, creativity, and sustainability in all aspects of design, and reaching for LEED certification or equivalent (or other sustainability measures. The design guidelines mainly cover the following aspects:

- Vision, Purpose and Principles
- Single Family Design Guidelines
- Commercial Design Guidelines
- Multi-family Residential and Mixed-use Design Guidelines

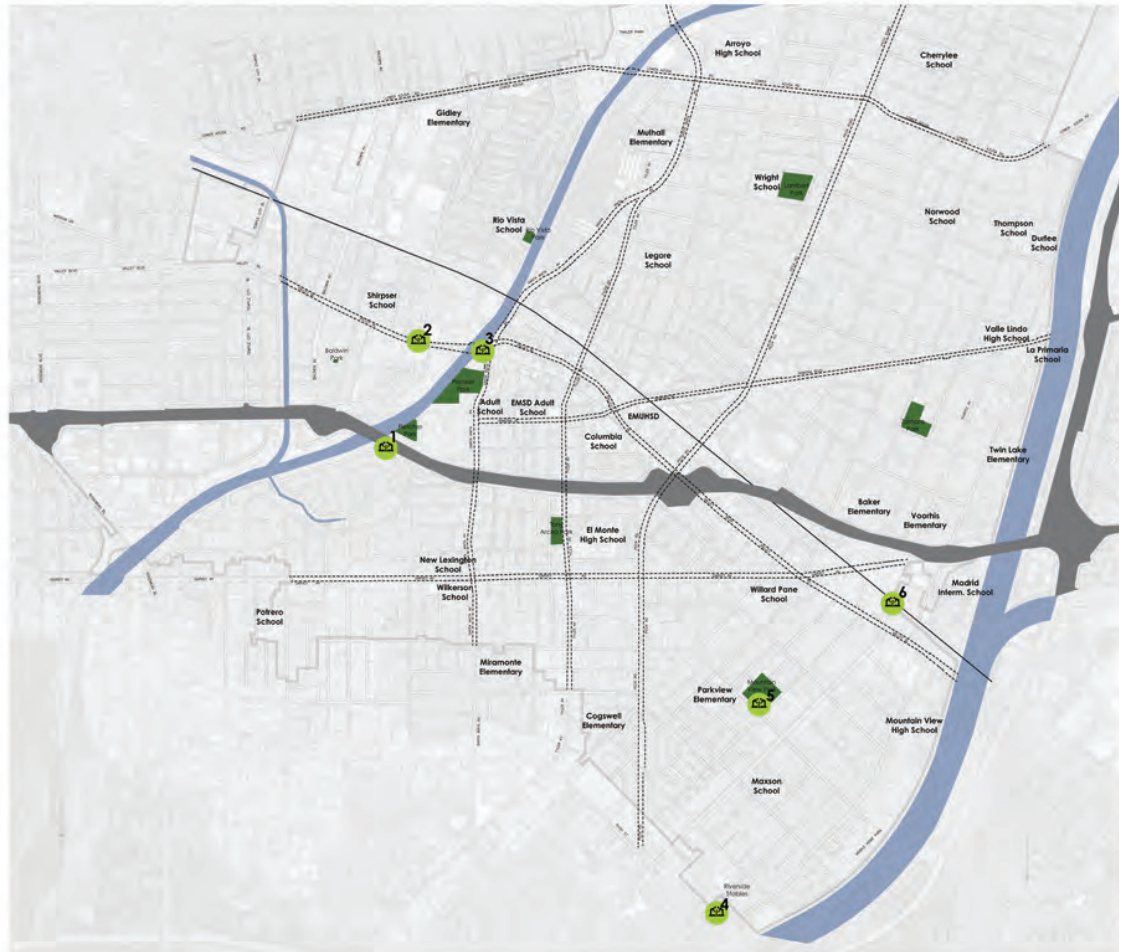
How will it inform this plan? The El Monte Comprehensive Design Guidelines provide an overall direction to the El Monte Streetscape Beautification Master Plan in terms of quality design and innovation. Especially under Chapter 3 Commercial Design Guidelines, it delineates specific guidelines to create human scaled, quality environment along Main Street Corridor and Suburban Corridor. These can be employed as baselines for the Streetscape Beautification Master Plan.

Local Standards & Ordinances

Urban Agriculture Initiative

- 1 Hwy 10 and Brockway St.
- 2 Valley Blvd. and Arden Dr.
- 3 Valley Blvd. and Santa Anita Ave.
- 4 Riverside Stables
- 5 Mountain View Park
- 6 Southern Pacific R.R. and Durfee Ave.

Community Gardens



Potential Sites for Community Gardens

Source: The City of El Monte

Year Completed: 2014

Summary: The Urban Agriculture Initiative program has provided a framework for the implementation of urban agriculture in El Monte. This has been developed by hosting multiple community outreach events, assessing current urban agriculture spaces and conducting site analysis for potential urban agricultural spaces. Sites have been identified that have established a network that provide people with recreational spaces, local farms, bike and pedestrian paths, and schools. Funding has been acknowledged as a priority in order to support the development of these agricultural spaces. Urban agriculture can happen in private, public, or institutional sites, providing people with edible, local produce that benefits the economy, community, health, and ecology. Certain areas of El Monte have been identified as food deserts, areas where it is difficult to obtain food that is fresh, nutritious and affordable.

Urban agricultural models, most from within the Los Angeles region, have been identified that outline the positives and negatives of each unique, but viable approach. Community farms, edible schoolyards, demonstration farms, production farms, residential gardens, pollinator gardens, community orchards, urban agriculture and food hubs, kitchen incubators, aquaponics, animal husbandry, farmers markets, vegetable+fruit stands, rooftop gardens, street fruit trees, and farm-to school programs were the different typologies researched and identified.

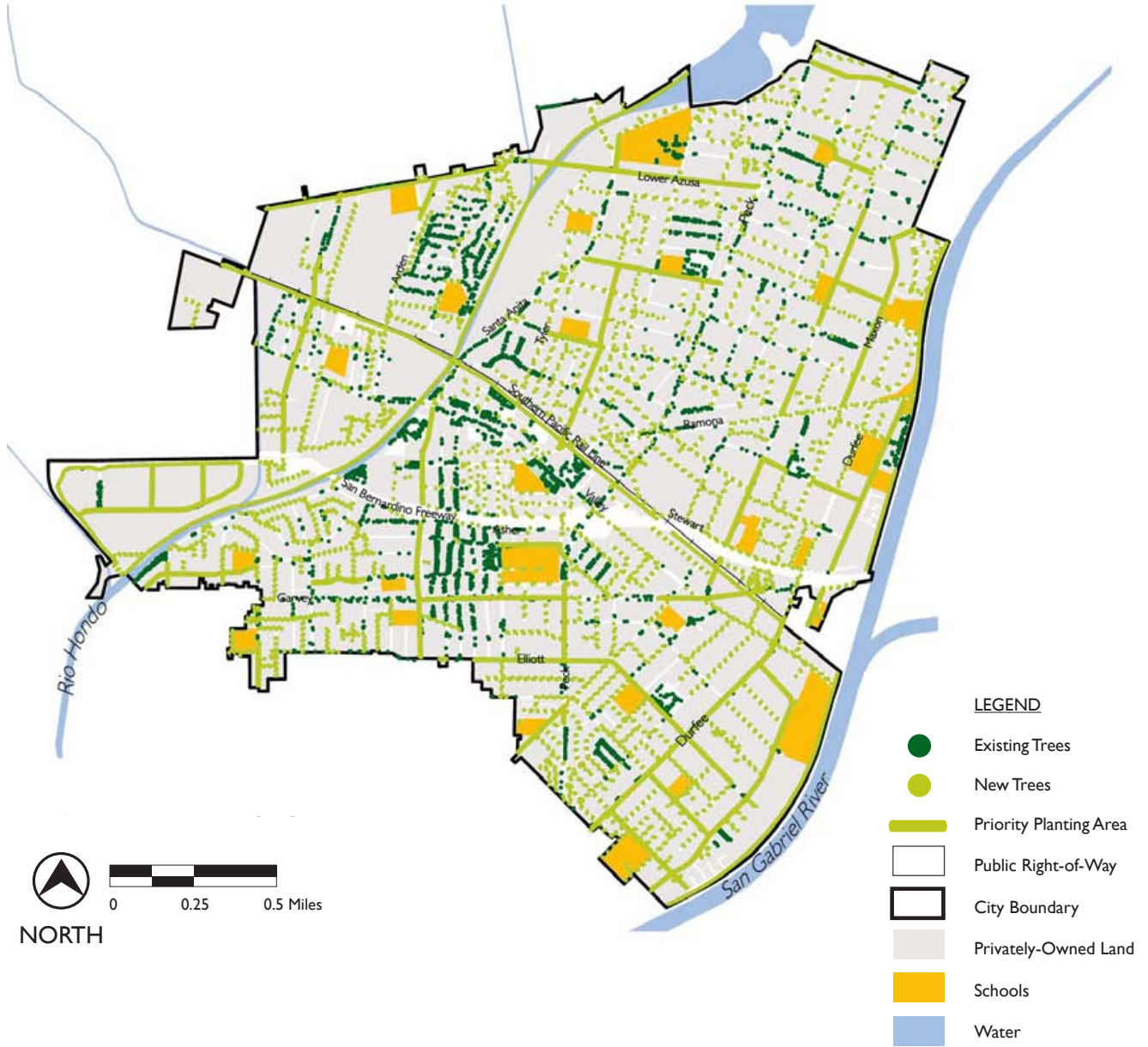
Within the Initiative document, the outreach process is described, ranging from meetings to workshops. Information was able to be obtained that was critical to the wants and needs of the community. Drawing sessions, informational brochures and coloring books were several creative methods used to engage the public.

Interviews were conducted which resulted in the following findings (these had the most votes):

- The most viable community assets included city-owned vacant lots, partnerships, and agricultural heritage.
- Barriers to urban agriculture included poor information, liability, low-income, and lack of funding.
- Needs for urban agriculture included funding, enhanced city image, education, and community leadership.
- Potential Programmings Opportunities included youth involvement, collaboration with schools, Amigos de los Rios volunteer base, and community outreach.
- Potential Funding Sources included: corporate grants.
- Potential Sites included riverside stable and open industrial space.

How will it inform this plan? The Urban Agriculture Initiative identifies potential spaces for a network of community hubs across El Monte that would reflect a shared community identity. These spaces may be considered when developing active transportation network recommendations.

Urban and Community Forestry Management Plan



Existing and proposed tree canopy.

Source: The City of El Monte

Year Completed: 2010

Summary: El Monte has understood the negative impact an undeveloped urban tree canopy has on a city and its community. The city currently has 5% canopy in the public right-of-way. The Urban and Community Forestry Management Plan envisions El Monte as a city with a 15% canopy by 2035. This would benefit the community in many ways, such as improved public health, energy conservation, increased property value, community safety, and heat island mitigation. Designated areas include communities that have minimal forest canopy, which can then provide corridor connections across the City. Arterial streets are of priority, as many people experience these streets due to the abundance of commercial businesses. They provide opportunities for more landscape design interventions. Civic spaces, freeways, and parking lots also provide opportunities for expansion of the urban tree canopy.

El Monte's urban forest currently has an estimated gross value of \$737,453. This has positive changes on energy savings, carbon dioxide reduction, stormwater runoff reduction, and aesthetics. The Urban and Forestry Management Plan of 15% canopy would equate to an increased gross value of approximately \$1.7 million by 2035.

A recommended tree list is provided that supports the existing identity and urban forest of the city. They are separated into four categories: large trees, medium to small ornamental trees, native understory shrubs and tree-like shrubs, and urban agriculture selections. El Monte has placed emphasis on California natives. The City is mostly made up of Oak Savannah and California Oak Woodland communities, it is in El Monte's design interest to continue the development of the natural environment.

The Urban and Community Forestry Management Plan has divided the City into six neighborhoods based on their existing conditions and how they will change in correspondence to the 2035 vision. These neighborhoods are: Arden Village Northwest, Norwood Cherrylee, River East, Mountain View, Park El Monte, and Downtown El Monte.

The city has established goals that provide greater detail on how to improve green infrastructure, establishing new planting areas that would improve the public realm, such as supporting The Active Community Transportation (ACT), maintaining a healthy urban forest, maximizing associated benefits, involving the community in forest stewardship, and securing funding for current and future programs. Furthermore, El Monte has provided design principles that correlated with the city's vision in all scales of work, with design concepts provided for better understanding.

How will it inform this plan? The Urban and Community Forestry Management Plan is a detailed guide that has an impact on all development of El Monte. It is directly tied to The El Monte Streetscape Beautification Master Plan as the urban forest contributes to the aesthetic of a space.

City of El Monte Tree Preservation Ordinance

Source: The City of El Monte

Year Completed: 2010

Summary: As The City of El Monte continues to evolve, so does the need for the preservation of trees in the City. Healthy, mature trees provide economic and ecological benefit, while also contributing to the identity of El Monte. The Ordinance establishes policies and principles which aim to maintain the wellbeing of urban trees by protecting mature trees, prohibiting debilitating pruning, and proper tree maintenance. There are additional rules that state prohibited activities, proper etiquette involving protected trees during construction, exemptions, permit requirements, tree removal applications and procedures and tree replacement policies.

How will it inform this plan? The City of El Monte Tree Preservation Ordinance provides a guideline for how people will contribute to preserving the health of the urban tree canopy. This is in accordance with The El Monte Streetscape Beautification Master Plan’s focus on the importance of public knowledge and participation to improve conditions for the environment and the public.

MS4 Compliance

Source: California Water Resources Control Board

Year Completed: 2018

Summary: Municipal Separate Storm Sewer Systems (MS4s) are defined as a conveyance or system of conveyances, including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains, that are owned or operated by a State. The Municipal Storm Water Program regulates MS4s throughout California. “Pursuant to the Federal Water Pollution Control Act (Clean Water Act) section 402(p), storm water permits are required for discharges from an MS4 serving a population of 100,000 or more.”

How will it inform this plan? Green Infrastructure recommendations identified as part of this plan will ensure compliance with MS4 requirements.

Model Water Efficiency Landscape Ordinance (MWELO)

Source: The City of El Monte

Year Completed: 2016

Summary: MWELO provides standards for landscape water efficiency. Due extended periods of drought California has experienced in recent years, it is essential to conserve water as much as possible by using plants with low water needs which includes hydrozones and soil preparation, irrigating efficiently, reusing rainwater + graywater, stormwater management, and designing with grading that minimizes erosion and runoff. MWELO should also be practiced by the public in order to promote efficient use of water by all users.

How will it inform this plan? The Water Efficient Landscape Worksheet is required as part of the Landscape Documentation Package, which will be followed by The El Monte Streetscape Beautification MP Plan Review.

El Monte Watershed Management Program

Source: The City of El Monte

Year Completed: 2017

Summary: The El Monte Watershed Management Program provides a detailed analysis on the contaminants of the following bodies of water: Los Angeles River, San Gabriel River, Legg Lake and Peck Road Park Lake. El Monte’s water discharges into the San Gabriel River Watershed and the Los Angeles River Watershed. The city will implement strategies, structures, and BMP’s in order to control pollutants and runoffs. Catch basins have already been installed in the Los Angeles River in order to catch trash and other debris. The City will put measures into place that will improve street sweeping, irrigation, and water capture for better water management. The San Gabriel River will create a program (Commercial Facilities Inspection Program) that will enforce more frequent inspections to facilities that are known to produce excess discharge. Legg Lake will have six (6) new catch basins installed, increase street sweeping, and increase the number of trash bins. Peck Road Park Lake has not been specifically addressed. The City is using the Watershed Management Modeling System (VMMS), as a guide to managing watershed and water waste.

The city has identified the following BMP’s:

- Enhanced Street Sweeping
- Catch Basins with the addition of full capture devices
- LID ordinance and green streets policy implementation
- Installation of porous pavement
- Tree well filters, biofilters, and permeable landscaping
- Modular wetland systems

The public can also make a great impact on improving the health of their City. El Monte currently provides free oil drain containers, free paper recycling and electronic waste collection. Informing residents, staff, and developers of water quality is done by the city in community events. The City has also published the City of El Monte Urban and Community Forestry Management Plan Manual, promoting animal and habitat wellbeing and how it directly benefits public health.

How will it inform this plan? The BMP’s listed can serve as a basis for all types of development.

Appendix C:

Funding Sources

While the transportation components, such as bikeways, crosswalks and traffic signals are easily funded under Active Transportation sources, other components such as plantings, shade structures, cool pavement materials, and hydration stations are often excluded from many funding sources because they are perceived as ‘beautification efforts’ or additional amenities. For this reason, the funding sources included consider health, environmental, creative placemaking, and climate change funding sources, as well.

The funding sources summary is structured as follows:

- 1) Federal Sources
- 2) State Sources
- 3) Regional and Local Sources
- 4) Private Sources

A chart summarizing the materials is also included.

A. FEDERAL SOURCES

Fixing America’s Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, which allows states and local governments to move forward with critical transportation projects. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains its focus on safety, keeps intact the established structure of highway-related programs, continues efforts to streamline project delivery and provide funding for freight projects as well. This funding opportunity comes out on a yearly basis and could potentially fund numerous transportation projects. \$2.9 million was accumulated for use between FY 2016-2020 for Los Angeles County.

Federal Highway Administration Surface Transportation Block Grant (STBGP)

The FAST Act expanded the existing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP), which places more decision-making power in the hands of state and local governments. The FAST Act simplifies the list of uses eligible for program funds and increases the ways that funds can be used for local roads and rural minor collectors. Eligible projects for this funding are; Highways, bridges, and tunnels, transit capital projects, truck parking facilities, pedestrian and bicycle improvements. Projects must be identified in the STP/TIP and be consistent with the long-range statewide transportation plan and metropolitan transportation plan.

The Transportation Alternatives Program (TAP) is a set-aside program of this block grant. The new program requires 55 percent of program funds be distributed within each state on the basis of population, compared to 50 percent under STP. In California, STBGP is allocated through the Regional Surface Transportation Program (RSTP). The TAP program is allocated through the Active Transportation Program (ATP). \$31.7 million was accumulated for use between FY 2016-2020 for Los Angeles County.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

While CMAQ is a federal funding source, the program is administered at the local level through the Metropolitan Transit Authority and sub allocated through Caltrans. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that apply for this program are required to develop reliable air quality estimates using the CMAQ Emissions Calculator Toolkit. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

Federal High Administration Bus and Bus Facilities Grants Program

The Bus and Bus Facilities Grant Program makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. On November 25, 2019, FTA announced \$423 million to improve the safety and reliability of America's bus systems and enhance mobility for transit riders. The federal share of eligible costs is 80% of the net capital project cost. This program occurs on a yearly basis and typically opens in May and the grant deadline is typically around June.

National Endowment for the Arts Our Town

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges from \$25,000-\$200,000 per project with a minimum cost share/match equal to the grant amount. This program occurs on a yearly basis and the application deadline typically falls in August.

Federal Transit Administration Urbanized Area Formula Program

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

The Better Utilization Investments to Leverage Development Discretionary Grant (BUILD)

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is \$1 million and in urban areas it is \$5 million.

Environmental Protection Agency Brownfield Assessment Grant Program

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites. Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide sub-grants to carry out cleanup activities at brownfield sites, a property. The EPA defines a brownfield property as the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. A grant applicant applying for a community-wide assessment may request up to \$300,000 and applicants applying for a site-specific assessment may request up to \$200,000. Application deadlines typically are in December.

Highway Safety Improvement Program (HSIP)

The Federal Highway Administration provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to \$10 million and requires a 10% match.

B. STATE FUNDING

Active Transportation Program (ATP)

The California State Legislature created the Active Transportation Program to encourage active modes of transportation. Senate Bill 1 (SB 1) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Applications are to be submitted typically in July.

Funding Sources:

- State and Federal Funding
- \$34 million in State Highway Account (per-year)
- \$88.5 million In Federal (per-year)
- \$10 million (California Climate Investments)-Cycle 3 one-time program
- \$100 million (SB1 State Funds per-year)

Goals of the ATP are currently defined as the following:

- Increasing the proportion of trips accomplished by walking;
- Increasing safety and mobility for active transportation users;
- Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities fully share in the benefit of the program; and,
- Providing a broad spectrum of projects to benefit many types of active transportation users.

Caltrans Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities. The Sustainable Communities Grants has about \$29.5 million in funding to encourage local and regional planning that furthers state goals. The Strategic Partnership Grant has about \$4.5 million to identify and address statewide or regional deficiencies on the State highway system in partnership with Caltrans. Eligible planning projects must directly benefit the multi-modal transportation system, improve public health, social equity, environmental justice, the overall environment, and other community benefits. Applications are to be submitted typically in October.

Environmental Enhancement and Mitigation Funds

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The maximum award amount is \$500,000. The application deadline usually falls in June.

Urban Greening Program

The California Natural Resource Agency provides grants through this program to projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption, and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. These projects will establish and enhance parks and open space, using natural solutions to

improving air and water quality and reducing energy consumption, and creating more walkable and bike-able trails. Approximately \$19 million is available for urban greening projects, and there are no maximum or minimum grant amounts.

Green Infrastructure Program

The California Natural Resource Agency appropriated \$18.5 million for competitive grants for multi benefit green infrastructure investments in or benefiting disadvantaged communities. Applicants can be awarded between \$50,000-\$3 million. Applicants must show that their projects will achieve measurable benefits by, acquiring, creating, enhancing or expanding community parks and green spaces or use natural systems, or systems that mimic natural systems to achieve multiple benefits to create sustainable and vibrant communities.

Regional Park Program

The California Department of Parks and Recreation provides a Regional Parks Program which provides competitive grants that will create, expand, and improve regional parks. Projects will create at least one new creation feature that attracts visitors from at least a 20-mile radius or county-wide population to a regional park. The program has approximately \$23,125,000 in funds available. Applicants can receive funding between \$200,00-\$3 million. Projects eligible for this grant include, new recreation features, non-motorized trail, equestrian center, aquatic feature, regional sports complex, playground, plaza, public art, etc. There is no match required.

Statewide Park Development and Community Revitalization Program (SPP)

The California Department of Parks and Recreation provides a competitive grant program that will create new parks and new recreation opportunities in critically underserved communities. The types of projects that are eligible for funding include, new parks, expanding an existing park, and renovating an existing park. Applicants can receive funding between \$200,00 and \$8,500,000. There is no match required. Application deadlines usually fall in August.

Rubberized Pavement Grant Program

The California Department of Resources Recycling and Recovery (Cal Recycle) provides the Rubberized Pavement Grant Program, formerly called the Rubberized Asphalt Concrete (RAC) Grant Program, to promote markets for recycled-content surfacing products derived from waste tires generated in California and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. There is approximately \$7,750,000 available funding. \$350,000 maximum for individual application. If applying for a regional application, the maximum is \$500,000.

The program will award ten cities grants of up to \$25,000 annually.

Transformative Climate Communities

The California Strategic Growth Council funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. Funded by California's Cap-and-Trade Program, TCC empowers the communities most impacted by pollution to choose their community vision, strategies, and projects to enact transformational change – all with data-driven milestones and measurable outcomes. In its first round, and through a competitive process, the California Strategic Growth Council (SGC) awarded TCC grants to three recipients in three locations: including \$66.5 million to the City of Fresno, \$33 million to the Watts neighborhood of Los Angeles, and \$33 million to the City of Ontario.

Affordable Housing and Sustainable Communities

The California Strategic Growth Council funds healthier communities and protects the environment by increasing the supply of affordable places to live near jobs, stores, transit, and other daily needs. The most successful applications include affordable housing sites as well as funds to build or improve walkways, bikeways, transit amenities, and

urban greening. Funded by auction proceeds from California's Cap-and-Trade emissions reduction program, AHSC is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development. AHSC reduces emissions by funding projects that make it easier for residents to get out of their cars and walk, bike, or take public transit. The City of Los Angeles was highly successful in Cycle IV, winning all five of their applications, bringing nearly \$100 million in housing, transportation, and urban greening.

Strategic Growth Council Sustainable Communities Program

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). SCAG has awarded approximately \$22.3 million in total funding to many local sustainability and active transportation planning projects

Caltrans State Transportation Improvement Program

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP. The funds are announced during the month of June every other year and there is a minimum 11.5% match.

California Department of Parks and Recreation Habitat Conservation Fund

This fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting and waysides. The program requires a 50% match.

Coastal Conservancy Proposition 1 Grants

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built. The total amount of funding for this grant is approximately \$100.5 million with about a 25%-50% match requirement.

California Transportation Commission Local Partnership Program

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund transportation improvement projects including biking, walking, safety and health-related projects. Projects are given funding priority that can show that they are planning on implementing their project through construction and demonstrate their project will improve air quality.

Caltrans Transportation Development Act (TDA)

The Transportation Development Act (TDA) provides funding annually to be allocated to transit and non-transit related purposes that comply with regional transportation plans. Funding is based on sales tax collected in each county, but has generated approximately \$1.9 million. The TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects.

C. REGIONAL AND LOCAL FUNDING

Metro Local Return Programs

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance county-wide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis. Metro's local return program has generated approximately \$500 million and distributes them to cities monthly on a per capita basis.

Safe and Clean Water Program: Measure W

Approved by voters in 2018, The Safe and Clean Water Program generates up to \$285 million per year from a special parcel tax of 2.5 cents a square foot of "impermeable space" will help cities around the county meet their obligations under the federal Clean Water Act and associated permits given out by the state. The revenue that will be generated from this measure will be used to pay for regional and municipal projects that improve water quality and that may also increase water supply including parks and wetlands, which will also benefit communities.

Metro Active Transport Program (MAT)

The MAT Program encourages increased use of active modes of transportation, such as biking and walking, and enhance pedestrian and bicycle safety. The goals on the MAT Program is to advance the Active Transportation Strategic Plan, First/Last Mile policy, and the Equity Platform Network. Within the MAT Program there are two programmatic categories you can apply for which are, the First/Last Mile Priority Network around major transit stations and the Active Transportation Corridor Priority Network countywide. There is approximately \$37.7 million in funding available between the fiscal years 2021-2025 for each category. For the First/Last Mile Priority Network category, projects can receive between \$500,000-\$5 million in funding annually or the Active Transportation Corridor Priority Network category, projects can receive between \$7 million-\$8 million annually.

Metro Open Streets Program

This competitive grant program funds a series of regional car-free events. The goals of the Open Streets Grant Program are to provide opportunities for, riding transit, walking and riding a bike, encourage future mode shifts to more sustainable transportation modes and for civic engagement to foster the development of multi-modal policies and infrastructure. For the FY 2020 cycle, there over \$1 million in funds available and project can receive up to \$500,000 in funding. There is a minimum 20% match requirement and the grant is administered annually.

Metro Transit Oriented Development (TOD) Planning Grant Program

This \$5 million fund is intended to spur the adoption of transit-supportive land use and other regulatory plans around station areas in order to increase access to and utilization of public transit. Eligibility is for Los Angeles County jurisdictions with land use authority within one-half mile of existing, planned, or proposed transit stations.

Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program

State law requires the net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. Gross toll revenues from the ExpressLanes program are first used to cover the direct expenses related to the maintenance, administration and operation, including marketing, toll collection, and enforcement activities related to the ExpressLanes. Any remaining revenue produced is used in the corridor for which it was generated through the Net Toll Revenue Reinvestment Grant Program. Grant funds were reinvested in projects that provide direct mobility benefits. Funds were made available into three categories, Transit use, Systems Connectivity/Active Transportation, and Roadway Improvements/Highway Improvements. There is approximately \$22 million-\$28 million in funding available

D. Private Sources

Conservation Fund-The KODAK American Greenways Program

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$500 to \$2,500) to stimulate the planning, design, and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying, or political activities.

PeopleForBikes Community Grant Program

PeopleForBikes is a coalition of bicycle suppliers and retailers that has awarded \$2.9 million in community grants and leveraged an additional \$670 million since 1999. The grant program funds bicycle paths and rail trails, as well as mountain bicycle trails, bicycle parks, BMX facilities, and large-scale bicycle advocacy initiatives. Grants awarded have ranged between \$800 and \$10,000.

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today, it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

The Robert Wood Johnson Foundation has numerous grant program to apply to and funding is based on those grant opportunities.

The Kresge Foundation

The Kresge Foundation is a private, national foundation that works to expand opportunities in America's cities through grantmaking and social investing in arts and culture, education, environment, health, human services, and community development. The foundation awards operating support and project and planning grants through their six programs. One of their six programs include Environment, where they offer grant funding in order to help cities implement comprehensive climate-resilience approaches grounded in equity. Approximate funding is shown on the application when grant application is open.

Bloomberg American Cities Initiative

The Bloomberg Philanthropies supports U.S. city leaders to address climate change, combat obesity and gun violence, and catalyze new opportunities for artists and volunteers to work within their communities to solve problems. The Initiative includes a number of sub-categories including American Cities Climate Challenge, Partnership for Healthy Cities, and What Works in Cities. Grant funding is made available for the multiple categories they invest in, including climate change, road safety, research for health, public art, and sustainable cities.

FEDERAL FUNDING SOURCES						
Name	Amount Available	Types of Eligible Projects	Key Eligibility Factors	Frequency	Local Matches	Priority Assessment
Federal Highway Administration Fixing America's Surface Transportation Act (FAST Act)	\$2.9 million between FY2016-2020 in Los Angeles County	<ul style="list-style-type: none"> ▪ Public transportation ▪ Hazardous materials safety ▪ Motor carrier safety ▪ Rail ▪ Research ▪ Technology ▪ Statistics 	The application will fund eligible projects that best achieve program goals and meet program requirements	Annually from FY 2016-FY 2020	N/A	High
Federal Highway Administration Surface Transportation Block Grant	\$ 31.7 million between FY2016-2020 in Los Angeles County	<ul style="list-style-type: none"> ▪ Federal aid highway improvements ▪ Bridge and tunnel projects ▪ Pedestrian and Bicycle infrastructure ▪ Transit capital projects 	Projects must be identified in the STP*/TIP* and be consistent with the Long-Range State-wide Transportation Plan and Metropolitan Transportation Plan.	Annually from FY 2016-FY 2020	N/A	High
Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$138.5 million between FY16-2020 2020 in Los Angeles County	<ul style="list-style-type: none"> ▪ Transportation projects or programs ▪ Hazardous materials safety ▪ Motor carrier safety ▪ Rail ▪ Research ▪ Technology ▪ Statistics 	A project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard	Annually from FY 2016-FY 2020	N/A	High
Federal Transit Administration Bus and Bus Facilities Program	\$423 million nationally	<ul style="list-style-type: none"> ▪ Bus facility rehabilitation ▪ Bus facility construction ▪ Technology improvements ▪ Bus purchases 	To program provides funds to designated recipients that allocate funds to fixed route bus operators, states, or local governmental authorities that operate fixed route bus services	Annually	Federal share of eligible costs: 80% of net capital of project cost	Medium
Our Town (National Endowment for the Arts)	\$25,000-\$200,000	<ul style="list-style-type: none"> ▪ Artist residency ▪ Arts festivals ▪ Public art ▪ Artist/designer-facilitated community planning ▪ Public space design ▪ Design of cultural facilities ▪ Etc. 	Required partnership between local government and nonprofit organization	Annually	Cost share/match equal to the grant amount	Medium
Federal Transit Administration Urbanized Area Formula Program	N/A	<ul style="list-style-type: none"> ▪ Planning ▪ Engineering ▪ Design and evaluation of transit projects ▪ Capital investments in bus and bus-related activities ▪ Crime prevention ▪ Etc. 	The program is available for urbanized areas for transit capital and transit-related planning.	Annually	20% however bicycle facilities, bike racks, shelters, etc. can receive 95% federal share for the first 1% of program funds	High
Federal Highway Administration The Better Utilization Investments to Leverage Development Discretionary Grant (BUILD)	\$1 million-\$5 million	<ul style="list-style-type: none"> ▪ Recreation trails ▪ Road diets ▪ Separated bike lanes ▪ Shared-use paths ▪ Sidewalks ▪ Signal improvements ▪ Bicycle parking, racks, repair stations, storage ▪ Bike share programs 	Projects should demonstrate significant regional impacts and be construction-ready	Annually	Funding may be used for up to 80% of the costs of the project in urban areas, 100% in rural areas	High
Environmental Protection Agency Brownfield Assessment Grant Program	\$200,000-\$300,000	<ul style="list-style-type: none"> ▪ Brownfield site assessments ▪ Public outreach ▪ Groundwater monitoring ▪ Site surveying ▪ Creation of parks, greenways, other types of recreation properties 	Grants should be used to protect human health and the environment, promote economic development, and the creating or addition of parks, greenways, underdeveloped properties.	Annually	N/A	Medium
Federal Highway Administration Highway Safety Improvement Program (HSIP)	\$10 million	<ul style="list-style-type: none"> ▪ Pedestrian safety improvements ▪ Enforcement Activities ▪ Traffic Calming ▪ Crossing enhancements at schools 	Non-infrastructure projects are not eligible and must be consistent with the State's Strategic Highway Safety Plan	Annually	10%	High

STATE FUNDING SOURCES						
Name	Amount Available	Types of Eligible Projects	Key Eligibility Factors	Frequency	Local Matches	Priority Assessment
Caltrans Active Transportation Program (ATP)	\$400 million	<ul style="list-style-type: none"> ▪ Infrastructure projects ▪ Plans – community wide bicycle, pedestrian, SR2S, or active transportation plans ▪ Non-infrastructure projects – education, encouragement, enforcement activities ▪ Combination Projects – Infrastructure and non-infrastructure projects 	Projects under the Plan category must be located in a disadvantaged community	Annually	N/A	High
Caltrans Sustainable Transportation Planning Grant Program	\$34 million	<ul style="list-style-type: none"> ▪ Community needs assessments ▪ Transit-oriented development ▪ Long-range transportation plans ▪ Complete streets plan ▪ Active Transportation Plans ▪ Bike and Pedestrian Plans ▪ Station area planning ▪ Etc. 	Must directly benefit the multi-modal transportation system, improve public health, social equity, environmental justice, the overall environment, and other community benefits.	Annually	11.47%-20%	High
California Natural Resource Agency Environmental Enhancement and Mitigation Funds	\$500,000	<ul style="list-style-type: none"> ▪ Urban forestry projects ▪ Resource land projects ▪ Mitigation projects 	Projects must mitigate, either directly or indirectly, the environmental impacts of the modification of an existing Transportation Facility or new facility.	Annually	N/A	Medium
California Natural Resource Agency Urban Greening Grant Program	\$19 million	<ul style="list-style-type: none"> ▪ Active Transportation Projects ▪ Green streets and alleyways ▪ Non-motorized urban trails ▪ Urban heat island mitigation ▪ Neighborhood park expansion, enhancement, and establishment 	Projects must reduce greenhouse gas emissions. Project must also acquire, create, enhance, or expand community parks and green spaces, and use natural systems	Annually	N/A	High
California Natural Resource Agency Green Infrastructure Program	\$50,000-\$3 million	<ul style="list-style-type: none"> ▪ Community parks ▪ Green spaces ▪ GHG emissions reduction ▪ Green infrastructure improvements ▪ Stormwater capture ▪ Recycled water ▪ Community education 	All projects must benefit communities, disadvantaged communities, and prevent displacement	Annually	N/A	High
California Department of Parks and Recreation Regional Park Program	\$200,000-\$3 million	<ul style="list-style-type: none"> ▪ Non-motorized trails ▪ Equestrian centers ▪ Plazas ▪ Playgrounds ▪ Public art ▪ Etc. 	Only one park per application, if there is more than one park, applicants must submit more than one application. Creation of new regional parks are prioritized.	Annually	No	High
California Department of Parks and Recreation Statewide Park Development and community Revitalization Program	\$200,000-\$8,500,00	<ul style="list-style-type: none"> ▪ New parks ▪ Expanding existing parks ▪ Renovating existing parks 	Only one park per application, if there is more than one park, applicants must submit more than one application. Creation of new regional parks are prioritized.	Annually	No	High
California Department of Resources Recycling and Recovery Rubberized Pavement Grant Program	\$7,750,000	<ul style="list-style-type: none"> ▪ Rubberized pavement projects for roadways, Class I bikeways, greenways, and access at parks 	Projects must use a minimum of 3,500 tons of RAC hot-mix and 40,000 square yards of chip seal material	Annually	N/A	Medium

California Strategic Growth Council Transformative Climate Communities Program	\$60 million	<ul style="list-style-type: none"> ▪ Transit access and mobility ▪ Solar installation ▪ Water efficiency ▪ Recycling and waste management ▪ Urban greening and green infrastructure ▪ Health and well-being 	All projects must meet readiness requirements (CEQA documentation, site control, permits, project maps and designs, etc.)	Annually	N/A	Medium
California Strategic Growth Council Affordable Housing and Sustainable Communities	\$30 million maximum per project type	<ul style="list-style-type: none"> ▪ Affordable housing ▪ Pedestrian infrastructure improvements ▪ Bicycle improvements ▪ Transit amenities ▪ Urban greening 	Projects must reduce GHG emissions and reduce vehicle miles traveled. Must promote mode shift to low carbon transportation options	Annually	N/A	High
California Strategic Growth Council Sustainable Communities Program	\$4.4 million	<ul style="list-style-type: none"> ▪ Land-Use Planning ▪ Transit Planning ▪ Bicycle and Pedestrian Planning ▪ Safe Routes to School ▪ Climate Action Plans ▪ GHG Reduction Programs ▪ Natural Resource Plans 	Applicants must identify which category they wish to apply their projects for	Annually	N/A	High
Caltrans State Transportation Improvement Program	Caltrans presents funds in June every other year	<ul style="list-style-type: none"> ▪ Transit and Rail projects ▪ Bicycle and Pedestrian projects ▪ Multi-modal corridor projects ▪ Transportation Management System Improvements 	Priority is given to projects that build climate preparedness and reduce GHG emissions	Every two years	11.5%	High
California Department of Parks and Recreation Habitat Conservation Fund – Trails	\$2 million	<ul style="list-style-type: none"> ▪ Wetlands restoration ▪ Trails development ▪ Acquisition of habitat ▪ Protect endangered, threatened, or fully protected species. 	Project must bring urban residents into park and wildlife areas, protection of various plants and animal species	Annually	50%	Low
Coastal Conservancy Proposition 1 Grant	\$100.5 million	<ul style="list-style-type: none"> ▪ Wetland restoration projects ▪ Sustainable forest projects ▪ Climate adaptation projects ▪ Water quality and water protection 	Projects must be consistent with the Conservancy's legislation, support the Strategic Plan	Annually	25%-50%	Low
California Transportation Commission Local Partnership Program	\$200 million	<ul style="list-style-type: none"> ▪ Transit facility improvements ▪ Safety and operational improvements ▪ Corridor improvements ▪ Bicycle and pedestrian safety improvements ▪ Environmental mitigation improvements 	Projects are given priority if can show implementation earlier. Projects show they can demonstrate air quality improvements	50%	Annually	High
Caltrans Transportation Development Act	\$1.9 billion	<ul style="list-style-type: none"> ▪ Planning and program activities ▪ Bicycle and pedestrian facilities ▪ Transit services ▪ Public transportation Projects ▪ Bus and rail projects 	Projects are given funding priority if they can demonstrate offsetting the increase in cost of fuel, enhance existing public transportation services, and meet high priority transportation needs	Annually	70%-80%	High

REGIONAL AND LOCAL FUNDING SOURCES						
Name	Amount Available	Types of Eligible Projects	Key Eligibility Factors	Frequency	Local Matches	Priority Assessment
Metro Local Return Program (Measure A, C, R, & M)	\$500 million	<ul style="list-style-type: none"> ▪ Public Transportation improvements ▪ Congestion management ▪ Bicycle facilities ▪ Street improvements ▪ Safe Routes to School 	Project must comply with Metro's ordinance	Annually	N/A	High
Safe, Clean Water Program (Measure W)	\$ 285 million	<ul style="list-style-type: none"> ▪ Water quality improvements ▪ Park and wetland improvements ▪ Stormwater/urban runoff mitigation 	Projects will be given priority that show a number of different projects that benefit health, including increase stormwater capture, water pollution mitigation, new technology investigation, etc.	Annually	N/A	High
Metro Active Transport Program	\$37.7 million between FY 2021-2025	<ul style="list-style-type: none"> ▪ Bicycle and pedestrian improvements ▪ Bicycle and pedestrian safety projects ▪ First/last mile planning ▪ Traffic calming ▪ Transit station improvements 	Projects must be consistent with Metro's First/Last Mile Strategic Plan or the Active Transportation Strategic Plan	Annually	N/A	High
Metro Open Streets Program	\$1 million	<ul style="list-style-type: none"> ▪ Street closure events ▪ Public engagement 	Events must promote and encourage active transportation use	Annually	20%	Medium
Metro Transit Oriented Development Planning Grant Program (TOD)	\$21.6 million	<ul style="list-style-type: none"> ▪ Bicycle and pedestrian improvements around transit stations ▪ Transit station improvements ▪ Corridor studies near transit stations 	Applicants must demonstrate the corridor's relevancy to the development of transit supportive planning around the station area	Annually	N/A	Medium
Metro ExpressLanes Net Toll Revenues Reinvestment Grant Program	\$22 million-\$28 million	<ul style="list-style-type: none"> ▪ Transit projects ▪ Active Transportation ▪ Roadway Improvements 	Projects must provide transportation benefits around the I-10 and I-110	Annually	N/A	Low

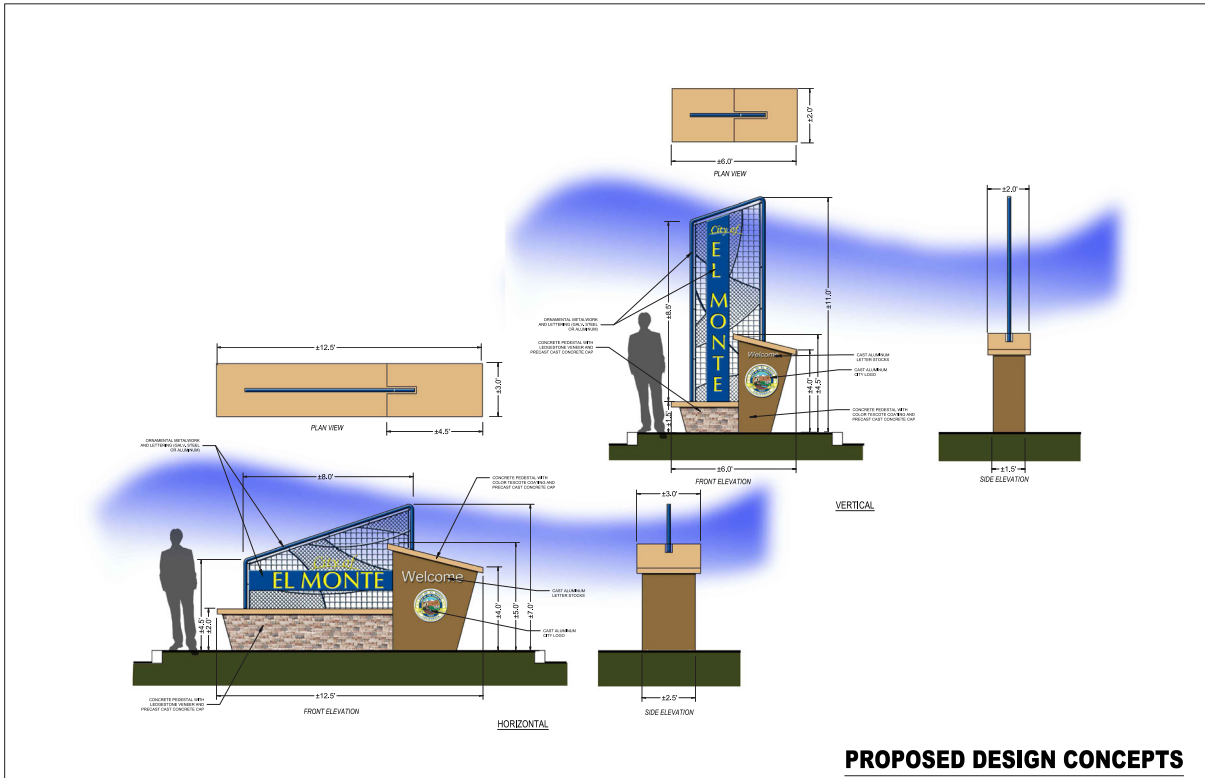
PRIVATE FUNDING SOURCES

Name	Amount Available	Types of Eligible Projects	Key Eligibility Factors	Frequency	Local Matches	Priority Assessment
Conservation Fund- The KO-DAK American Greenways Program	\$500-\$2,500	<ul style="list-style-type: none"> ▪ Greenway development ▪ Bicycle paths ▪ Surveying ▪ Ecological assessments ▪ Trail planning 	Grants will be awarded to applicants that can show the importance of the project to local greenway development	Annually	N/A	High
PeopleForBikes Community Grant Program	\$800-\$10,000	<ul style="list-style-type: none"> ▪ Bike paths ▪ Trails ▪ Bridges ▪ Bike parks ▪ Bike parking ▪ Programs like Open Street Days 	The program will not consider grant requests in which funding would amount to 50% or more of the project budget	Annually	N/A	High
Robert Wood Johnson Foundation	N/A	<ul style="list-style-type: none"> ▪ Planning and demonstration projects ▪ Research and evaluations ▪ Policy analysis ▪ Public education ▪ Community engagement and coalition-building 	Applicants must choose a Grant program they wish to apply for	Annually	N/A	Low
The Kresge Foundation	N/A	<ul style="list-style-type: none"> ▪ GHG reduction ▪ Community development ▪ Public outreach ▪ Public education 	Applicants must show that their projects will bring out positive change	Annually	N/A	Low
The Bloomberg American Cities Initiative	N/A	<ul style="list-style-type: none"> ▪ Climate change mitigation ▪ Sustainable cities ▪ Road safety ▪ Research ▪ Autonomous vehicles ▪ Public Art ▪ Education 				

Appendix D:

City Gateway Monument Signage

The following materials have been developed for City Gateway Monument signage separate from this planning process:

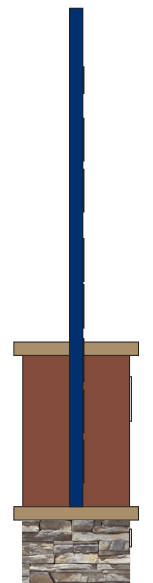
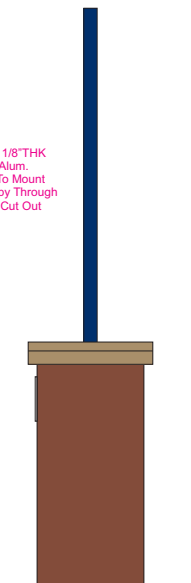
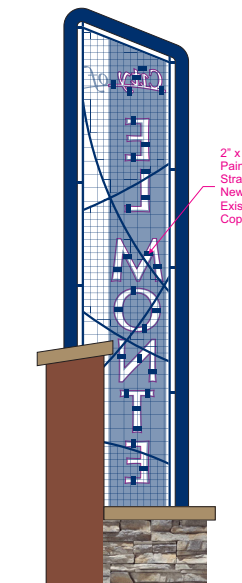
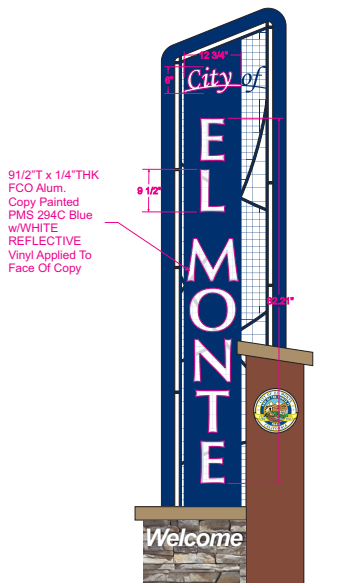


PROPOSED DESIGN CONCEPTS

DRAWING VIEWS

SIGN SPECIFICATIONS

PROVIDE AND INSTALL ONE (1) SET OF FCO COPY TO ENTRY MONUMENT SIGN
 1. SIGN TYPE: 1/4" THK FCO ALUM. COPY WITH REFLECTIVE WHITE VINYL. STUD MOUNT WITH TAMPER PROOF HARDWARE



FRONT ELEVATION
SCALE: 3/4"=1'-0"

REAR ELEVATION
SCALE: 3/4"=1'-0"

RIGHT SIDE
SCALE: 3/4"=1'-0"

LEFT SIDE
SCALE: 3/4"=1'-0"



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 2025 E. SHAWAN A. CIRCLE #2
 200 S. CENTRAL PARKWAY E.
 27203 WILSONVILLE, OR 97150-2000

COMPANY:
 ALL AMERICAN ASPHALT
 CONTACT:
 GORDON KLINE

EMAIL:
 gkline@allamericanasphalt.com
 PH/FAX:
 503-738-7000
 DATE:
 6-16-2023
 JOB #:
 270008

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- APPROVED
- APPROVED WITH CORRECTIONS
- REVISE & SUBMIT

DATE: _____
 SIGNATURE: _____
 YOUR SIGNATURE BEFORE SEALS FINAL APPROVAL.
 BRAVO CAN NOT BE RESPONSIBLE FOR ANY DELAY AT THE FINAL APPROVAL.

REVISION:

DATE REVISED:

PAGE: 2 of 2

DRAWN BY: KS
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CITY OF EL MONTE CONSTRUCTION PLANS FOR

CITY ENTRANCE MONUMENT SIGN IMPROVEMENT PROJECT

SHEET NO.	DESCRIPTION
SHEET NO. 1	TITLE SHEET
SHEET NO. 2	MONUMENT SIGN LAYOUT PLANS
SHEET NO. 3	MONUMENT SIGN CONSTRUCTION DETAILS - HORIZONTAL ORIENTATION
SHEET NO. 4	MONUMENT SIGN CONSTRUCTION DETAILS - VERTICAL ORIENTATION
SHEET NO. 5	MONUMENT SIGN FOUNDATION CALCULATIONS
SHEET NO. 6	MONUMENT SIGN FOUNDATION CALCULATIONS

GENERAL NOTE:

- ALL WORK INDICATED AND SHOWN ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL EXCEPT OTHERWISE STATED OR PROVIDED FOR BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE GREENBOOK LATEST EDITION AND SUPPLEMENT 1, THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CONTRACT DOCUMENT AND SPECIAL PROVISIONS.
- CONTRACTOR AGREES TO ACCEPT FULL AND COMPLETE RESPONSIBILITY FOR PROJECT SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION AND TO BE RESPONSIBLE FOR THE PERFORMANCE OF WORK ON THIS PROJECT AND NOT BE LIMITED TO NORMAL WORKING HOURS.
- THE CITY OF EL MONTE, ITS OFFICERS AND EMPLOYEES SHALL BE HELD HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING FROM THE SOLE NEGLIGENCE OF ENGINEERING DESIGN.
- ALL TRAFFIC CONTROL DEVICES SHALL BE PREPARED, MAINTAINED, CONTINUOUSLY DURING THE CONSTRUCTION PHASE AND SHALL CONFORM TO THE WORK AREA TRAFFIC CONTROL HANDBOOK ("WATCH MANUAL" (MUTCD)) ON THE WORK AREA TRAFFIC CONTROL DEVICES.

CONTRACTOR'S NOTE:

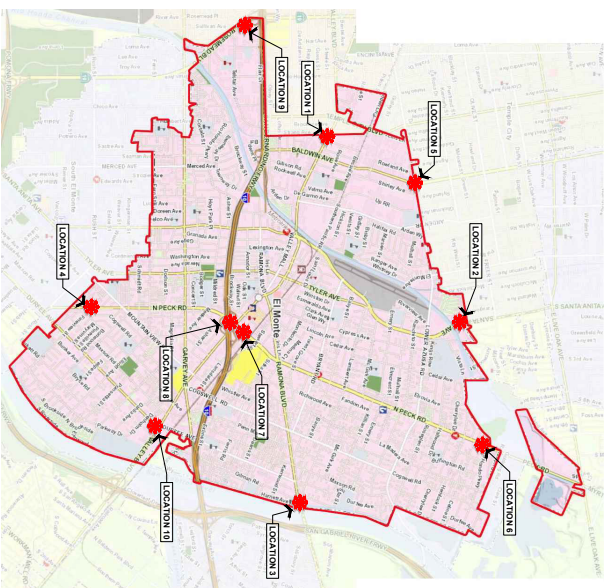
CONSTRUCTION CONTRACTOR AGREES IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES CONSTRUCTION CONTRACTOR WILL BE RESPONSIBLE FOR THE PERFORMANCE OF WORK ON THIS PROJECT AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CITY OF EL MONTE, ITS OFFICERS AND EMPLOYEES SHALL BE HELD HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING FROM THE SOLE NEGLIGENCE OF ENGINEERING DESIGN.

ENGINEER'S NOTE:

THE ENGINEER PREPARING THESE PLANS SHALL NOT BE HELD RESPONSIBLE FOR THE PERFORMANCE OF WORK ON THIS PROJECT AND NOT BE LIMITED TO NORMAL WORKING HOURS.

SPECIAL NOTES:

- CONTRACTOR SHALL CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, AND ALL TRAFFIC CONTROL DEVICES, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE GREENBOOK LATEST EDITION AND SUPPLEMENT 1, THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CONTRACT DOCUMENT AND SPECIAL PROVISIONS.
- BEFORE EXCAVATING, CONTRACTOR SHALL CONTACT UNDERGROUND SERVICES ALERT AT 811 FOR VERIFICATION OF ALL UNDERGROUND UTILITIES. MEASUREMENTS PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND AT ALL PROPOSED LOCATIONS OF MONUMENT SIGN CONSTRUCTION TO PREVENT COLLISIONS TO PLANS. IF COLLISIONS ARE NECESSARY DUE TO ACTUAL LOCATION OF EXISTING FACILITIES BETWEEN PROPOSED AND ACTUAL FIELD CONDITIONS PRIOR TO STARTING CONSTRUCTION, CONTRACTOR SHALL PREPARE ALL NECESSARY REVISIONS TO THESE PLANS AND ACTUAL FIELD CONDITIONS PRIOR TO COMMENCING CONSTRUCTION. CONTRACTOR SHALL PROVIDE ALL NECESSARY NOTICES ON WORKS FACILITIES DUE TO CONSTRUCTION.
- LOCATION AND OF EXISTING IMPROVEMENTS TO BE MET BY PROPOSED WORK SHALL BE COMPANIED BY FIELD MEASUREMENTS PRIOR TO CONSTRUCTION.
- DURING THE CONSTRUCTION ACTIVITY PERIOD, DISTURBED AREAS SHALL BE MAINTAINED TO PREVENT EROSION.
- ALL NEW STRUCTURES SHALL BE CONSTRUCTED IN PLACE. NOTIFY ENGINEER IMMEDIATELY IF ANY MENTIONED STRUCTURE REQUIRES TO BE RELOCATED OR REPAIRED DUE TO DAMAGE BY CONSTRUCTION.
- ALL TRAFFIC SIGNS AND STRIPING SHALL BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED ON PLANS.
- ALL EXISTING UTILTY STRUCTURES ON GRADE WITHIN PROJECT LIMITS SHALL BE PROTECTED BY FENCE UNLESS OTHERWISE NOTED ON PLANS.
- THE CONTRACTOR AT HIS OWNERS RISK SHALL PROVIDE ALL NECESSARY NOTICES ON WORKS FACILITIES DUE TO CONSTRUCTION.



SITE LOCATIONS MAP



NO.	DATE	REVISIONS	DATE	APPROVAL

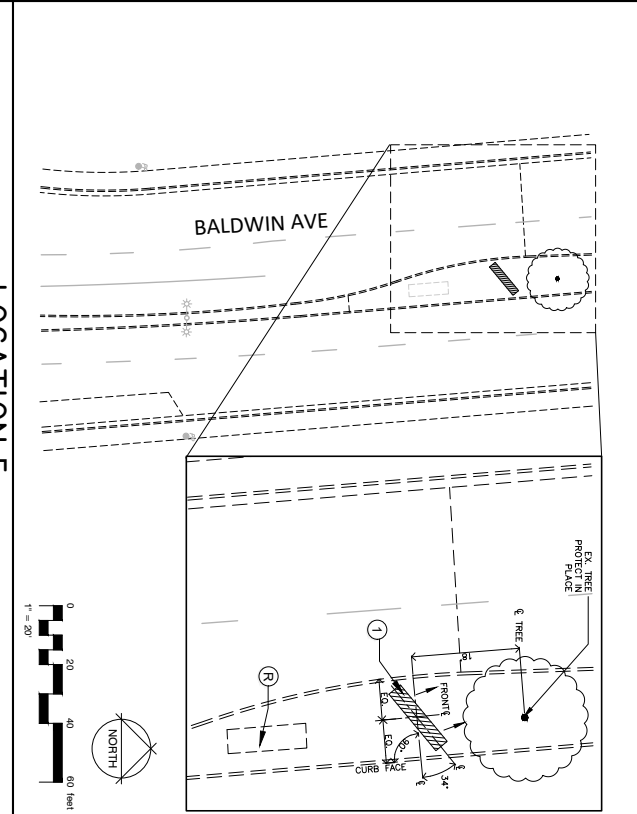
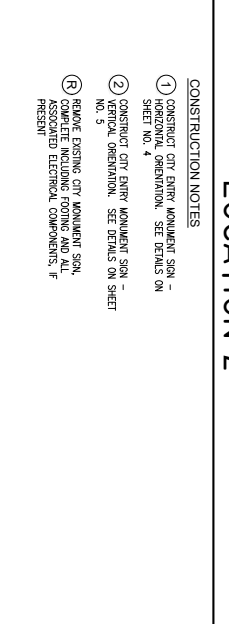
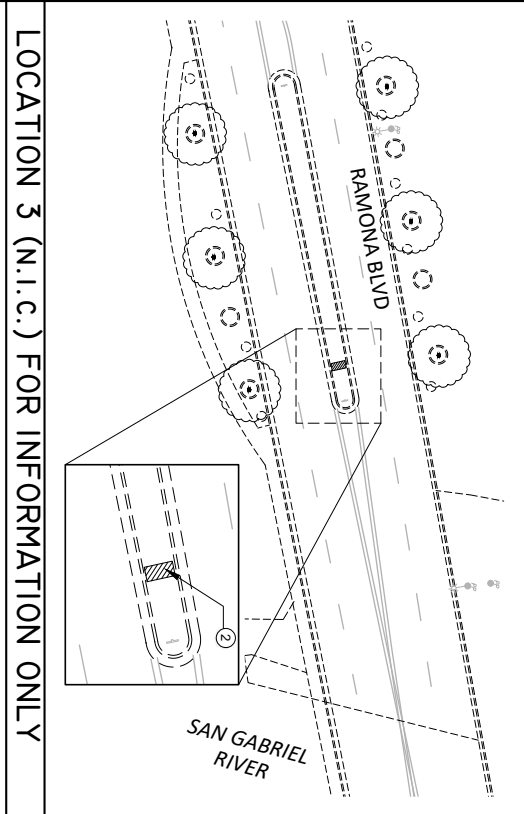
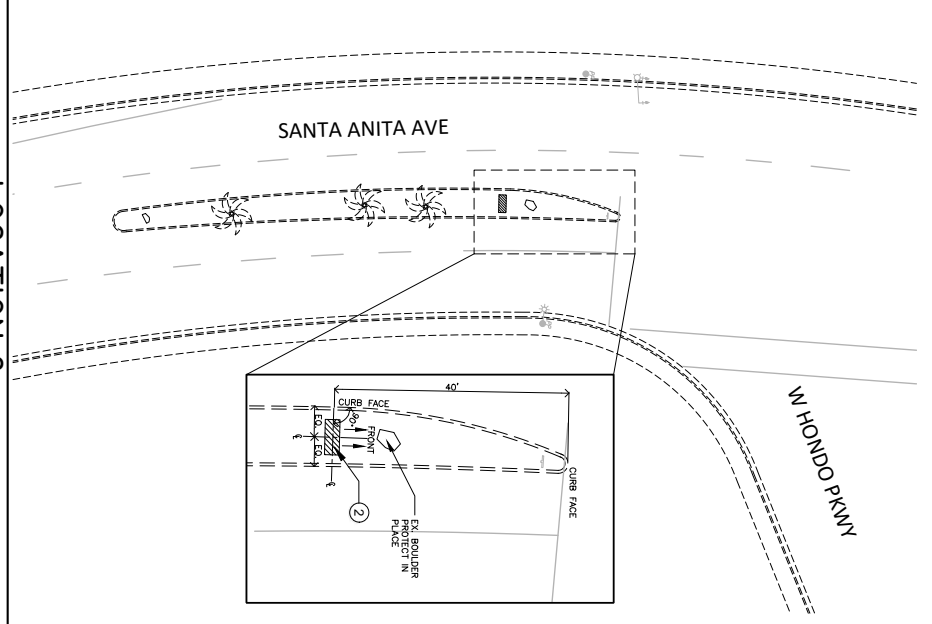
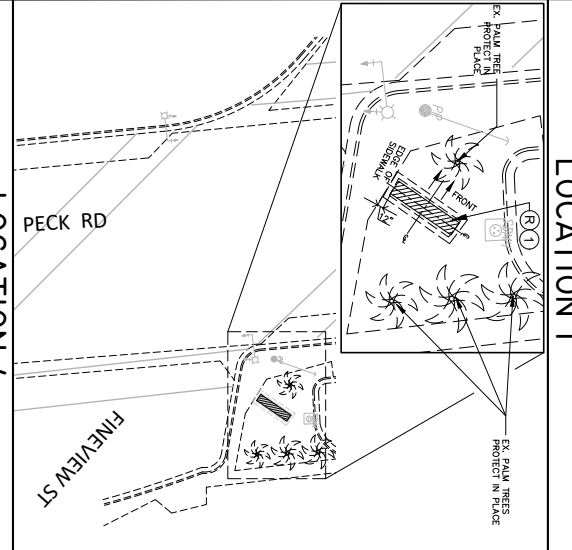
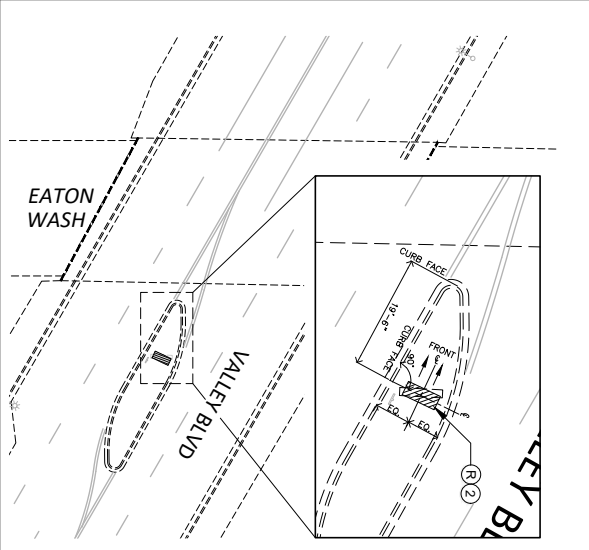


CITY OF EL MONTE
DEPARTMENT OF PUBLIC WORKS
11333 VALLEY BOULEVARD
EL MONTE, CA 91731
(626) 580-2058
WWW.CITYOFELMONTE.CA.US

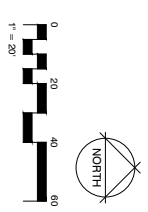
CITY OF EL MONTE
DEPARTMENT OF PUBLIC WORKS
CITY ENTRANCE MONUMENT SIGN IMPROVEMENT PROJECT
TITLE SHEET

CITY OF EL MONTE PROJECT	CIP NO. XXX
DESIGNED BY	ELM
DRAWN BY	ELM
CHECKED BY	JH
PLAN NUMBER	
SHEET	1 of 6

APPROVED: _____
CITY OF SOUTH EL MONTE
DATE: _____



- CONSTRUCTION NOTES**
- ① CONSTRUCT CITY ENTRY MONUMENT SIGN - HORIZONTAL ORIENTATION. SEE DETAILS ON SHEET NO. 4
 - ② CONSTRUCT CITY ENTRY MONUMENT SIGN - VERTICAL ORIENTATION. SEE DETAILS ON SHEET NO. 5
 - Ⓜ REMOVE EXISTING CITY MONUMENT SIGN COMPLETE INCLUDING FOOTING AND ALL ASSOCIATED ELECTRICAL COMPONENTS, IF PRESENT



811
Know what's below.
Call before you dig.

NO.	DATE	REVISIONS DESCRIPTION

PLANS PREPARED BY:

 WILDWIN | Comprehensive
 Engineering & Construction
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 EL MONTE, CA 91731
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 www.wildwin.com

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 DEPARTMENT OF PUBLIC WORKS
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 EL MONTE, CA 91731
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 www.ci.elmonte.ca.us

CITY OF EL MONTE
 DEPARTMENT OF PUBLIC WORKS
 CITY ENTRANCE MONUMENT SIGN IMPROVEMENT PROJECT
 MONUMENT SIGN LAYOUT PLANS

CITY OF EL MONTE PROJECT
 CIP NO. XXX
 SCALE: DRAWN BY: BN
 AS SHOWN CHECKED BY: JH
 PLAN NUMBER: _____
 SHEET: 2 of 6

