



GARVEY AVE

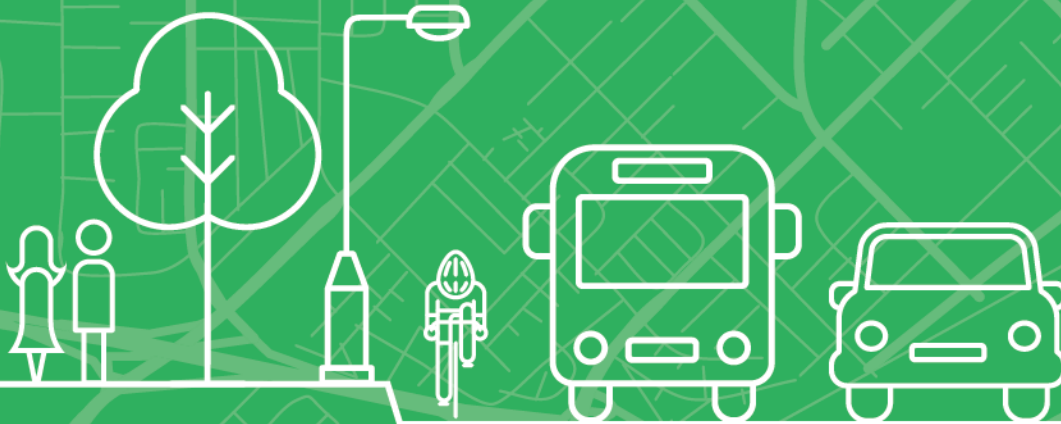
COMPLETE STREETS

Feasibility Study Report

January 2026

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INTERNATIONAL





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COMPLETE STREETS



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1.0 Executive Summary

INTRODUCTION

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

GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this project are to:

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

EXISTING CONDITIONS

Garvey Avenue runs roughly parallel to Interstate 10 (I-10) and is an east-west spine that provides vital links to residential areas, commercial centers, activity centers, and transit hubs. The key issues identified in the development of this study were the lack of bicycle facilities, safety concerns, inconsistent pedestrian and transit accommodations and the inconsistent streetscape design. The first phase of the project focused on the physical existing conditions including an evaluation of roadway conditions, a mobility assessment, parking, and collision data, as well as the physical conditions of existing bicycle, transit, and pedestrian facilities.

Through the project limits, Garvey Avenue is a four-lane corridor with either a raised or striped center median that transitions to left turn lanes at intersections. There are 10 signalized intersections and four uncontrolled marked crosswalks through the study area. Parking is provided along both sides of the street along most of Garvey Avenue. Sidewalks exist on both sides of the street with benches and shade trees located intermittently to provide a reasonable environment for pedestrians or transit passengers. Transit is a key component of the transportation system along Garvey Avenue, with



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multiple routes running along and across the corridor. The proximity of the regional transit centers to the corridor makes the first/last mile connections between the corridor and the transit stations vital to mode selection in the community.

Existing operating conditions at seven key intersections were evaluated to determine the current delay experienced by travelers along Garvey Avenue. Additionally, historic crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) to determine the emphasis areas where safety measures could be recommended along Garvey Avenue to address localized and systemic crash trends. A Pedestrian Environmental Quality Index (PEQI) and Level of Traffic Stress (LTS) analysis were undertaken to provide a qualitative assessment of the existing pedestrian and cycling accommodations to identify priority areas along the corridor.

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



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ALTERNATIVES CONSIDERED

Preliminary design concepts were developed that incorporate complete streets elements and address the identified corridor needs. The overall objective of the Complete Street plan is to formalize recommendations that improve access and mobility for users of all abilities. The key objectives for Garvey Avenue were developing concepts that incorporate bicycle facilities, improve pedestrian accessibility, improve the efficiency of transit operations, and beautify the streetscape. Options explored included a Class II bicycle facility, Class II bicycle facility with a shared bus lane, and a Class IV Cycle Track at sidewalk level. A fourth option was considered that took elements of Class IV cycle track at sidewalk level option. This option included a Class IV cycle track at street level and was noted as the preferred option.

ELEMENTS OF COMPLETE STREET PLAN

The selected alternative will add Class IV bikeways with a raised buffer along Garvey Avenue which dedicates and protects space for bicycles in order to improve perceived comfort and safety and reduce the risk and fear of collisions with overtaking vehicles. Some segments of the corridor will have the Class IV bicycle facility on one side and the Class II facility on the other to provide on-street parking.

With the bicycle facility type selected, the details for each of the other modes were refined. Improving pedestrian access and walkability along Garvey Avenue is a critical component of the Complete Street plan. All pedestrian crossings along the corridor are upgraded to high visibility crosswalks and all intersections are equipped with ADA compliant features. At the uncontrolled marked crosswalks, refuge islands, HAWK signals, RRFBs and advanced yield/stop bar markings are provided where suitable. Additionally, at the signalized intersections; the crosswalks are realigned where possible to reduce the exposure time through the intersection, Leading Pedestrian Intervals are added to allow pedestrians a head start to establish themselves in the intersection, and bus stops are relocated to the far side to improve the visibility of pedestrians in the crosswalk. Raised medians and a reduction in lane widths are proposed to promote slower speeds along the corridor and improve vehicle safety by reducing the number of conflict points.

The Complete Street plan improves the transit experience along Garvey Avenue by improving the efficiency for buses at bus stops and improving the comfort and accommodations at the stops. Bus Islands, far side bus stops, and upgraded stop accommodations are proposed as part of this Complete Street plan. Other considerations of the Complete Street plan include sidewalk and pavement rehabilitation to meet ADA requirements and improve the riding surface, incorporating low impact developments/stormwater quality improvement, improving the streetscape.

MOBILITY ASSESSMENT OF PREFERRED COMPLETE STREET PLAN

A mobility assessment of the Preferred Complete Street plan was conducted to evaluate the improvements for cyclists and pedestrians and understand the impacts to vehicular operations at key locations. Significant improvements from the existing conditions were recorded for both pedestrians and cyclists.



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The Complete Street plan does not include significant changes to intersection geometrics or roadway capacity along Garvey Avenue, which will not impact capacity or flow in the travel lanes. Findings indicate all intersections are projected to operate at LOS D or better during the AM and PM peak hours.

Field observations along the corridor suggested that most of the on-street parking along Garvey Avenue were unused or underutilized. As part of this feasibility study, a detailed parking utilization survey was conducted to validate the overall need for on-street parking along the corridor as the Preferred Concept plan eliminates a significant amount of the existing on-street parking.

COMMUNITY ENGAGEMENT

Input from the community was a cornerstone of the concept development for the Garvey Avenue Complete Street plan. A series of community engagement activities were held to spread project awareness and gather community feedback on the concepts. Engagement activities included three public meetings, three pop up events, and an online survey that received over 300 responses. A Community Advisory Committee (CAC) was developed to provide more guided feedback in small group settings before taking the concepts to the public. The CAC for Garvey Avenue consisted of Downtown El Monte Business Association (DEMBA), Active San Gabriel Valley (Active SGV), El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink and a small group of engaged residents and business owners. Targeted business engagement was also conducted to understand the impacts of the on-street parking removal for local businesses on Garvey Avenue.

IMPLEMENTATION AND NEXT STEPS

There are various options to be considered for implementing the project. Flexibility will be needed in the implementation process, with the consideration of timing, to maximize available funding, including grant funding. While it would be ideal to construct all improvements at the same time, this could be both financially infeasible and impractical. Phasing of this project will likely be required. This study explores opportunities for immediate or near-term construction and construction of other more complex or costly elements at a later time as funding becomes available. Potential funding opportunities have been identified for the project and are outlined in detail below.

Rough Order of Magnitude (ROM) cost estimates have been developed to provide a general idea of costs to implement the Complete Street plan. The ROM cost includes general overhead related items such as mobilization, traffic control, stormwater protection plan, monument preservation, and utility relocation/coordination; general construction items including contingency; and project delivery costs such as engineering, right of way coordination and construction engineering.

The Complete Street plan was presented to City Council in May 2025 for consideration and comment. Next steps will be for City Council to adopt a resolution of this Feasibility Study Report and Final Complete Street Plan in February 2026; adopt development projects to implement the elements of the Final Complete Street plan where applicable; and pursue grant funding to funding the Preliminary Engineering and Construction costs. The timeline for the next phases of the project is contingent upon receipt of funding.



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RECOMMENDATIONS

Based on the corridor needs, alternatives analysis, mobility assessment, and community engagement, the Garvey Avenue Complete Street Concept plan was developed. The Complete Street plan included within this Feasibility Study Report should be carried forward for design and construction. However, additional consideration should be given to the streetscape design.



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2.0 Introduction

SCOPE AND PURPOSE OF THE COMPLETE STREET PLAN

The City of El Monte commissioned this Feasibility Study to evaluate opportunities and constraints surrounding the integration of mobility improvements that will transform Garvey Avenue into a Complete Street Corridor. Garvey Avenue (Figure 1) runs roughly parallel to Interstate 10 (I-10) and has a direct connection to I-10 at the Garvey Avenue/Durfee Avenue intersection. It is an east-west spine that provides vital links to residential areas, commercial centers, activity centers, and transit hubs.

Within the project limits, Garvey Avenue is four lanes and on-street parking is permitted except for the approaches to intersections and at bus stops. The posted speed limit is 35 miles per hour (mph). The ROW width is 100' and the curb-to-curb width is approximately 76'. There are striped medians and left turn lanes that are approximately 10'-14' wide with short stretches of raised medians that are 8' wide, which have matured eucalyptus trees and street lighting within them. There are existing 10'-12' sidewalks on both sides of Garvey Avenue, 10 signalized intersections and four uncontrolled crossings within the project limits.

Transit service along Garvey Avenue is frequent with multiple bus lines running along the corridor. In addition, there are two transit centers within walking distance of the corridor: El Monte Metrolink Station and El Monte Busway Station. The proximity of these regional transit centers to the corridor makes the first/last mile connections between the corridor and the transit stations vital to mode selection in the community. Once along the corridor, bus stops along Garvey Avenue provide key linkages to local bus service provided by LA Metro, Foothill Transit, and Norwalk Transit.



Photo 1: Garvey Avenue and Santa Anita Avenue



Photo 2: Existing conditions near Tyler Ave



Photo 3: Valley Boulevard and Garvey Avenue intersection



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GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this project are to:

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

The Garvey Avenue Complete Street plan meets these objectives by:

- integrating Class IV directional bicycle facilities by removing on-street parking along parts of the corridor,
- modifying existing transit stops by relocating to the far side of the intersection where feasible to improve visibility of pedestrians in crosswalks and improve transit efficiency,
- enhancing existing uncontrolled marked crossings by adding raised medians where feasible to create a two-phase crossing and reduce pedestrian exposure time to vehicular traffic, as well as add either new High Intensity Activated Crosswalk (HAWK) signals or rectangular rapid flashing beacons (RRFBs) to stop vehicles while pedestrians are crossing,
- enhancing streetscape and corridor beautification through a consistent plant palette including a mix of palms and canopy trees in the center median, new parkway planting, and curb adjacent canopy street trees, and
- integrating sustainable solutions including drainage infrastructure to capture and treat street run off from wet or dry weather conditions, integration of new street lighting (solar where feasible) and creating more permeable surfaces.



Photo 4: Rendering of proposed concepts including Class IV bicycle facility, High Intensity Activated Crosswalk (HAWK), and landscaped median

This feasibility study report provides a comprehensive overview of the process the City undertook in developing this Complete Street plan. At the cornerstone of the process was a multi-pronged community engagement strategy that provided opportunities for members of the community to provide their input either virtually, through the website or in person. As such, this plan is a reflection of the concerns and priorities expressed by the community and will create a true transformation that aims to shift traveler behaviors and encourage people to walk, ride, roll or stroll to the many activity centers along Garvey Avenue.



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3.0 Existing Conditions

The first phase of the project included analysis of existing conditions along the corridor. As summarized in this section, the existing conditions analysis included intersection counts, level of service (LOS) analysis by intersection, analysis of collision data, analysis of existing bicycle facilities and analysis of existing pedestrian facilities.

VEHICULAR CONDITIONS

Regionally, Garvey Avenue runs parallel to I-10 from Monterey Park to City of El Monte. This feasibility study and Complete Street plan focuses on the section of Garvey Avenue from the western limits of the City of El Monte to Valley Boulevard (**Figure 1**). Within the project limits, Garvey Avenue is four lanes and on-street parking is permitted except for the approaches to intersections and at bus stops. The posted speed limit is 35 miles per hour (mph). The ROW width is 100' and the curb-to-curb width is approximately 76'. There are striped medians and left turn lanes that are approximately 10'-14' wide with short stretches of raised medians that are 8' wide, which have matured eucalyptus trees and street lighting within them. There are existing 10'-12' sidewalks on both sides of Garvey Avenue, 10 signalized intersections and four uncontrolled crossings within the project limits. **Figure 2** below shows the existing cross sections on Garvey Avenue.

Figure 1: Corridor Overview Map

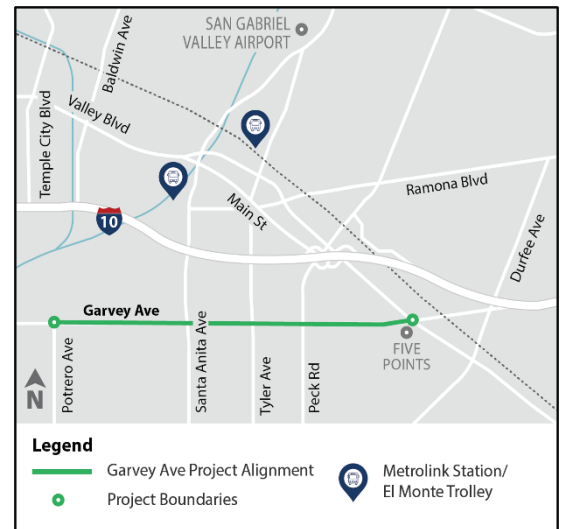
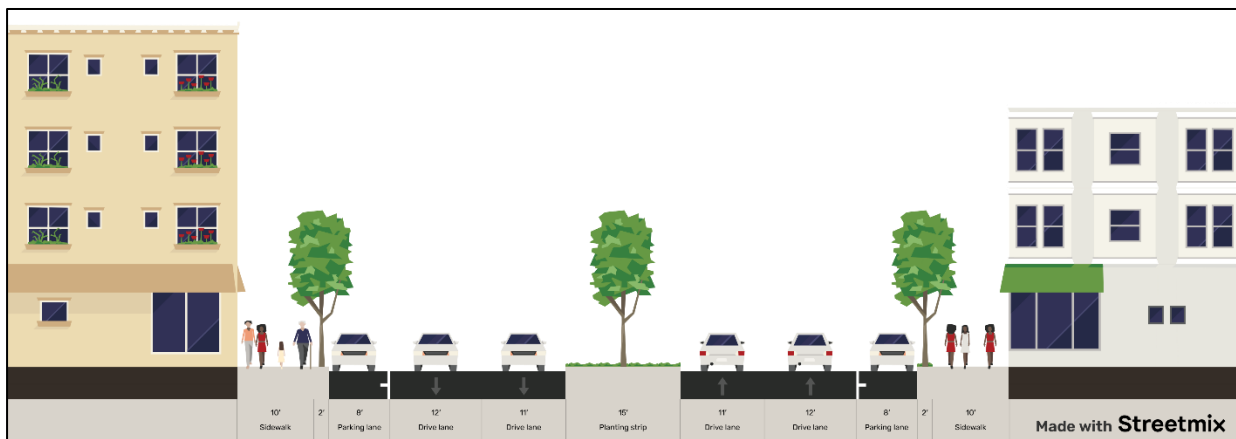


Figure 2: Existing Cross Section





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Field observations indicated that while on-street parking is allowed along most of the corridor, most of the time those spaces were unoccupied. The parking study prepared for the corridor confirmed that for most of the on-street parking was occupied less than 25% of the time.

Operational Analysis

LOS is commonly used as a qualitative description of intersection operation. The intersection analysis prepared for the corridor conforms to the operational analysis methodology outlined the *Highway Capacity Manual (HCM) 6th Edition* and performed utilizing the *Synchro 11*. The HCM methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions). LOS is assigned based on the corresponding stopped delay, in terms of seconds per vehicle (sec/veh). The criteria of the LOS grade designations for intersections are provided in **Table 1** below.

Unsignalized intersection LOS for all-way stops is based on the average delay for all approaches. Delay for one-way or two-way stop-controlled intersections are based on available gaps in traffic flow on the non-controlled approach and LOS is based on the approach with the worst delay.

Table 1: Level of Service Criteria

LOS	Control Delay (seconds/vehicle)		Description
	Signalized	Unsignalized	
A	<10	<10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup
D	>35 and ≤55	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many
E	>55 and ≤80	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor
F	>80	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed

Source: *Highway Capacity Manual, 6th Edition*

There are 10 signalized intersections and 4 uncontrolled marked crosswalks through the study area **Figure 3** illustrates the limits of the study area, locations of the signalized intersections, and the locations of the uncontrolled marked crosswalks.

Intersections determined to be the most representative of the overall driver experience along Garvey Avenue were selected for detailed operational analysis. Existing operating conditions at six key intersections conditions were evaluated to



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determine the current delay experienced by travelers at along Garvey Avenue. **Figure 4** illustrates the lane configuration at each of the six key intersections.

Traffic counts were collected at the six intersections on Wednesday December 13, 2024 for the morning (7:00 AM to 9:00 AM) and the evening (4:00 PM to 6:00 PM) peak periods and are summarized in **Figure 5**.

Appendix A contains the count data collected for this analysis. For the purposes of this analysis, LOS D will be the minimum acceptable condition.



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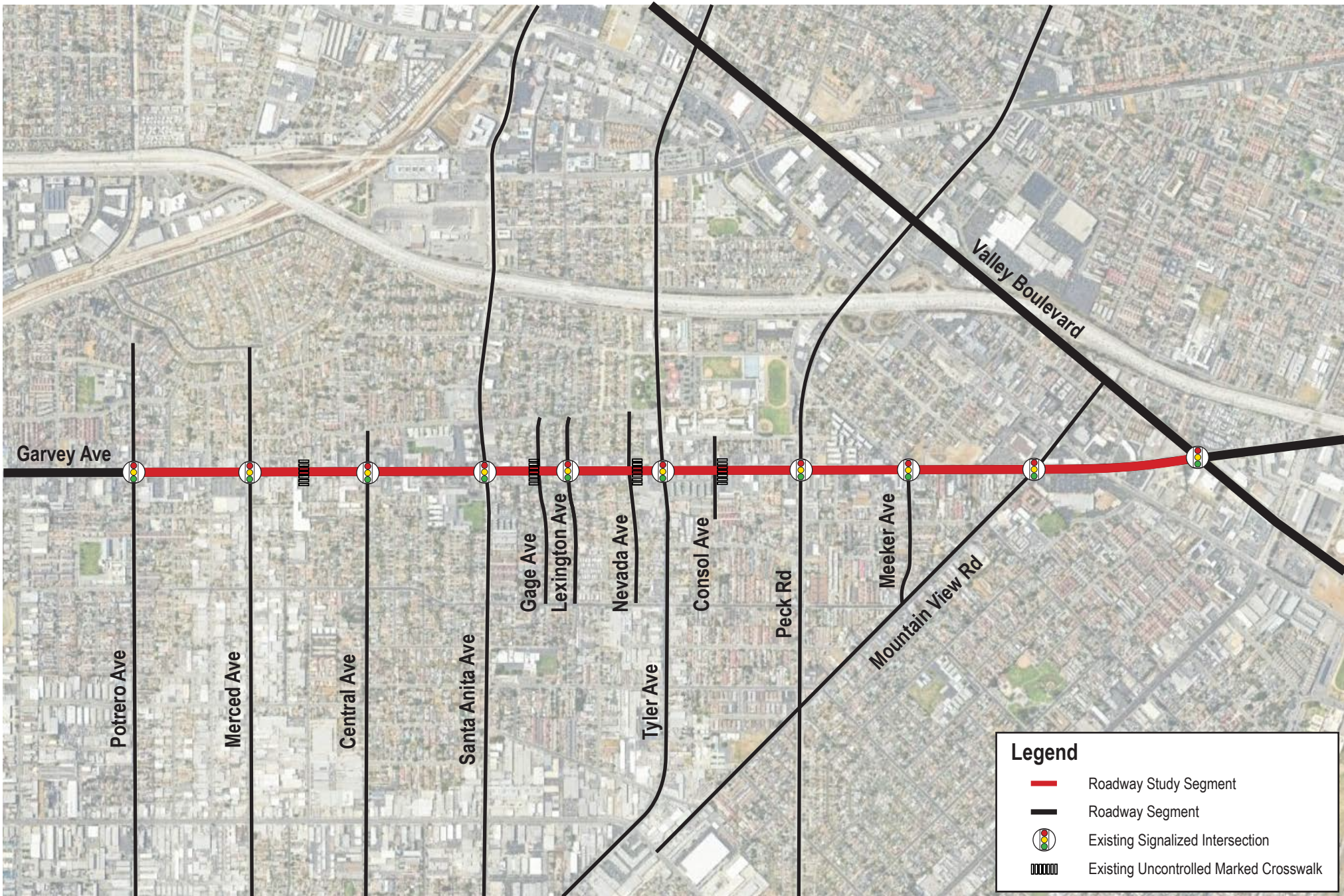


Table 2 summarizes the results of the existing conditions operational analysis. As shown, all intersections operate at LOS D or better during the AM and PM peak hours.

Table 2: Operational Analysis Results - Existing Conditions (2023)

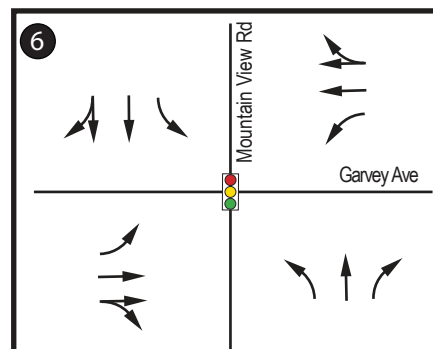
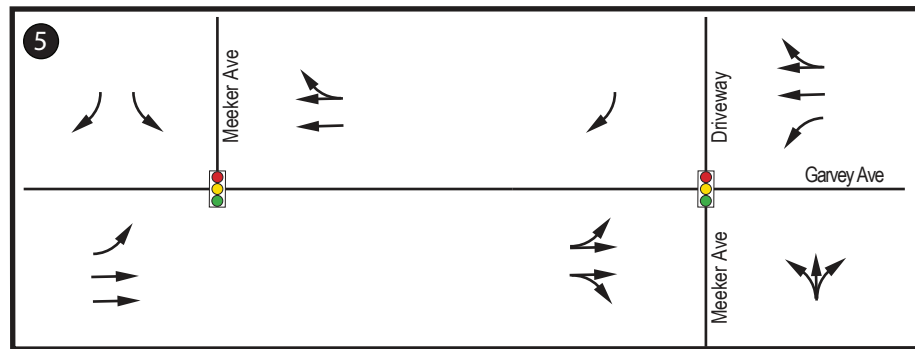
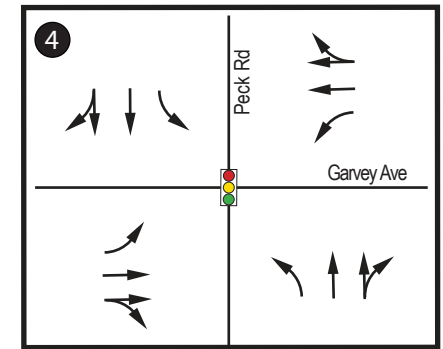
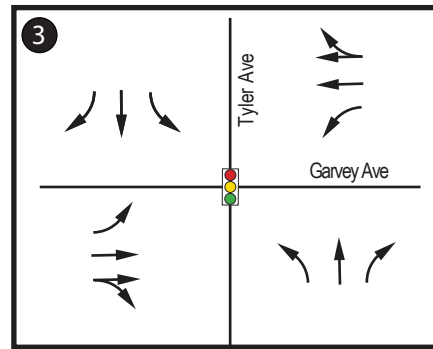
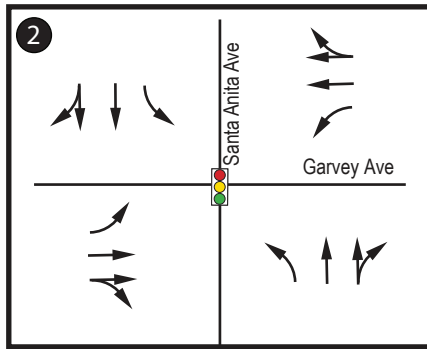
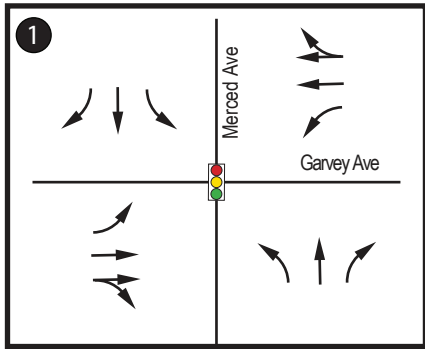
ID	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1	Garvey Avenue and Merced Avenue	SIG	B	10.8	B	11.0
2	Garvey Avenue and Santa Anita Avenue	SIG	D	40.0	D	42.9
3	Garvey Avenue and Tyler Avenue	SIG	B	12.1	B	14.1
4	Garvey Avenue and Peck Road	SIG	B	13.1	B	15.0
5	Garvey Avenue and Meeker Avenue	SIG	B	13.2	C	20.6
6	Garvey Avenue and Mountain View Avenue	SIG	B	10.2	B	12.3

- Notes:**
- 1) LOS = Level of Service.
 - 2) LOS E or LOS F in **red bold font** where applicable.
 - 3) SIG = Signalized Control.
 - 4) Overall LOS provided for signalized intersection.
 - 5) Delay shown in seconds per vehicle.



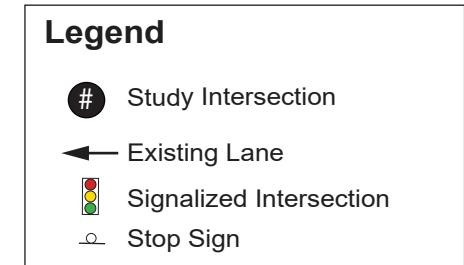
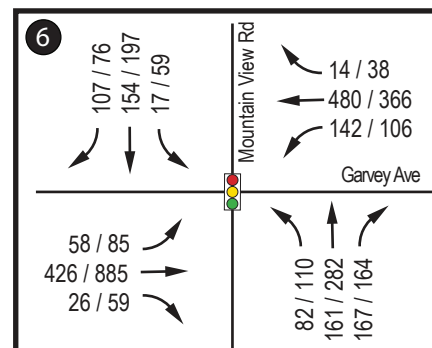
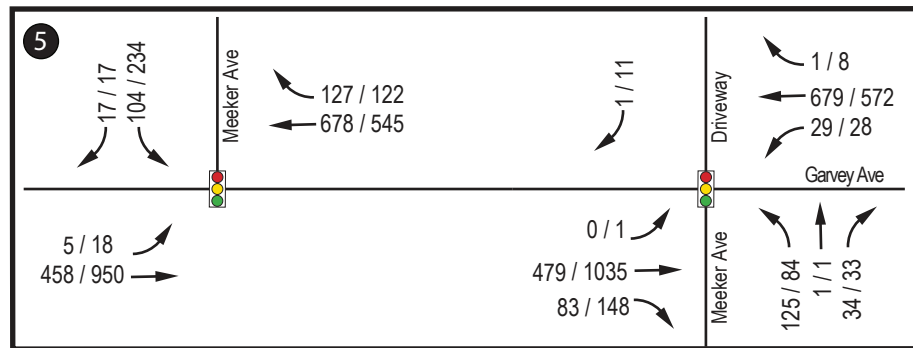
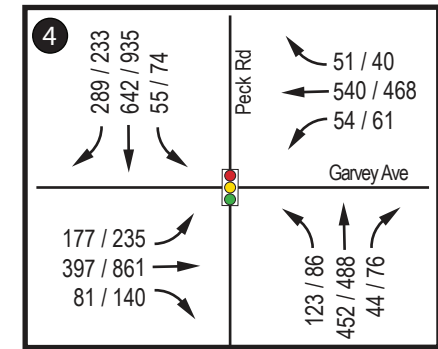
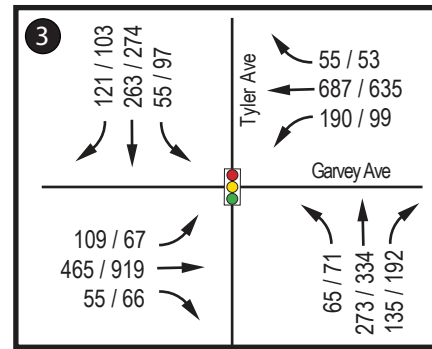
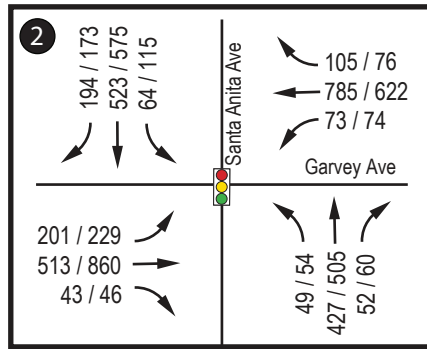
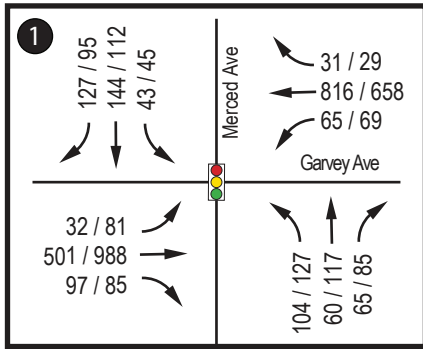
Not to Scale

Existing Intersections & Uncontrolled Marked Crosswalks



Legend

- # Study Intersection
- ← Existing Lane
- 🚦 Signalized Intersection
- ⊘ Stop Sign





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Vehicular Safety Assessment

Crash data is a key metric when assessing the safety and reliability of the overall transportation system. Crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2018 to December 2022. The data was used to determine the emphasis areas where safety measures could be recommended along Garvey Avenue to address localized and systemic crash trends.

During this study period, a total of 186 crashes were reported with 6% resulting in a severe injury, 47% resulting in a visible injury, and 47% resulting in complaints of pain. **Figure 6** illustrates the location of the fatalities, severe injury crashes and locations of crashes resulting in visible injuries. Crash severity by location is summarized in **Table 3**.

The most common crash type was a broadside collision and the most common cause was automobile right of way violation, as illustrated in **Figure 7**. A summary of crash type by location is provided in **Table 4** and crash cause in **Table 5**.

The top five vehicle-involved crash locations occurred at the intersections of Valley Boulevard, Merced Avenue, Santa Anita Avenue, Peck Road, and Mountain View Road. **Figure 8** is a heat map that shows where the highest concentration of vehicle-involved crashes occurred along Garvey Avenue.



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Table 3: Crash Severity by Location

Crash Locations	Number of Crashes (2018-2022)	Crash Severity				
		Fatal	Severe	Other Visible Injury	Complaint of Pain	Property Damage Only
Potrero Ave	5		1		4	
Sastre Ave	1				1	
Seaman Ave	6		1	2	3	
Merced Ave	22		1	8	13	
Edwards Ave	1		1			
Central Ave	15		1	11	3	
Doreen Ave	6			4	2	
Santa Anita Ave	20		1	11	8	
Granada Ave	2				2	
Gage Ave	1			1		
Lexington Ave	11			5	6	
Washington Ave	1		1			
Nevada Ave	4			2	2	
Tyler Ave	12		1	4	7	
Consol Ave	3			2	1	
New Deal Ave	4				4	
Peck Rd	20		1	10	9	
Dee Ave	1				1	
VuePointe Wy	1			1		
Meeker Ave	5			4	1	
La Madera Ave	3				3	
Mountain View Rd	18			8	10	
Cogswell Rd	3			1	2	
Valley Blvd	21		2	13	6	
Total	186	0	11	87	88	0



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Table 4 Crash Type by Location

Crash Locations	Number of Crashes	Broadside	Head-On	Hit Object	Not Stated	Other	Overturned	Rear-End	Sideswipe	Vehicle/Pedestrian
	(2018 – 2022)									
Potrero Ave	5	3		1				1		
Sastre Ave	1	1								
Seaman Ave	6	1						1		4
Merced Ave	22	3	3					8	2	6
Edwards Ave	1	1								
Central Ave	15	5	1	1				6	1	1
Doreen Ave	6	5							1	
Santa Anita Ave	20	10	1		1			5		3
Granada Ave	2	1						1		
Gage Ave	1	1								
Lexington Ave	11	7						1	1	2
Washington Ave	1	1								
Nevada Ave	4	3								1
Tyler Ave	12	9	1	1				1		
Consol Ave	3			2						1
New Deal Ave	4	1		1					2	
Peck Rd	20	11	1	1				5	2	
Dee Ave	1	1								
VuePointe Wy	1							1		
Meeker Ave	5							2	2	1
La Madera Ave	3			1					2	
Mountain View Rd	18	6		1		2		6	1	2
Cogswell Rd	3	1	1							1
Valley Blvd	21	9	1			2	2	4	1	2
Total	186	80	9	9	1	4	2	42	15	24

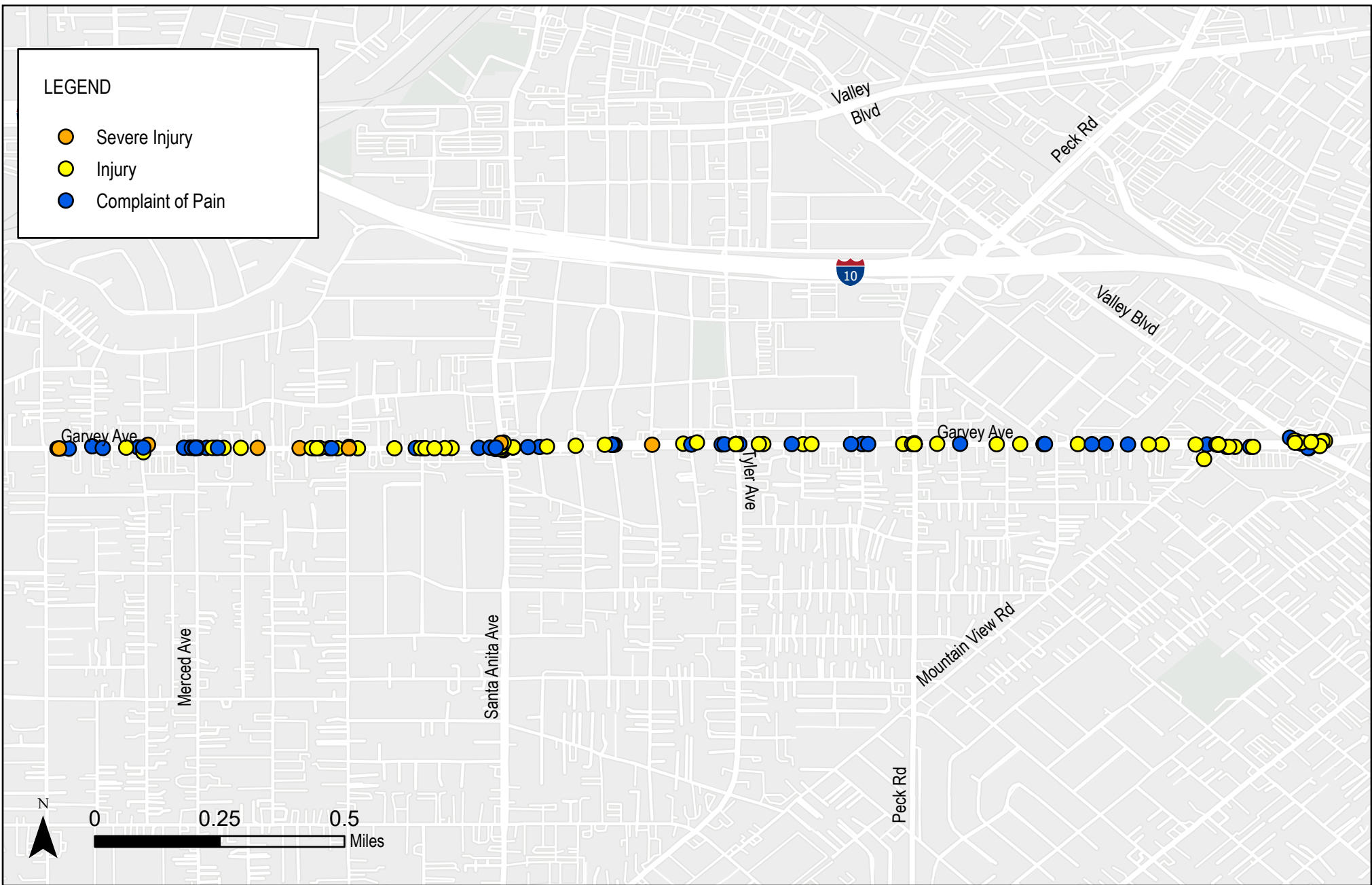


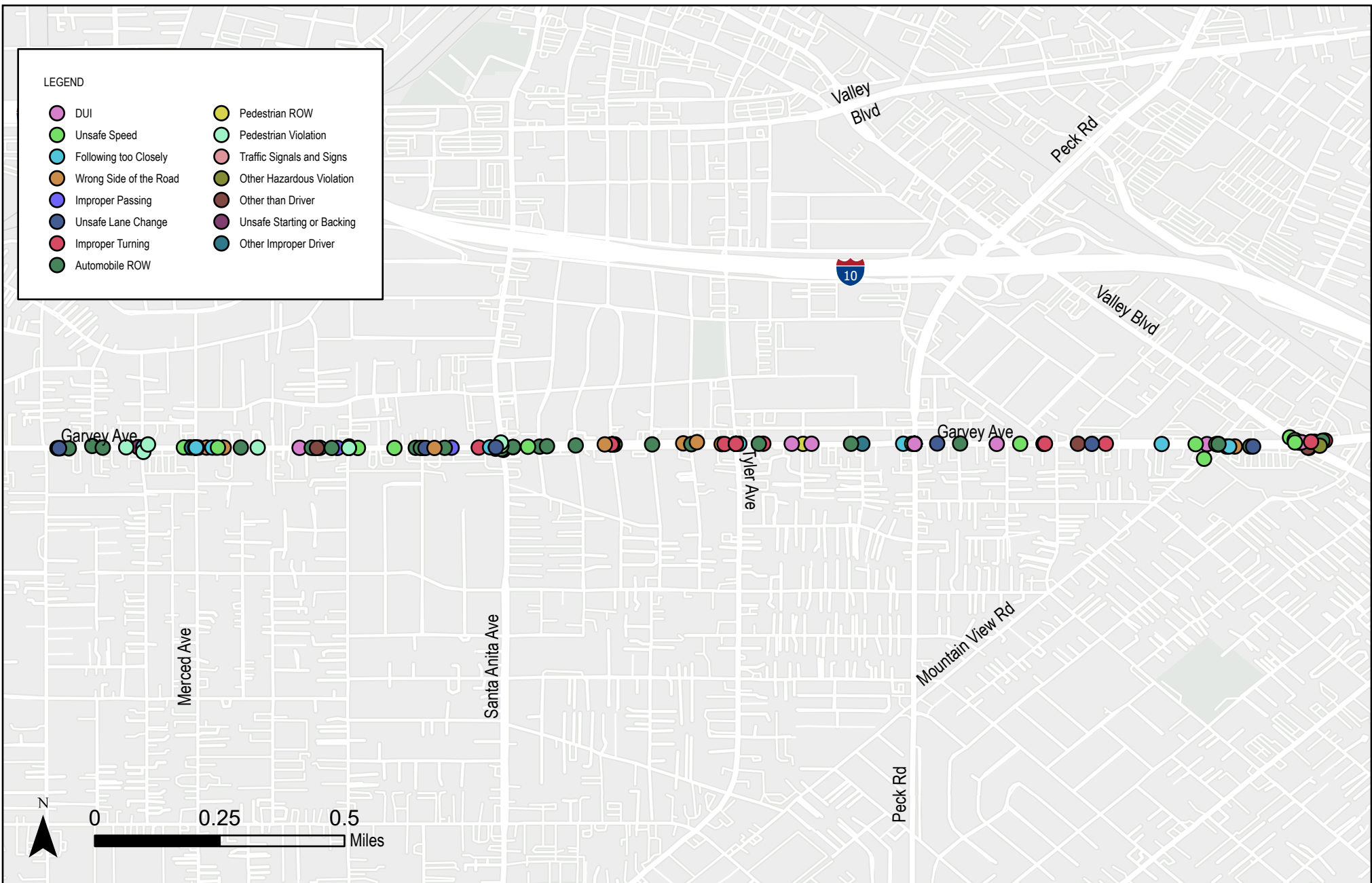
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Table 5: Crash Cause by Location

Crash Locations	Number of Crashes	Automobile ROW	DUJ	Following too Closely	Improper Passing	Improper Turning	Other Hazardous Violation	Other improper Driving	Other than Driver (Or Ped)	Pedestrian ROW	Pedestrian Violation	Traffic Signals and Signs	Unknown/Not Stated	Unsafe Lane Change	Unsafe Speed	Unsafe Starting or Backing	Wrong Side of Road
	(2018 – 2022)																
Potrero Ave	5	2	1	1										1			
Sastre Ave	1	1															
Seaman Ave	6			1							3		1			1	
Merced Ave	22	1		4				1	1	4	2	1	1		5		2
Edwards Ave	1		1														
Central Ave	15	2		2	1	2			1		1		3		3		
Doreen Ave	6	2			1	1								1			1
Santa Anita Ave	20	5		1		2					1	2	3	1	3		2
Granada Ave	2	1													1		
Gage Ave	1	1															
Lexington Ave	11	1				1						6			1		2
Washington Ave	1	1															
Nevada Ave	4	1								1							2
Tyler Ave	12	1	1	1		4						3	1				1
Consol Ave	3		2							1							
New Deal Ave	4	1						1					2				
Peck Rd	20	6	1	3			2					3	3	1	1		
Dee Ave	1	1															
VuePointe Wy	1		1														
Meeker Ave	5					1			1		1			1	1		
La Madera Ave	3					1							1	1			
Mountain View Rd	18	4	1	2						2			3	1	4		1
Cogswell Rd	3	1					1										1
Valley Blvd	21	7	1		1	2			1	1	1	1	2		4		
Total	186	39	9	15	3	14	3	2	4	9	9	16	20	7	23	1	12







Vehicle-Involved Collision Heat Map (2018-2022)



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PEDESTRIAN AND BICYCLE CONDITIONS

There are existing 8' to 12' sidewalks on both sides of Garvey Avenue. Most of the sidewalks are in fair condition with some lifting or deterioration due to age or landscaping. Benches and shade trees are provided intermittently along the corridor that help provide a reasonable environment for pedestrians or transit passengers.

While most marked pedestrian crossings are located at signalized intersections, there are four uncontrolled marked crosswalks along Garvey Avenue. These four locations typically have overhead street lighting, RRFBs and signage. During public meetings and pop-up events, community members expressed concerns about these crossings indicating they felt uncomfortable crossing as vehicles failed to stop for them or the speed and volume of traffic made crossing challenging or raised safety concerns.

There are no bicycle facilities along Garvey Avenue. While cyclist should share the road with vehicular traffic, many bicyclists were observed riding on the sidewalk to avoid parked and moving vehicles. There are limited locations where bicycle racks are provided at or near local businesses or near bus stops.

Pedestrian Environmental Quality Index

Roadway segments and intersections were evaluated for pedestrian quality using the Pedestrian Environmental Quality Index (PEQI). The PEQI is a qualitative pedestrian survey of the street that assesses the quality of the walking environment along roadway segments and at intersections.

The PEQI methodology is based on a tool originally developed in 2018 by the San Francisco Department of Public Health and later refined by Center for Occupational and Environmental Health at the University of California, Los Angeles. The methodology provides the point thresholds and weighted criteria for each item included in the index. The weighted criteria and scoring for each item are included in **Appendix B**.

It should be noted that the PEQI assessment is a high-level look at the study area and does not necessarily take into account the detailed pedestrian infrastructure. Therefore, the assessment should be

Analysis Criteria for PEQI Analysis

- **Intersection Safety**
 - Crosswalks
 - Countdown Signal
 - Traffic Signal
 - Crossing Distance
 - No Turn on Red
 - Traffic Calming Features
 - Pedestrian Signs

- **Traffic**
 - Number of Lanes
 - Two-Way Traffic
 - Vehicle Speed
 - Traffic Volume
 - Traffic Calming Features

- **Street Design**
 - Sidewalk Width
 - Sidewalk Surface
 - Sidewalk Obstructions
 - Presence of Curb
 - Driveway Cuts
 - Trees, Gardens
 - Public Seating (or bus stops)
 - Buffers
 - Distance between Controlled or Enhanced Crosswalks

- **Land Use**
 - Public Art
 - Historic Sites
 - Retail

- **Perceived Safety**
 - Illegal Graffiti
 - Litter
 - Pedestrian-Scale Lighting
 - Construction Sites
 - Abandoned Buildings



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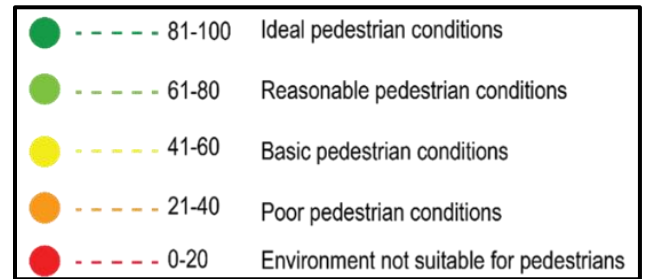
considered more qualitative assessment of the quality and comfort of the overall pedestrian environment.

The PEQI assessment requires the collection of specific data about the elements of the physical environment and establishes the “walkability” of the area. The tool considers data in five categories: intersection safety, traffic, street design, land use, and perceived safety. The elements shown to the right were assessed within the study area.

The index evaluates individual components of the physical environment, which are assessed for existence, quality, and overall pedestrian comfort. Information collected from the survey can be used to identify priority areas for improving the walkability of an area, either through individual index elements or for comprehensive improvements.

The total PEQI score can range from 0 to 100 points, broken into the five categories shown in **Figure 9** (from the San Francisco Department of Public Health).

Figure 9: PEQI Score Ranges



PEQI Analysis

Existing pedestrian conditions along Garvey Avenue were analyzed using the PEQI methodology discussed above. Existing conditions worksheets are provided in **Appendix D**. The results of this analysis are shown in **Table 6** (roadway segment analysis) and **Table 7** (intersection analysis).

As shown in the tables, the roadway segment analysis indicated that the pedestrian conditions along Garvey Avenue are ranked as “basic pedestrian conditions.” This could be due to the lack of wide and consistent driveways, and general lack of shade, benches, or planters. The intersection analysis indicated that all analyzed intersections along Garvey Avenue were ranked as “basic pedestrian conditions” or worse with four intersections ranked as “reasonable pedestrian conditions”. This could be due to lack of pedestrian signs, poorly marked or limited visibility crossings, and missing or non-compliant curb ramps.



Photo 5: Example sidewalk along Garvey Avenue



Photo 6: Example crosswalk along Garvey Avenue



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Table 6: Existing Conditions PEQI Roadway Segment Analysis

Street Name	Cross Street 1	Cross Street 2	Side of Street	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	Merced Avenue	East	54	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Merced Avenue	Santa Anita Avenue	East	58	Basic Pedestrian Conditions
			West	56	Basic Pedestrian Conditions
	Santa Anita Avenue	Tyler Avenue	East	55	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Tyler Avenue	Peck road	East	56	Basic Pedestrian Conditions
			West	57	Basic Pedestrian Conditions
	Peck Road	Valley Boulevard	East	58	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions

Table 7: Existing Conditions PEQI Intersection Analysis

Street Name 1	Street Name 2	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	44	Basic Pedestrian Conditions
	Merced Avenue	68	Reasonable Pedestrian Conditions
	California Training School	23	Poor Pedestrian Conditions
	Central Avenue	50	Basic Pedestrian Conditions
	Santa Anita Avenue	50	Basic Pedestrian Conditions
	Gage Avenue	63	Reasonable Pedestrian Conditions
	Lexington Avenue	50	Basic Pedestrian Conditions
	Nevada Avenue	63	Reasonable Pedestrian Conditions
	Tyler Avenue	21	Basic Pedestrian Conditions
	Consol Avenue	63	Reasonable Pedestrian Conditions
	Peck Road	48	Basic Pedestrian Conditions
	Meeker Avenue	39	Poor Pedestrian Conditions
	Mountain View Road	50	Basic Pedestrian Conditions
	Valley Boulevard	60	Basic Pedestrian Conditions



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Bicycle Assessment

Existing bicycle facilities were assessed using the Level of Traffic Stress (LTS) analysis. LTS is a qualitative measure that assesses a bicyclist's level of discomfort or stress based on the quality of the bicycling environment and provided facilities. In this assessment, scores range from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful).



LTS 1 – Represents the most comfortable and least stressful bicycling environment. LTS 1 is the level that is comfortable for most people, including children.

LTS 1 Typical Users



LTS 2 – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable for the mainstream adult population.

LTS 2 Typical Users



LTS 3 – Represents a fairly uncomfortable and high-stress bicycling environment. LTS 3 is the level that is comfortable for those who are confident in their bicycling abilities but prefer to have dedicated space while riding.

LTS 3 Typical Users



LTS 4 – Represents the least comfortable and most stressful bicycling environment. LTS 4 is tolerated only by the most seasoned and confident cyclists but is generally avoided by all other people who want to bike.

LTS 4 Typical User



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The LTS analysis traditionally takes into account existing facilities—such as bike lanes, bike paths, bike routes, and any provided separation from vehicles—that are constructed. In general, roads with dedicated space for people biking are considered to be less stressful.

The LTS analysis can also be used to forecast the level of stress of future or proposed facilities if planned roadway characteristics are known. Several factors of data are needed to assess existing and planned improvements. The data used for this assessment was found using in-person site observation and Google Earth analysis. The data used included the number of lanes in each direction, presence and type of bicycle facility, presence and type of median, speed, and functional class of the roadway.

The thresholds used in this feasibility study for the Garvey Avenue Complete Street plan LTS analysis were adapted from those developed in the paper “Low-Stress Bicycling and Network Connectivity” prepared by the Mineta Transportation Institute.¹ **Table 8** summarizes the LTS criteria used in this analysis for roadways where bicyclists mix with traffic, which occurs both when a bicycle facility is not provided and when a Class III bike route is provided. A Class III bicycle facility requires bicyclists to claim the vehicular lane (often marked with sharrows) and requires a high level of bicycling confidence. As shown, a roadway with a speed of 20mph, street width of two lanes, and a residential functional class was assigned a value of LTS 1. A roadway with speed greater than 35mph is categorized as LTS 4.

¹ Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, *Low-Stress Bicycling and Network Connectivity* (San Jose, CA: Mineta Transportation Institute, 2012), <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.



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Table 8: Criteria for Roadways with Mixed Traffic (No Bicycle Facility or a Class III Facility)

Speed Limit	Width of Street (travel lanes in one direction)		
	1 lane	2–3 lanes	4+ lanes
Up to 25mph	LTS 1 ^a or 2 ^a	LTS 3	LTS 4
30mph	LTS 2 ^a or 3 ^a	LTS 4	LTS 4
35mph or higher	LTS 4	LTS 4	LTS 4

¹Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

Note: Use lower value for streets classified as residential with fewer than three lanes; use higher value otherwise.

For Class I (bike path) and Class II (bike lane) facilities, the LTS criteria are different and assume that cycling along a separated bicycle facility is less stressful than riding in mixed traffic. The criteria yielding the highest LTS were applied for each roadway segment evaluated. **Table 9** summarizes the criteria for roadways with a Class I or Class II bike facility.

Table 9: Criteria for Roadways with Bicycle Facilities

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street Width (through lanes per direction)	1	2 (if directions are separated by a raised/striped median)	More than 2, or 2 without a raised/striped median	(no effect)
Bike Facility Type	Class I	Class II	(no effect)	(no effect)
Speed	30mph or less	(no effect)	35mph	40mph or more

¹Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress



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LTS Analysis

Table 10 shows the results of the LTS analysis conducted for the existing conditions along Garvey Avenue. The lack of dedicated existing bicycle facilities results in a high level of bicycle stress (LTS 4), which indicates that the most confident bicyclists (categorized as “Strong and Fearless”) would more likely ride on the roadway than those with less capabilities and confidence. The addition of dedicated facilities and the incorporation of traffic calming features would improve the bicycle environment along Garvey Avenue.

Table 10: Existing Conditions Bicycle LTS Analysis

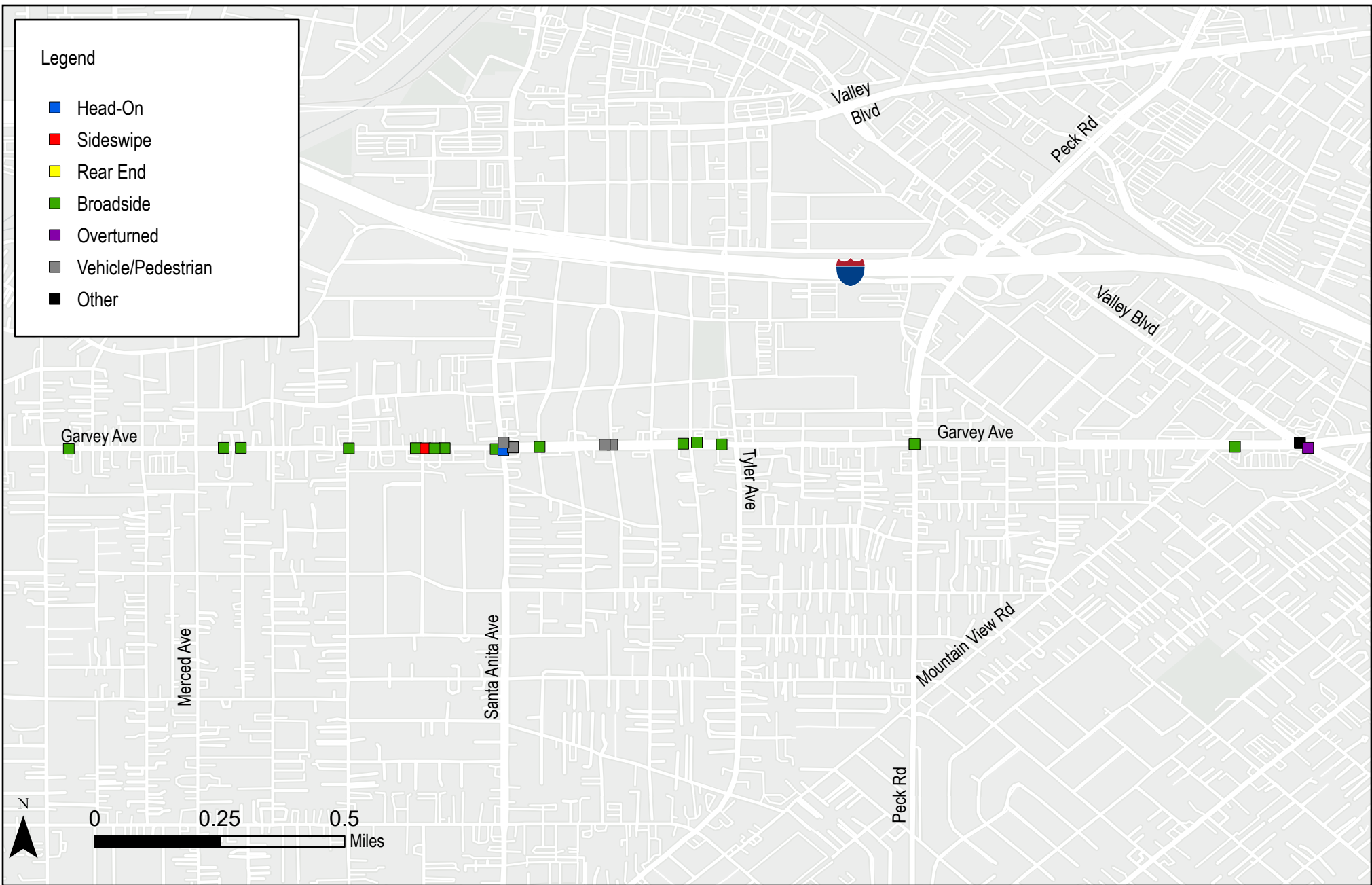
Street Name	Cross Street 1	Cross Street 2	Direction	Presence of Bicycle Facility	Number of Travel Lanes	Observed Speed	Total LTS Score	Suitable for
Garvey Avenue	Potrero Avenue	Merced Avenue	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West		2	35+ mph		
	Merced Avenue	Santa Anita Avenue	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West		2	35+ mph		
	Santa Anita Avenue	Tyler Avenue	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Tyler Avenue	Peck road	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Peck Road	Valley Boulevard	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West					

Bicycle and Pedestrian Involved Collisions

Using SWITRS data for the period from January 2018 through December 2022, a total of 186 crashes were reported. Of those crashes 13% (25 crashes) involved a bicyclist and 11% (21 crashes) involved a pedestrian. **Figure 10** shows the location of and cause of pedestrian-involved crashes and **Figure 11** shows the location of and cause of bicycle-involved crashes.

Of the bicycle and pedestrian involved crashes reported during this time period, 13 crashes resulted in severe injuries. Most crashes involving a bicycle were caused by a party driving on the wrong side of the road. Most crashes involving a pedestrian occurred when the pedestrian was walking inside a crosswalk, indicating that the pedestrian's right of way may have been violated.





Bicycle-Involved Collisions (2018-2022)



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TRANSIT CONDITIONS

Transit is a key component of the transportation system along Garvey Avenue. The El Monte Metrolink Station is situated over one mile north of Garvey Avenue off of Tyler Avenue, which connects El Monte with Downtown LA and San Bernardino County. The proximity to these transit connections is an important consideration for the Garvey Avenue Complete Street plan because it will provide people not only with short-distance non-motorized options but allow them to connect with these transit links and connect further to the region.

The following transit providers have routes running along Garvey Avenue:

- LA Metro (Routes 70)
- Foothill Transit (Routes 486)
- El Monte Shuttle Services

In addition to the routes listed above that run along Garvey Avenue, all three agencies also have routes crossing across Garvey Avenue with stops on the north and south side of many of the intersections. The Red, Blue, Green, Orange and Yellow Fixed Route Trolleys, which are organized through the City of El Monte’s Shuttle Services, all have portions of their routes on Garvey Avenue. **Appendix D** includes overview maps that illustrate the bus routes and stops along the corridor.

Buses stop curb adjacent either in the travel lane or they transition into a bus bay for loading and unloading passengers. Amenities at each stop vary from simply a sign with a bench to a transit shelter as shown in **Photo 7** to **Photo 9**. Generally, the stops are located on the nearside of intersections but some stops along the corridor are located on the far side. The preferred location is on the far side in order to allow buses to re-enter traffic more easily and to minimize line of sight obstructions at intersections. This will be discussed in greater detail in the recommended improvements section of this report.

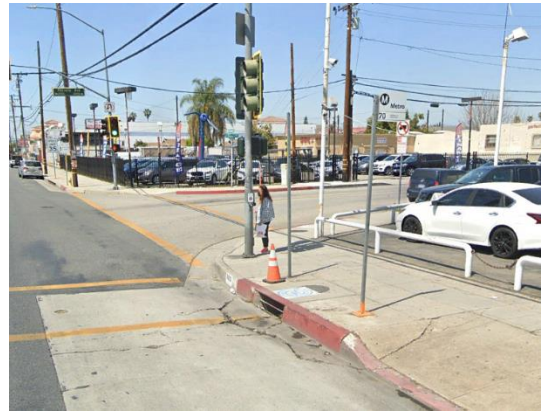


Photo 7: Bus stop with no bench or shelter



Photo 8: Bus stop with shelter, bench and trash can



Photo 9: Bus pullout with shelter



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4.0 Plans, Codes & Policies Influencing Complete Street Plan Development

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

VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY (2024)

As part of the Garvey Avenue Complete Streets Feasibility Study, El Monte recently adopted the Valley Boulevard and Main Street Complete Streets Feasibility Study. As part of its ongoing planning efforts, the City of El Monte conducted a Complete Streets Feasibility Study that identified key improvements that allow for safe travel along and across Valley Boulevard and Main Street. The study is currently in the concept development stage for the projects recommended and the City is currently pursuing grant funding opportunities.

VISION EL MONTE GENERAL PLAN (2022)

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

Connectivity Goals

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

VISION ZERO ACTION PLAN (2022)

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

The Vision Goals are:

- Enhance safety education programs for all ages and abilities.
- Employ quick-build bicycle and safety projects.



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

STREETSCAPE BEAUTIFICATION MASTER PLAN (2022)

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

SAN GABRIEL VALLEY BICYCLE MASTER PLAN (2014)

In 2014, Bike San Gabriel Valley partnered with five cities to develop a regional bicycle master plan that will guide the development and maintenance of a comprehensive bicycle network in the San Gabriel Valley for the next 20 years.

PAVEMENT MANAGEMENT PLAN (2023)

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

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

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

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



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SIDEWALK INVENTORY REPORT

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

SYSTEMIC SAFETY ANALYSIS REPORT

Caltrans established the Systemic Safety Analysis Report Program (SSARP) in 2016 to provide funding for local agencies to identify safety needs and recommend projects to address these needs. The systemic analysis is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. It looks at crash history on an aggregate basis to identify high-risk roadway characteristics, rather than looking at high-collision concentration locations through site analysis. The systemic analysis acknowledges that crashes alone are not always sufficient to prioritize countermeasures across a system.

The City developed a City-wide SSARP in February 2020 to understand the existing safety needs and recommend countermeasures to address these concerns. The SSARP proposed countermeasures at five of the intersections within this project limits including Valley Boulevard and Santa Anita Avenue, Peck Road, Mountain View Road and Garvey Avenue. The countermeasures vary by location but include installing upgraded signals with better visibility, high visibility crosswalks and replacing the ADA curb ramps. Many of these countermeasures are consistent with the recommendations of this study.

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

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

URBAN BIKEWAY DESIGN GUIDE – NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS

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



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CALTRANS DESIGN INFORMATION BULLETIN 89 (DIB-89)

The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV facilities for California and required the California Department of Transportation (Caltrans), in cooperation with local agencies and in consultation with the existing Caltrans advisory committee dedicated to improving access for persons with disabilities, to establish design criteria for separated bicycle facilities. Design Information Bulletin (DIB) 89 was initially drafted in 2018 and finalized in February 2022. It provides the design criteria and other general guidance on best practices related to separated bicycle facilities to establish uniform guidance for the use of these facilities.



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5.0 Complete Street Plan Development

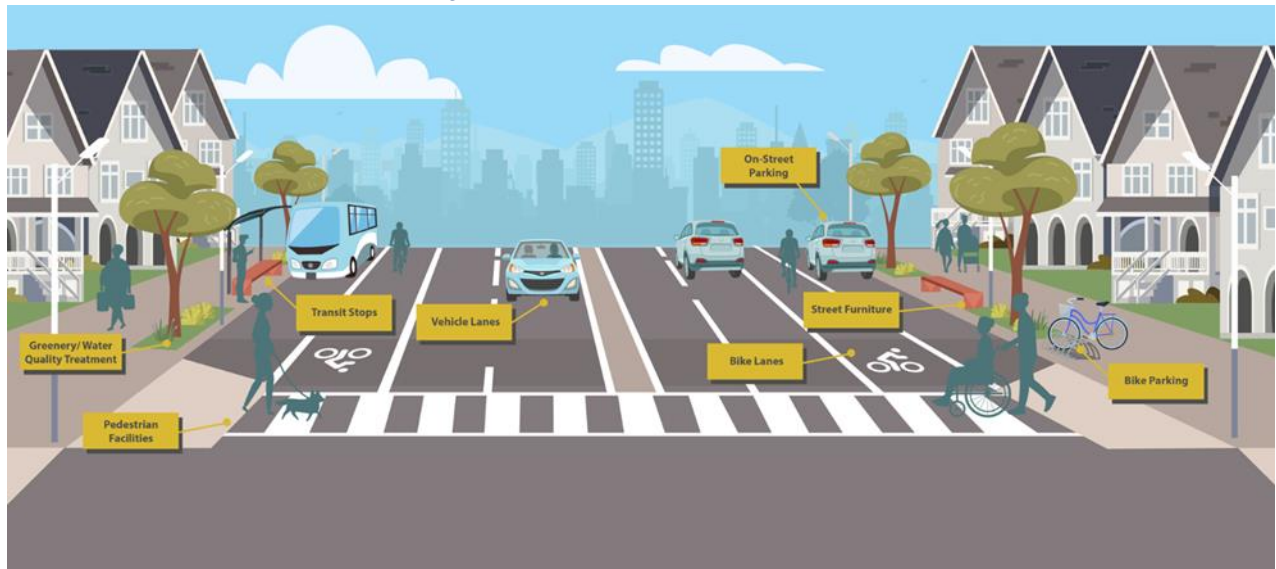
Preliminary design concepts were developed that incorporate complete streets elements and address the identified corridor needs. The overall objective of the Complete Street plan is to formalize recommendations that improve access and mobility for users of all abilities. The following sections discuss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

ELEMENTS OF A COMPLETE STREET

Complete Streets is a concept used to describe planning and design for roadways that considers all users such as cyclists, pedestrians, transit users, and drivers. Per the FHWA, "Complete Streets are streets designed and operated to enable safe use and support mobility of all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders". Elements that define a complete street depend heavily on the community context and identified gaps in connectivity, safety, walkability or bikeability, and accessibility.

Figure 12 highlights below different elements of a complete street that should be considered when developing solutions for a corridor. Incorporating complete streets elements on Garvey Avenue is a cornerstone of the concept development.

Figure 12: Complete Streets Elements





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CORRIDOR NEEDS

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

Auto: In general, speeds along the corridor exceed the posted speed limit. Crash data suggests that broadside collisions are the most common type of crash occurring along the corridor. There are several causes of broadside collisions, with speed and traffic control at intersections as the key factors in most instances. Slowing down speeds along the corridor and improving driver awareness along the corridor will be key safety improvements on Garvey Avenue. A raised median along the corridor will consolidate turns and u-turns at controlled and a limited number of uncontrolled locations. This will help reduce the number of turning movements and conflicts along the corridor in an effort to improve overall safety for vehicles, transit, pedestrians and bicycles traveling along Garvey Avenue.

Bicycles: There are no bicycle facilities along Garvey Avenue. The LTS analysis confirms this observation, with a consistent score of LTS 4. During community engagement events, the public supported these findings as they expressed concerns with riding a bicycle on the street due to the speed and volume of traffic. Providing a dedicated or separated bicycle facility would improve bicycling conditions significantly along Garvey Avenue. In addition, high bus activity and on-street parking along the curb creates conflict for cyclists, further increasing the complexity of bicycle travel along Garvey Avenue. Addressing the location of the bus stops, removing or modifying on-street parking will help to reduce these conflicts and will provide a continuous and consistent travel way for bicyclists.

Pedestrians: Pedestrian crossings along the corridor are generally located at signalized intersections. At the four uncontrolled marked crosswalks along Garvey Avenue, there is typically overhead street lighting, RRFBs and signage. Community members expressed concerns about these crossings indicating they felt uncomfortable crossing as vehicles failed to stop for them or the speed and volume of traffic made crossing challenging or raised safety concerns.

Transit: There are two transit operators along the corridor with frequent routes, many of which share multiple stops along Garvey Avenue. The transit stops are curb adjacent, frequently located on the nearside of intersections, have minimal signage and do not have consistent stop accommodations. Overall, the quality of the transit stops along the corridor are favorable providing shelters, benches and trash cans for passengers. The location of the stops should be evaluated to relocate the stop to the far side. This improvement would both help buses pull away from the curb and re-enter traffic and help improve visibility pedestrians and bicycles crossing Garvey Avenue. When stopped, buses may obstruct the view of pedestrians crossing in front of the bus when the bus is stopped along the curb.

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

Streetscape and Landscape: There are existing street trees along some of the parkways, however many have been removed over time leading to a sporadic and inconsistent landscaping aesthetic along the corridor. In addition, some of the existing trees are lifting or impacting the conditions of the sidewalks. Providing a consistent landscape palette



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along the corridor, both in the median and along the curb in the parkway, will create an inviting and consistent travel experience. This visual modification along with physical modifications will help keep drivers engaged while traveling along Garvey Avenue, which will lead to slower speeds (in line with posted speed limits) and awareness of other users along the corridor.

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

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

ALTERNATIVES CONSIDERED

When considering all modes along the corridor, the lack of bicycle lanes is the key issue that needed to be addressed when developing alternatives. Once the approach for adding a bicycle facility was selected, the other issues along the corridor could be addressed. The following section describes the various bicycle facility alternatives considered for the corridor and an explanation for the options that were dismissed from further evaluation



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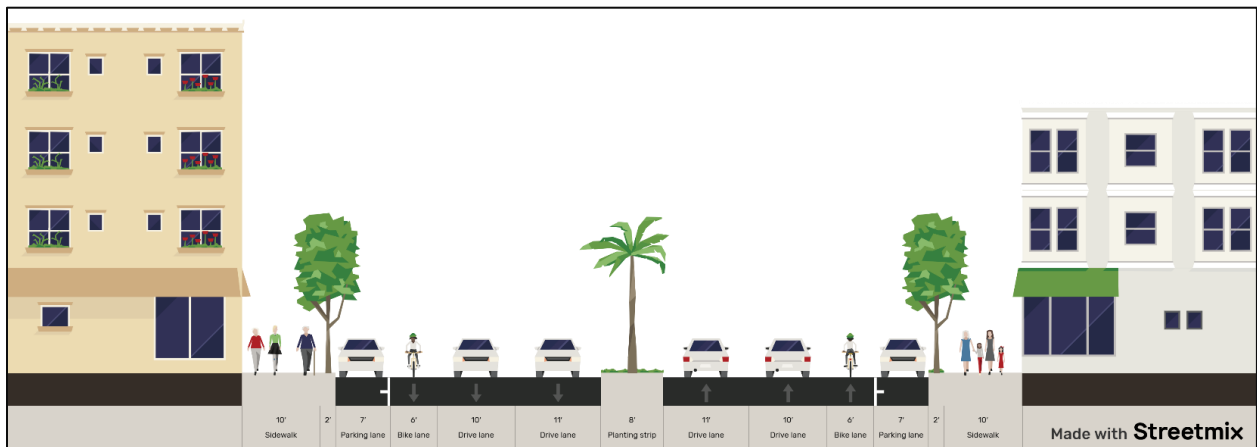


Option 1

Option 1 recommended a bicycle lane with a transit queue jumper at intersections. Parking along the corridor would remain mostly intact. Bus queue jumps provide a bus-only phase and a shared turn/bus-only lane to allow the transit vehicle to get ahead of the queue.

This option was the least favored during community engagement. Community members felt that this option did not address the issue of safety along the corridor.

Figure 13: Option 1



Option 2

Option 2 proposed a Class IV Separated Bike Lane at sidewalk level. This would allow for complete separation of bicyclists and vehicles but would remove most on-street parking along the corridor and require utility pole relocations.

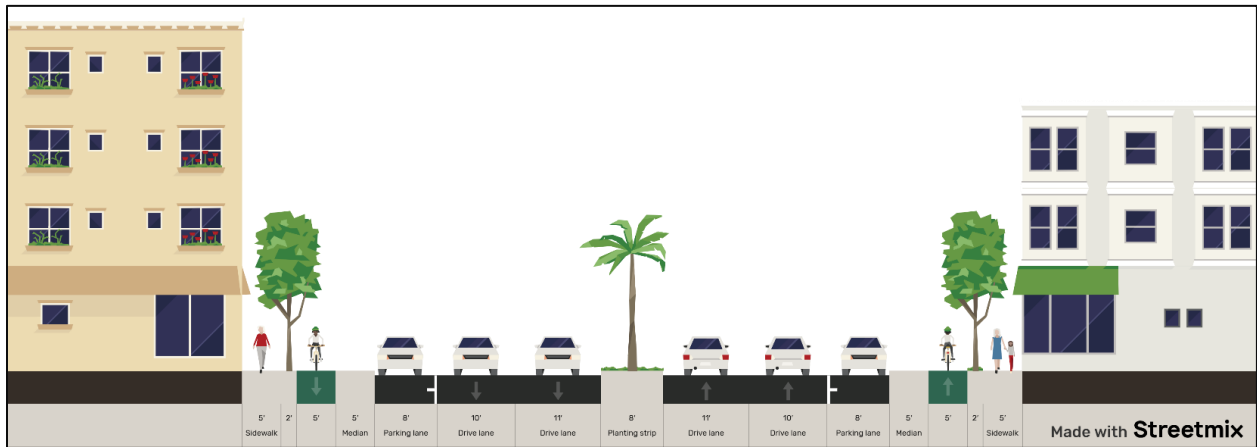
Community members favored this option the most out of the three options but were concerned about the feasibility and cost of the project. The community asked the Project Team to develop a 4th option that would combine options 1 and 2



GARVEY AVE
COMPLETE STREETS



Figure 14: Option 2

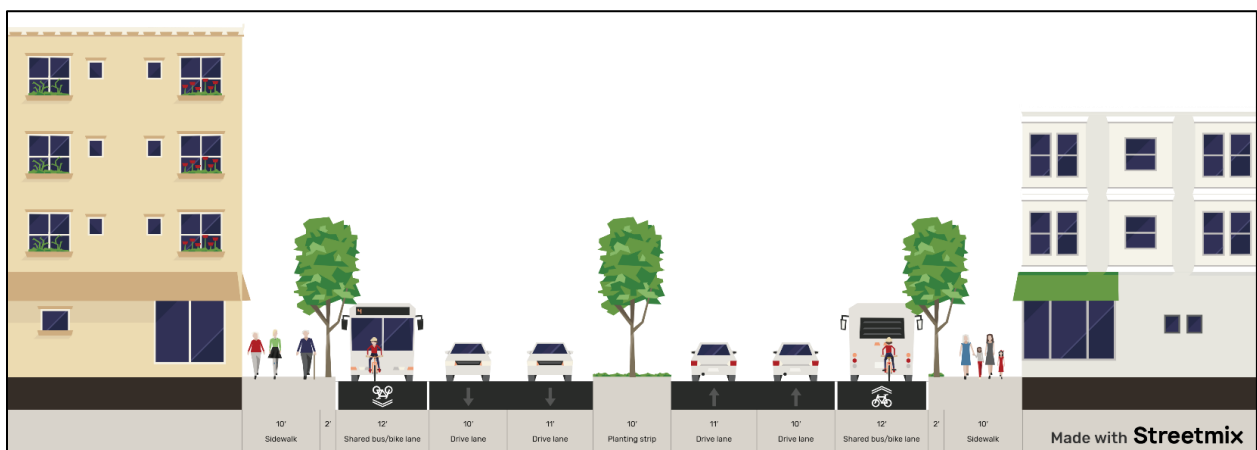


Option 3

Option 3 involved a Class III Shared Bus/Bike Lane. Combination lanes are an option to create on-street facilities for bicyclists where it is not feasible to provide a completely separate bicycle facility or lane. This combination option is operationally acceptable unless there is considerable bus and bike traffic. The lane would accommodate bus traffic, motor vehicles making right turns, and bicycles where it is not feasible to provide separate facilities.

Option 3 was ultimately eliminated due to complete loss of parking along the corridor.

Figure 15: Option 3





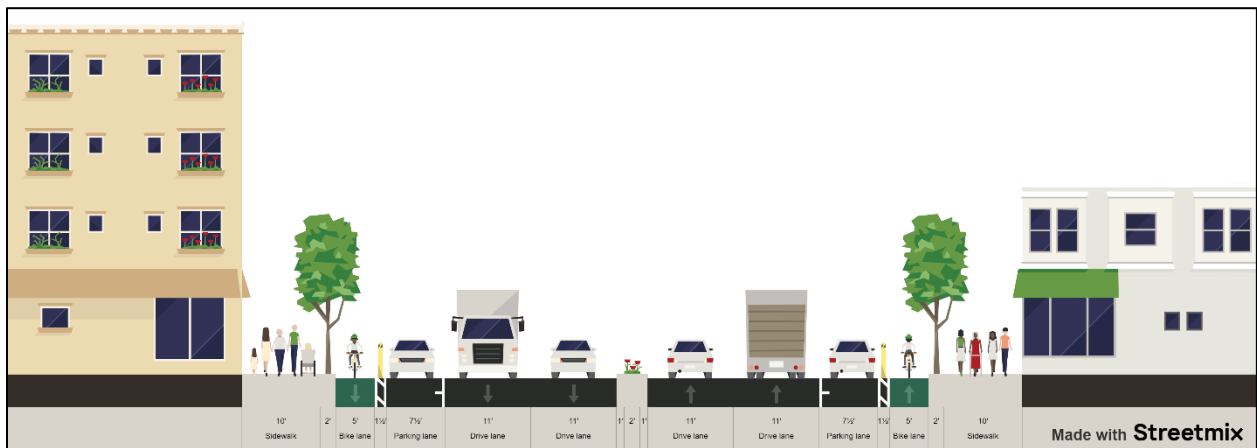
GARVEY AVE COMPLETE STREETS



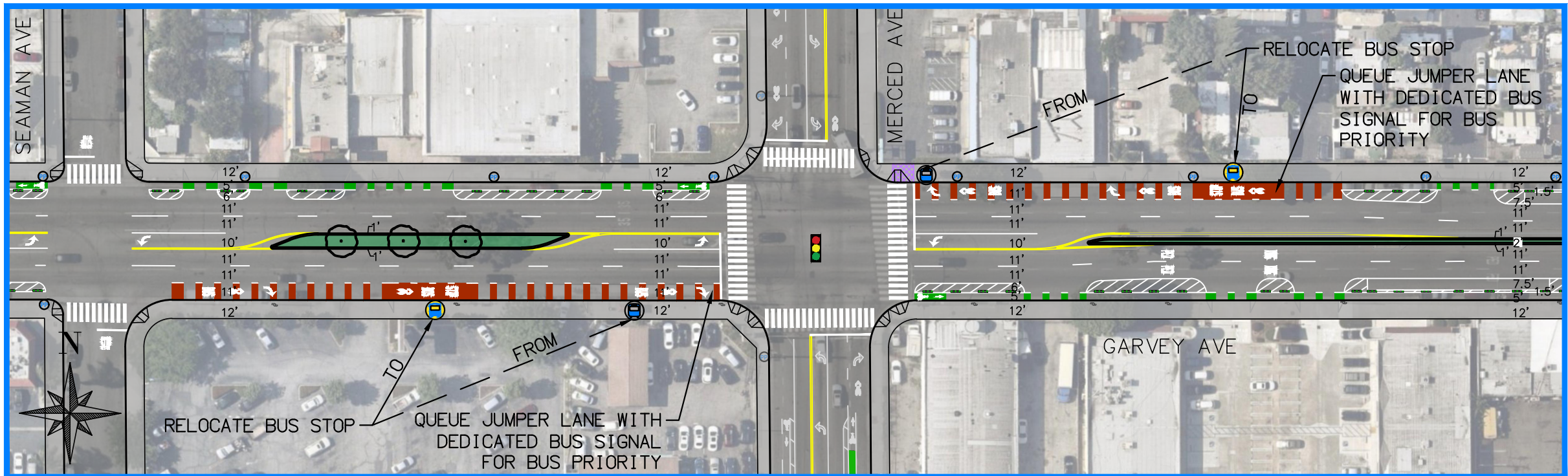
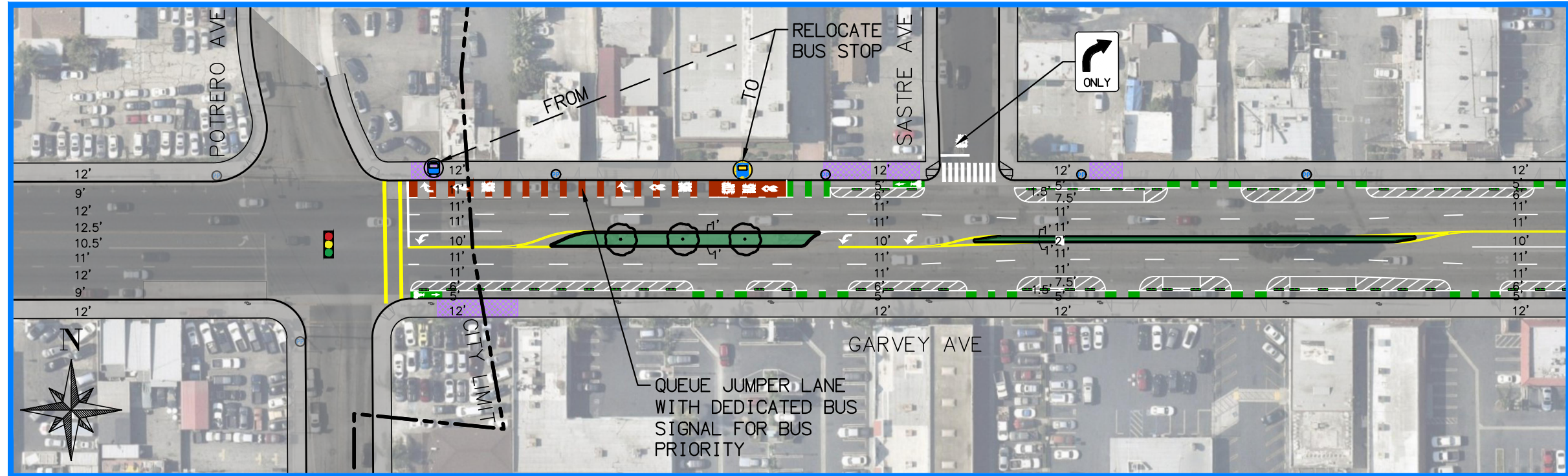
Preferred Concept

Option 4 was developed after the initial development of Options 1-3. This option was considered to be a hybrid of option 2 and included a Class IV Bike Lane with delineator posts, bus queue jumps at key intersections, and bus islands. Although this option impacts on-street parking, it was still favored by the community by addressing safety issues, staying consistent with other bike facilities in El Monte, and is more cost-effective than a completely separate facility at sidewalk level.

Figure 16: Option 4

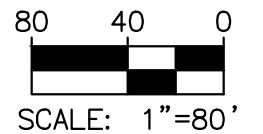


Below are the conceptual drawings of Option 4.

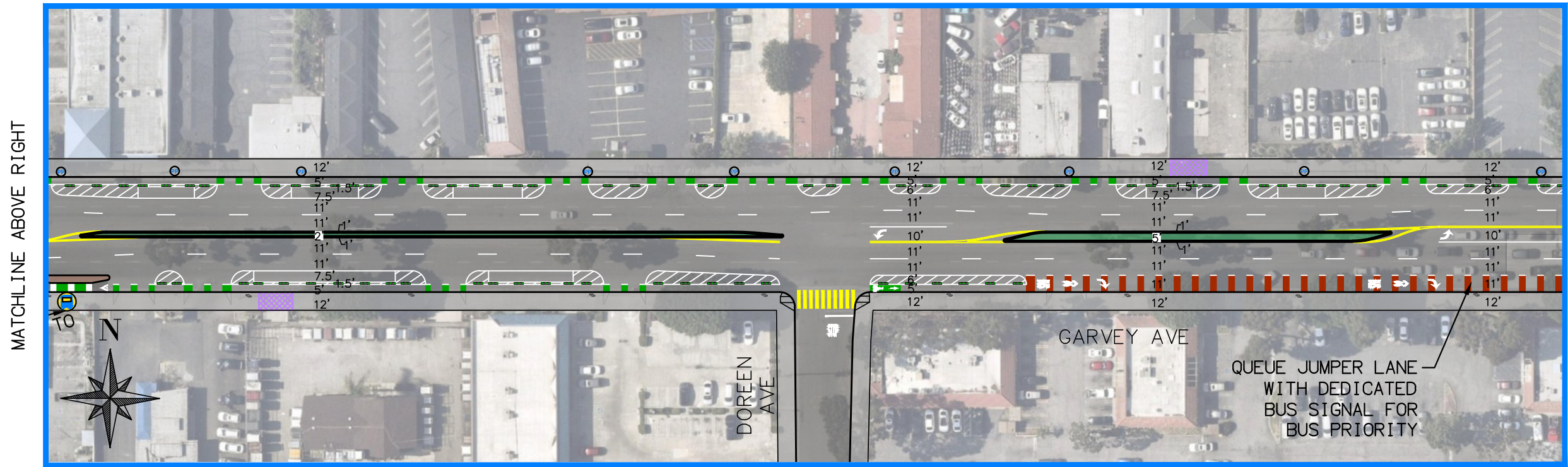
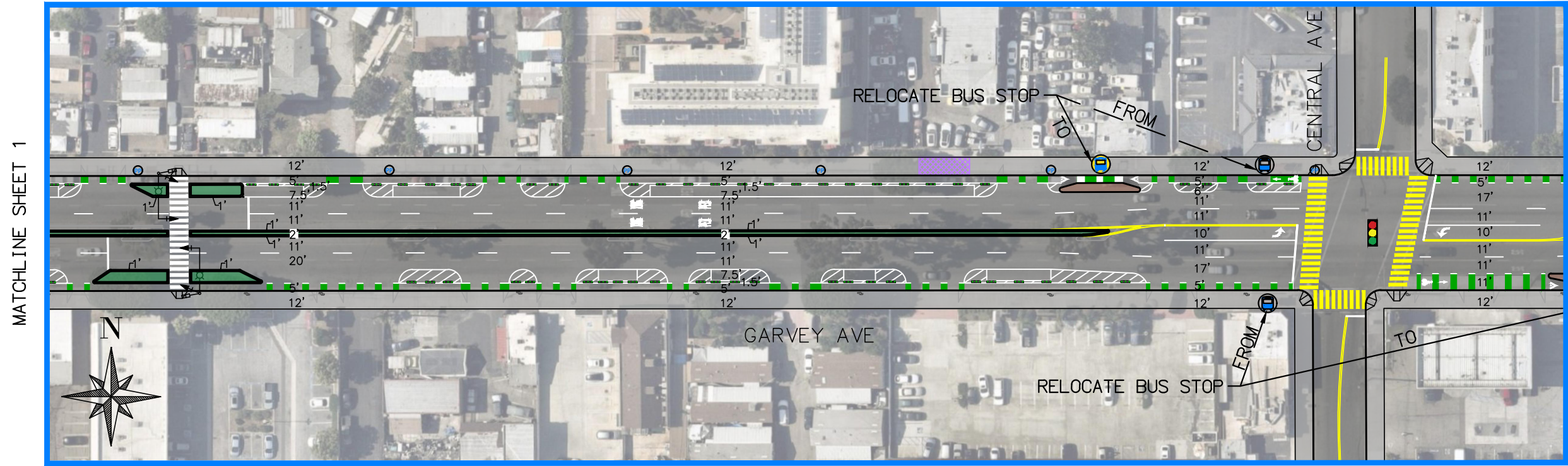


LEGEND

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| | CURB | | SIDEWALK | | EXISTING DRIVEWAY TO BE REMOVED | | EXISTING CURB RAMP | | PROPOSED TREE |
| | PROPOSED STRIPE | | RAISED LANDSCAPED MEDIAN | | BIKE LANE | | PROPOSED CURB RAMP | | RAISED CURB WITH DELINEATORS |
| | BUS AND BIKE LANE CONFLICT AREA | | RAISED NON-LANDSCAPED MEDIAN | | | | EXISTING BUS STOP | | TRAFFIC SIGNAL |
| | BIKE LANE CONFLICT AREA | | | | | | RELOCATED BUS STOP | | PEDESTRIAN HAWK SIGNAL |
| | | | | | | | EXISTING POWER POLE | | RIGHT TURN ONLY SIGN |
| | | | | | | | EXISTING UTILITY POLE | | RAPID RECTANGULAR FLASHING BEACON (RRFB) |

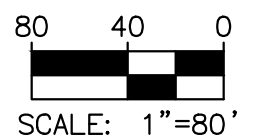


**Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 1 of 6**

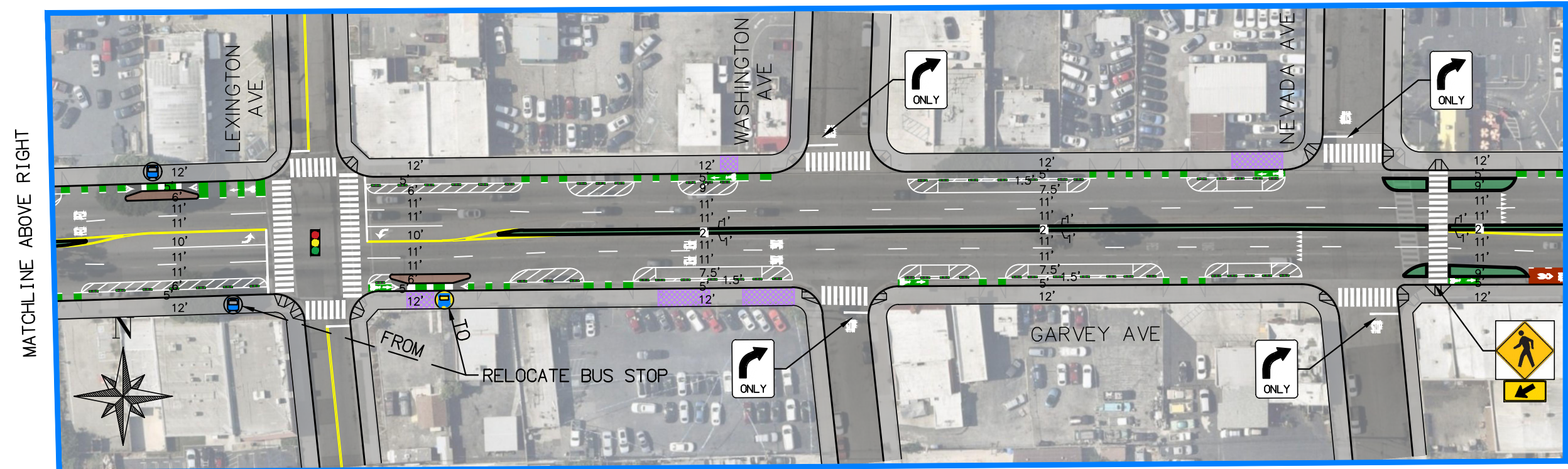
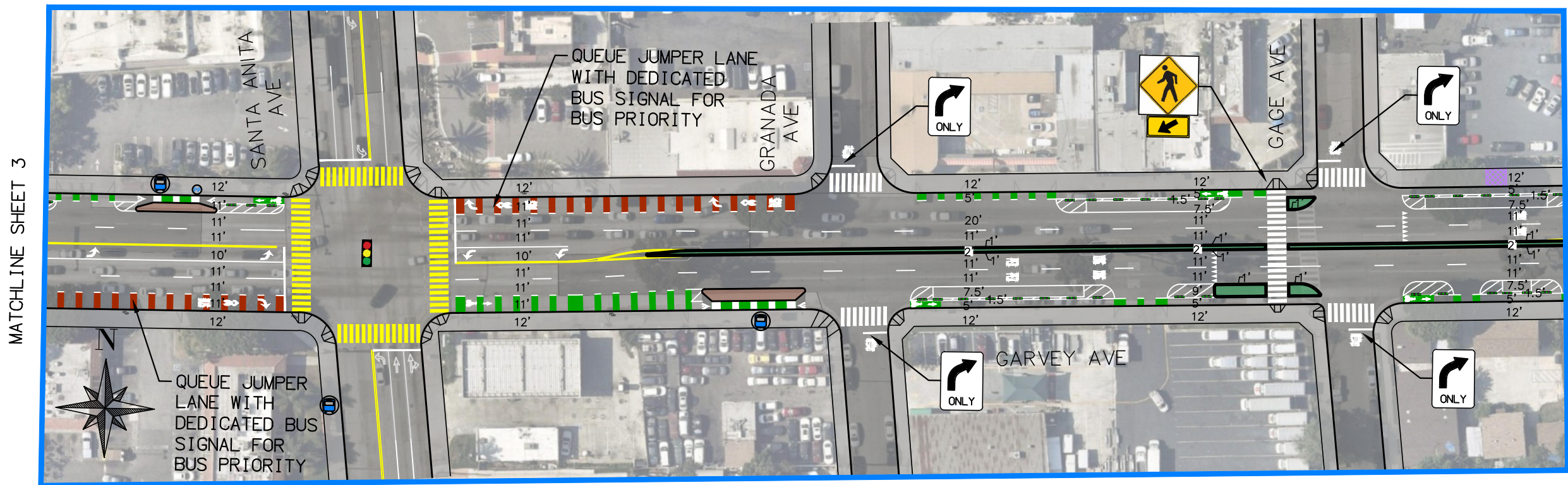


LEGEND

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	PROPOSED STRIPE		RAISED LANDSCAPED MEDIAN		BIKE LANE		PROPOSED CURB RAMP		RAISED CURB WITH DELINEATORS
	BUS AND BIKE LANE CONFLICT AREA		RAISED NON-LANDSCAPED MEDIAN				EXISTING BUS STOP		TRAFFIC SIGNAL
	BIKE LANE CONFLICT AREA						RELOCATED BUS STOP		PEDESTRIAN HAWK SIGNAL
							EXISTING POWER POLE		RIGHT TURN ONLY SIGN
							EXISTING UTILITY POLE		RAPID RECTANGULAR FLASHING BEACON (RRFB)

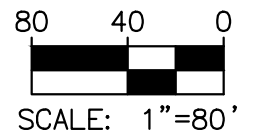


**Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 2 of 6**



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| | PROPOSED STRIPE | | RAISED LANDSCAPED MEDIAN | | BIKE LANE | | PROPOSED CURB RAMP | | RAISED CURB WITH DELINEATORS |
| | BUS AND BIKE LANE CONFLICT AREA | | RAISED NON-LANDSCAPED MEDIAN | | | | EXISTING BUS STOP | | TRAFFIC SIGNAL |
| | BIKE LANE CONFLICT AREA | | | | | | RELOCATED BUS STOP | | PEDESTRIAN HAWK SIGNAL |
| | | | | | | | EXISTING POWER POLE | | RIGHT TURN ONLY SIGNAL |
| | | | | | | | EXISTING UTILITY POLE | | RAPID RECTANGULAR FLASHING BEACON (RRFB) |



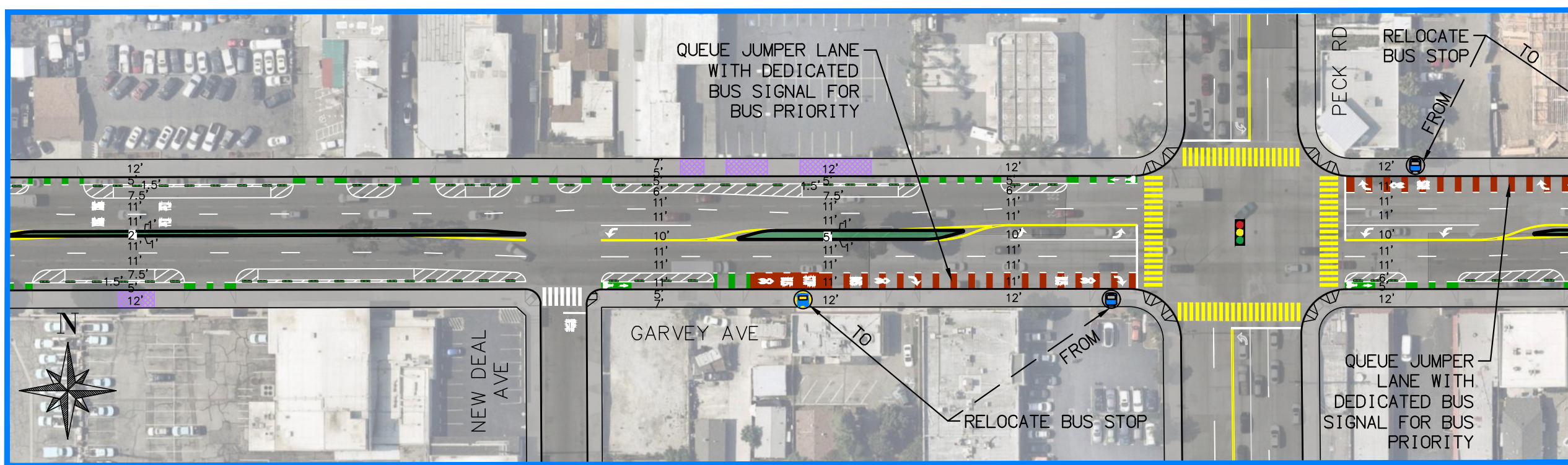
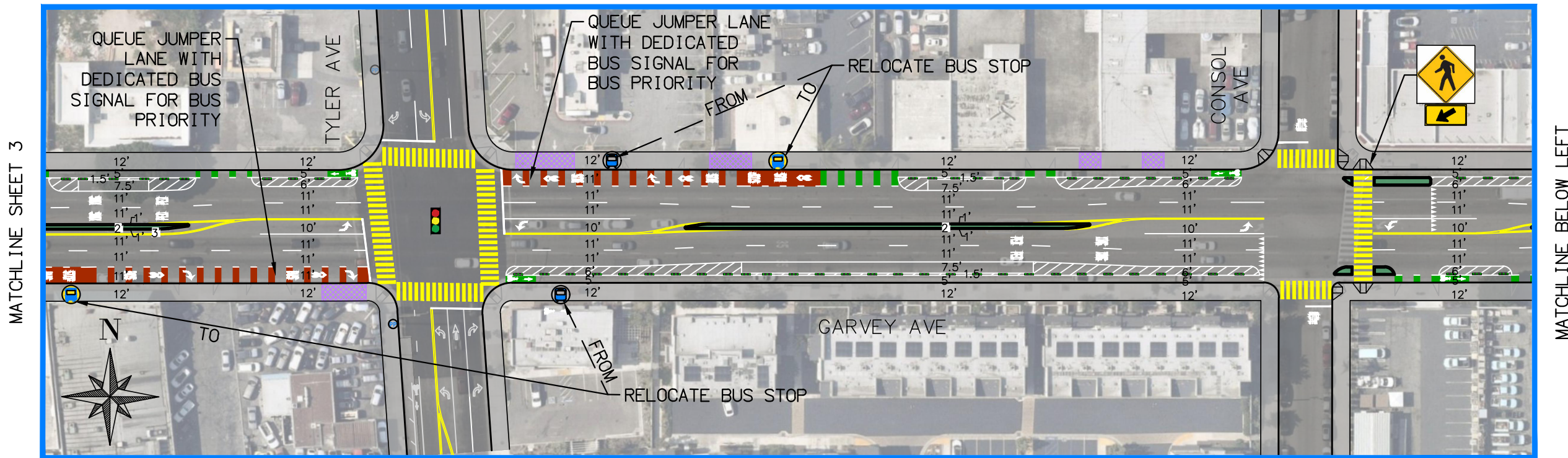
**Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 3 of 6**

MATCHLINE SHEET 3

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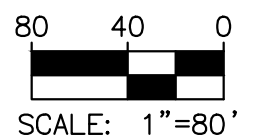
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MATCHLINE SHEET 4



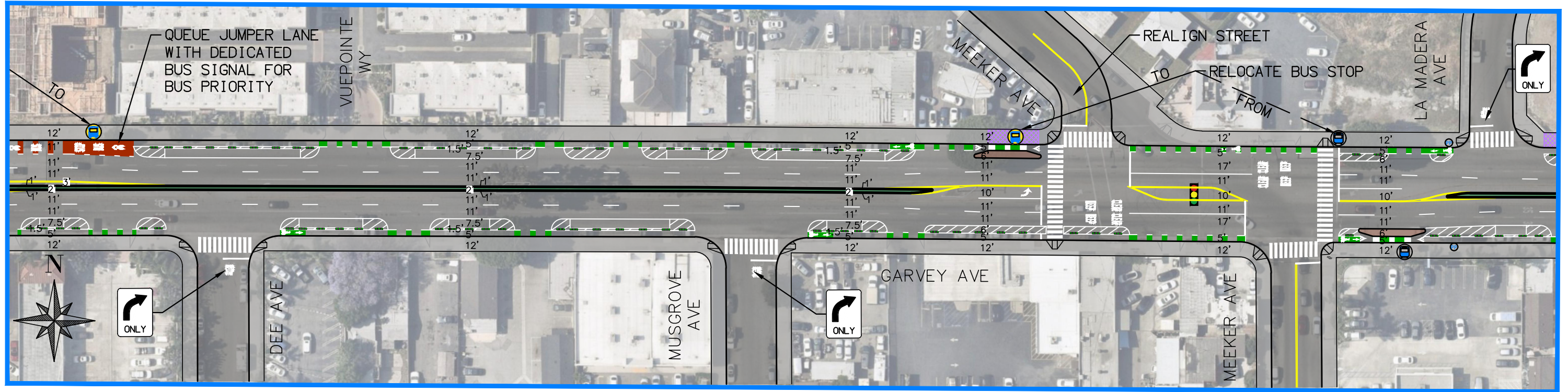
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	PROPOSED STRIPE		RAISED LANDSCAPED MEDIAN		BIKE LANE		PROPOSED CURB RAMP		RAISED CURB WITH DELINEATORS
	BUS AND BIKE LANE CONFLICT AREA		RAISED NON-LANDSCAPED MEDIAN		EXISTING BUS STOP		RELOCATED BUS STOP		TRAFFIC SIGNAL
	BIKE LANE CONFLICT AREA				EXISTING POWER POLE		EXISTING UTILITY POLE		PEDESTRIAN HAWK SIGNAL
									RIGHT TURN ONLY SIGN
									RAPID RECTANGULAR FLASHING BEACON (RRFB)



**Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 4 of 6**

MATCHLINE SHEET 4



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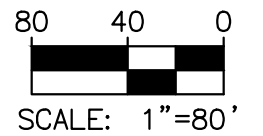
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MATCHLINE SHEET 6

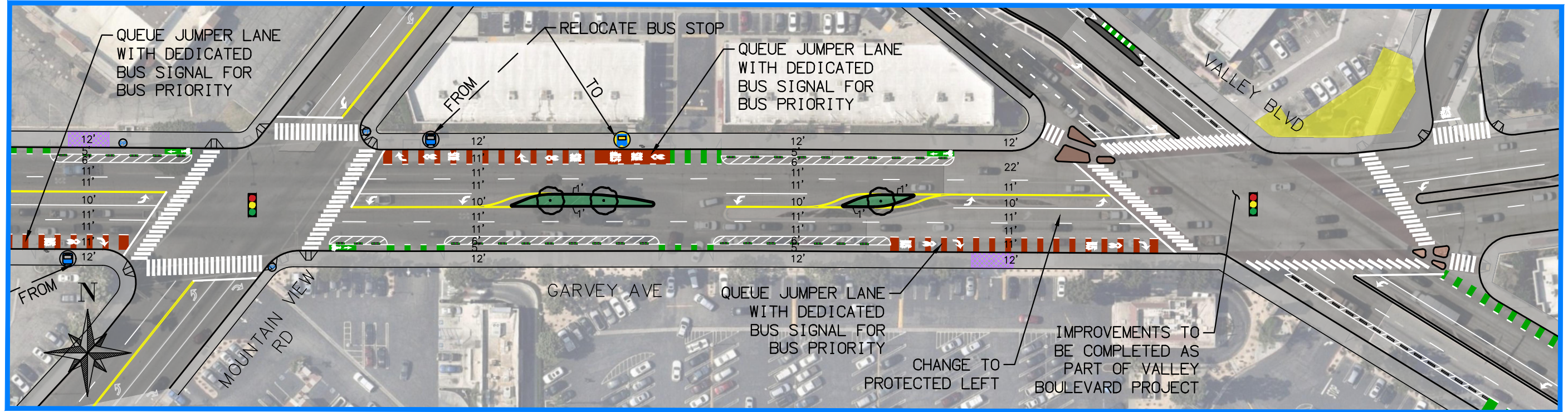
LEGEND

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| | CURB | | SIDEWALK | | EXISTING DRIVEWAY TO BE REMOVED | | EXISTING CURB RAMP | | PROPOSED TREE |
| | PROPOSED STRIPE | | RAISED LANDSCAPED MEDIAN | | BIKE LANE | | PROPOSED CURB RAMP | | RAISED CURB WITH DELINEATORS |
| | BUS AND BIKE LANE CONFLICT AREA | | RAISED NON-LANDSCAPED MEDIAN | | EXISTING BUS STOP | | RELOCATED BUS STOP | | TRAFFIC SIGNAL |
| | BIKE LANE CONFLICT AREA | | | | EXISTING POWER POLE | | EXISTING UTILITY POLE | | PEDESTRIAN HAWK SIGNAL |
| | | | | | | | | | RIGHT TURN ONLY SIGN |
| | | | | | | | | | RAPID RECTANGULAR FLASHING BEACON (RRFB) |



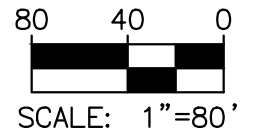
**Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 5 of 6**

MATCHLINE SHEET 5



LEGEND

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| | CURB | | SIDEWALK | | EXISTING DRIVEWAY TO BE REMOVED | | EXISTING CURB RAMP | | PROPOSED TREE |
| | PROPOSED STRIPE | | RAISED LANDSCAPED MEDIAN | | BIKE LANE | | PROPOSED CURB RAMP | | TRAFFIC SIGNAL |
| | BUS AND BIKE LANE CONFLICT AREA | | RAISED NON-LANDSCAPED MEDIAN | | | | EXISTING BUS STOP | | PEDESTRIAN HAWK SIGNAL |
| | BIKE LANE CONFLICT AREA | | | | | | RELOCATED BUS STOP | | RIGHT TURN ONLY SIGN |
| | | | | | | | EXISTING POWER POLE | | RAPID RECTANGULAR FLASHING BEACON (RRFB) |
| | | | | | | | EXISTING UTILITY POLE | | |



**Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 6 of 6**



GARVEY AVE COMPLETE STREETS



ELEMENTS OF PREFERRED CONCEPT

With the bicycle facility type selected, the details for each of the other modes were refined. This section focuses on the detailed design descriptions for each element of the Complete Street Plan.

Bicycle Facilities

The project will add Class IV bikeways with a raised buffer and delineators along Garvey Avenue which dedicate and protect space for bicycles in order to improve perceived comfort and safety and reduce the risk and fear of collisions with overtaking vehicles. The directional facility includes a 5' bike lane and 3' to 7' raised buffer to greatly improve the cycling experience along Garvey Avenue. The buffer includes edge striping on both sides and hatching and raised curb stops as the vertical element (shown in **Figure 18**). **Photo 10** is an example of curb stops used as a physical buffer in the City Irvine. The bicycle facility must be wide enough to accommodate a street sweeper in order to maintain the facility and remove dirt, debris and obstructions from the travel way. The minimum dimension for the street sweeper is 10'. The segment between La Madera Avenue and Mountain View Road

Figure 18: Buffer Detail

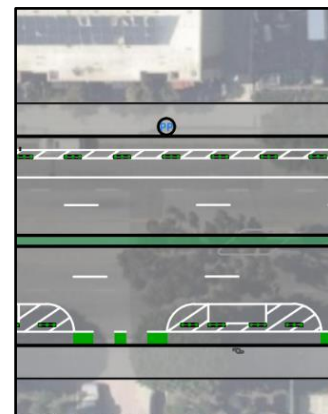


Photo 10 Class IV Bikeway with Parking (NACTO)

will have the Class IV bicycle facility on the northern side of Garvey Avenue and Class II buffered bicycle lanes on the southern side with parking pockets. Between Cogswell Road and Allgeyer Avenue, the Class IV facility will be on the south side, and the Class II facility will be on the north side. This change to the facility type is necessary to provide on-street parking in these segments. Targeted engagement with business owners along Valley Boulevard was conducted (discussed further in Section 8.0 Community Engagement) to determine where on-street parking is required along Garvey Avenue. In these segments, 8' wide parking pockets are provided, and the existing sidewalk is narrowed to accommodate the bicycle facility and the parking pockets.

Pedestrian Crossings

Improving pedestrian access and walkability along Garvey Avenue is a critical component of the Complete Street plan. While the majority of marked crossings are located at signalized intersections, the four uncontrolled marked crosswalks are a high priority due to the safety concerns and the vulnerability of pedestrian when crossing. All pedestrian crossings along the corridor should be upgraded to high visibility crosswalks and all intersections should be equipped with ADA compliant features. In addition, the following elements should be included at all uncontrolled marked crosswalks:



GARVEY AVE COMPLETE STREETS



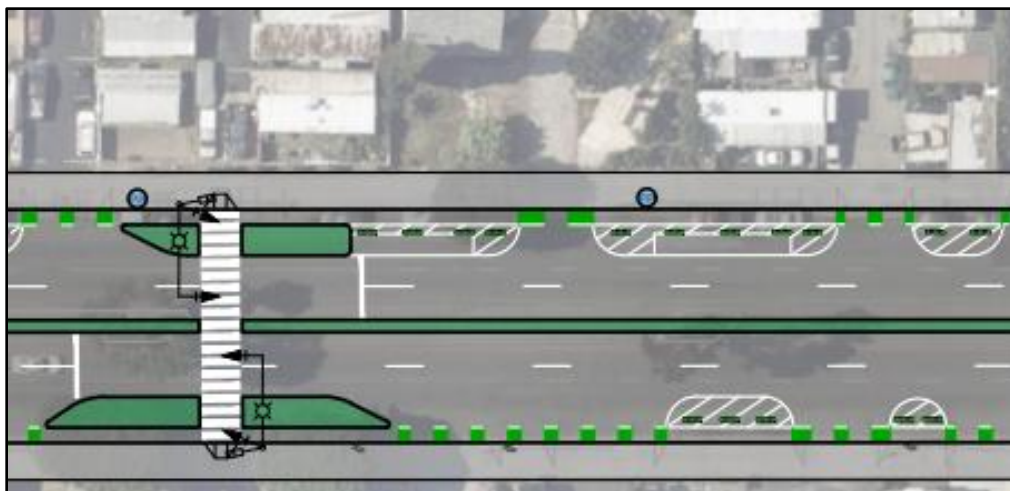
- **Refuge Islands:** 4' refuge islands provide pedestrians a protected space in the center of Garvey Avenue. This allows for two-stage crossings so pedestrians can cross one direction of travel at a time. Refuge islands reduce the overall crossing length and exposure to vehicular traffic.
- **HAWK Signal:** HAWK signals control traffic and alert vehicles when pedestrians are attempting to cross the road (example shown in **Photo 11**). They are only activated when a pedestrian is waiting to cross reducing the impact to vehicular operations, but they provide pedestrians a protected phase to cross Garvey Avenue HAWK signals should only be used in mid-block locations because they do not control oncoming traffic from adjacent side-streets.
- **RRFBs:** These yellow flashing beacons are activated by pedestrians when they are waiting to cross Garvey Avenue, indicating to drivers that they should yield to pedestrians entering the crosswalk. RRFBs create an awareness for drivers of pedestrians waiting to cross thereby increasing driver yield compliance at these uncontrolled marked crosswalks. The installation of refuge islands as discussed above also provides an opportunity to place RRFBs in the center of the roadway such that signage is provided on both sides of the travel way, thereby improving the visibility of the crosswalk.



Photo 11: Example of HAWK signal at controlled crosswalk

Advanced Yield/Stop Bar Markings: Provided 10'-50' in advance of the marked crosswalk to increase driver awareness of the presence of pedestrians crossing. **Figure 19** is a plan view example of the improvements proposed at the uncontrolled marked crosswalks.

Figure 19: Example of Crosswalk Improvements with HAWK Signal (West of Central Avenue)





GARVEY AVE

COMPLETE STREETS



The majority of crossings across Garvey Avenue occur at signalized intersections which is ideal for pedestrians as the signals provide traffic control and remove the need to yield to vehicles. However, the skewed alignment of Garvey Avenue leads to long crossing distances for pedestrians. The preferred concepts propose the following treatments at signalized intersections to improve crossings for pedestrians:

- **Crosswalk Realignment:** Crosswalks are realigned where possible to shorten pedestrian crossing distances and reduce the exposure time for pedestrians in the intersections.
- **Leading Pedestrian Intervals (LPis):** A change to the signal timing to give pedestrians the opportunity to enter the crosswalk 3-7 seconds before vehicles are given the green light. This lead time improves the visibility of pedestrians in the intersection and reinforces their right of way in advance of turning vehicles.

Additional improvements that will help improve the walking environment and pedestrian safety along the corridor include:

- **Far Side Bus Stops:** Bus stops that are situated in advance of crosswalks are relocated to the farside of the intersection or downstream of the crosswalk to prevent buses from blocking the visibility of a pedestrian in the crosswalk and to improve transit operations.

Transit Accommodations

The Complete Street plan improves the transit experience along Garvey Avenue by improving the efficiency for buses at bus stops and improving the comfort and accommodations at the stops. Currently the buses along the corridor either stop in the travel lane adjacent to the curb or buses pull adjacent to the curb. The following elements are included in the Complete Street plan to address transit:

- **Bus Queue Jump:** Bus queue jump signals are situated at signalized intersections to allow buses to enter traffic flow in a priority position before vehicles get the green light. Bus queue jumps can reduce delay, increase safety for buses merging with traffic and offer increased reliability and run-time savings.
- **Bus Islands:** Bus islands are situated where feasible to provide a dedicated waiting and boarding area for bus passengers that are separated from the sidewalk by a protected bike lane. This treatment eliminates conflict between buses and bikes at bus stops and can also streamline bus service and improve accessibility.



GARVEY AVE

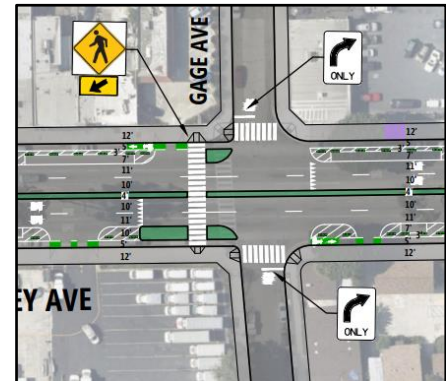
COMPLETE STREETS



Raised Medians

The existing medians consist of striped center turn lanes or striped medians with left turn pockets at intersections. The project will add raised landscaped medians in the sections where striped medians currently exist. Providing curbed medians improve safety along the corridor by separating the two opposing directions of travel and by reducing the number of left turns from the side streets and driveways which are potential conflict points. The raised medians are extended across some intersections with lower volumes. As a result, access is restricted to right in/right out movements and the number of conflict points on Garvey Avenue are reduced for all modes. The medians also improve the pedestrian crossing comfort as discussed previously. An example of a raised median extension is shown in **Figure 20**.

Figure 20: Raised Median



Reduction in Lane Widths

The Complete Street plan includes a proposed reduction in the lane widths along the corridor, from the current 12' down to 10' and 11'. This slight lane width reduction is proposed as an additional measure to address community concerns on the need for traffic calming along the corridor and increased pedestrian safety. In accordance with best practices for traffic calming and pedestrian safety, wider lanes are directly correlated to higher prevailing speeds and reducing lanes to 11' wide does not decrease safety. The lane width reduction will also provide additional space within the right-of-way for the buffer area for the bicycle facility. The Complete Street plan does not propose further lane width reductions (such as 9' lanes) which can be more common in urban areas, particularly due to the prevalence of truck traffic along the corridor.

Sidewalk and Pavement Rehabilitation

The existing sidewalks along Garvey Avenue range from 8' to 12' wide and are in generally good condition. There are localized areas with damaged sidewalk that will be repaired as part of this project. The majority of improvements along the sidewalk will be to address ADA compliance at driveways to ensure a 4' wide passageway is maintained through each driveway and curb ramps are provided at intersections.

The pavement condition along Garvey Avenue ranges from fair to very poor according to the City's Pavement Management Report dated February 2023. The corridor is primary asphalt with concrete at the large intersections and at the concrete bus pads. Pavement evaluation was not a focus of this feasibility study, however ensuring that cyclists have a smooth and consistent riding surface is a key consideration that should be addressed in future project phases. Additionally, with the relocation of the bus stops as discussed above, new concrete bus pads will need to be installed at the proposed stop locations. Repaving the corridor will be undertaken with various methods depending on the existing pavement condition.



GARVEY AVE

COMPLETE STREETS



UTILITIES

Utility research was conducted along the corridor to establish a comprehensive list of utility owners with facilities within the project limits. **Table 11** below outlines the owners and type of utility. AT&T Transmission, California American Water, City of Rosemead, MCI Verizon, Metropolitan Water, and SoCal Gas Transmission appeared in the DigAlert search for Garvey Avenue, but these agencies confirmed that they do not have facilities within the project limits.

List of Utility Agencies

Table 11: Utility Agencies and Facility Type

Utility Owner	Type	Notes
AT&T Distribution	Communications/Telecom	Underground facilities
City of El Monte	Water and Sewer	Water and sewer
Crown Castle	Telecom	Underground and aerial fiber
Extenet	Telecom	Aerial fiber
LA County Sanitation District	Water and Sewer	Underground sewer
Level 3	Communications/Telecom	Metro lateral, underground and aerial
Verizon Wireless	Telecom	Underground and aerial fiber
San Gabriel Valley Water Company	Water	Water main and fire hydrants
So Cal Gas Distribution	Gas	Distribution lines, no transmission lines within project limits
Spectrum/Charter	Telecom	Underground and aerial facilities
Southern California Edison	Electrical	Underground facilities and street lights

Based on the review on gathered documentation, it appears that San Gabriel Valley, SoCal Gas, & Southern California Edison may have prior rights. Further prior rights investigation, coordination, validation and verification is required during final design. **Table 12** below is a detailed breakdown of prior rights found.



GARVEY AVE

COMPLETE STREETS



List of Prior Rights

Table 12: Prior Rights Table

Utility Owner	Facility	Location	Prior Right Type	Reference Map #
San Gabriel Valley Water Co	Water Line	Garvey Ave & Potrero Road	Private Property Easement	JOB4476EP3-2
San Gabriel Valley Water Co	Water Line	Garvey Ave & Peck Road	Easement #59 Doc# 17344-C	JOB6393L
San Gabriel Valley Water Co	Water Line	Garvey Ave & New Deal Ave	Easement #110 Doc# 1308	JOB6393L
San Gabriel Valley Water Co	Water Line	Garvey Ave & Dee Ave	Easement #42 Doc #998	JOB6481L
San Gabriel Valley Water Co	Water Line	Garvey Ave & Dee Ave	Easement #59 Doc# 17344C	JOB6481L
San Gabriel Valley Water Co	Water Line	Garvey Ave & La Madera Ave	Easement #55 Doc# 22233	JOB6481L
SoCal Gas	Gas Line	Garvey Ave & Cogswell Rd	Easement #2435	42-2024-02-0007-00006
Southern California Edison	Electric	Garvey Ave & Santa Anita Ave	Easement #88-1230274	PTR:8580-014-005

All other facility maps indicate that utilities are located within public right of way which assumes the utilities were installed under franchise.

The City may be liable for costs to adjust and/or relocate the utility facilities within the parameters as described in each easement as affected by the project improvements. Facilities installed under a franchise agreement will be at the utility owner’s expense per CPUC Code 6297, “The grantee shall remove or relocate without expense to the municipality any facilities installed, used, and maintained under the franchise if and when made necessary by any lawful change of grade, alignment, or width of any public street, way, alley, or place, including the construction of any subway or viaduct, by the municipality.”

This is only a preliminary assessment based on early utility investigations; all easement documents will need to be requested and verified. Per the Caltrans Right of Way Manual, Prior Rights (PR) determination is the sole responsibility of the utility owner & typically is completed at the 65% PS&E level. A full determination of Prior Rights cannot be made until a Relocation Claim Letter has been submitted.

LANDSCAPING ENHACEMENTS

The Garvey Avenue Corridor Concept Plan highlights landscape enhancements as part of its Complete Street feasibility strategy, aiming to transform a typical Major Arterial into a vibrant, climate-resilient public realm. The plan introduces drought-tolerant and regionally adapted plantings, selected for their ability to thrive in El Monte’s climate while minimizing water use and maintenance. These plantings not only soften the hardscape but also help mitigate the urban



GARVEY AVE

COMPLETE STREETS

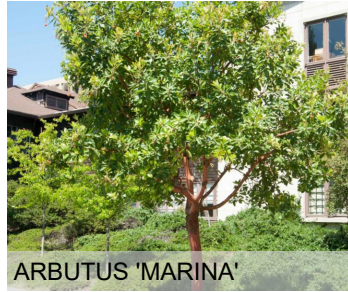


heat island effect by increasing tree canopy coverage and introducing vegetated surfaces that naturally cool the surrounding environment.

Central to the long-term landscape vision is the introduction of a planted center median, which serves both aesthetic and functional purposes. The landscaped median is designed to host regionally appropriate trees that offer shade, reduce urban heat, and enhance the corridor’s visual identity. In addition, the plan proposes removing streetside parking to accommodate expanded planting zones and Class IV separated bikeways. These new green spaces contribute to the corridor’s ecological performance and supporting the city’s sustainability goals. The inclusion of pedestrian refuge islands within the median further integrates landscape with safety and accessibility.

The landscape enhancements are carefully tailored to balance beauty, function, and ease of maintenance. Tree spacing and plant selections are optimized to ensure long-term health and minimal upkeep. Shrubs and groundcovers are chosen for their low-water requirements and seasonal interest, adding texture and color throughout the year. These enhancements reflect El Monte’s commitment to creating a welcoming, sustainable, and visually cohesive corridor. By prioritizing landscape as a key design element, the Garvey Avenue Corridor Concept Plan sets a strong precedent for future streetscape improvements that support both community well-being and environmental stewardship. The full Landscape Concept Plan is included in the Garvey Avenue Corridor Concept Plan (Option 4 – Preferred Concept **Figure 17**) with the Landscape Imagery Board shown on the following page (**Figure 17**).

TREES



ARBUTUS 'MARINA'



CHITALPA TASHKENTENSIS



GEIJERA PARVIFLORA

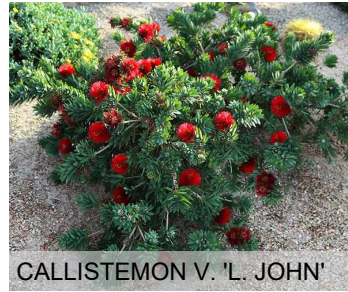
SHRUBS



ACHILLEA M. 'MOONSHINE'



ALOE STRIATA



CALLISTEMON V. 'L. JOHN'



CARISSA M. 'GREEN C.'



CEANOTHUS G. 'YANKEE P.'



DIANELLA R. 'LITTLE REV'



HESPERALOE P. 'BRAKE L.'



LANTANA 'NEW GOLD'



MUHLENBERGIA DUBIA



SALVIA CLEVELANDII



SENECIO MANDRALISCAE



WESTRINGINA F. 'M. LIGHT'

MATERIALS



GROUTED COBBLE



COLORED CONCRETE



COBBLE MULCH



SHREDDED BARK MULCH

SITE AMENITIES



BENCH



TRASH RECEPTACLE



BIKE RACK



GARVEY AVE

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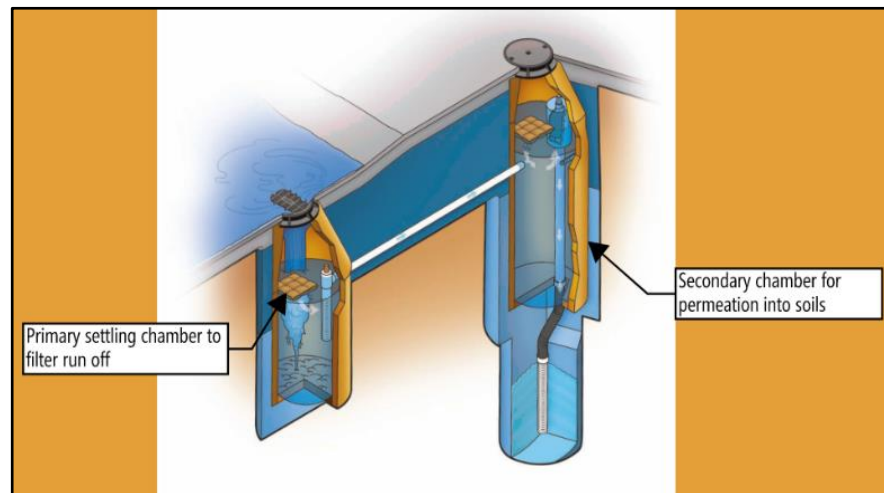


LID COMPONENTS

Transforming an existing street into a multi-functional corridor presents a unique opportunity to integrate surface water quality improvements. This feasibility study reviewed best management practices (BMPs) that would reduce stormwater urban runoff, reduce impervious surface areas, and create a green environment within the public right of way for the development area with considerations for cost effectiveness and low disturbances to existing infrastructure. This section will review preliminary suggestions for stormwater treatment options that would meet the level of information available in a feasibility study. Proposals for stormwater treatment of the corridor should be further refined, and other BMP options can be explored during final engineering or design stage of the corridor study.

In order to minimize disturbance to the existing travel ways, a drywell was selected as the BMP of consideration for this study. Torrent Resources' MaxWell Plus Drywell System (shown in **Figure 22**) offers a powerful solution for managing stormwater and reducing urban runoff by facilitating deep infiltration and groundwater recharge while retaining a compact design. The small horizontal footprints of these

Figure 22: Torrent Resources' MaxWell Plus Drywell System



BMPs are ideal for placement in tight urban space such as roadways, parking lots, and sidewalk. Drywells typically utilize a low flow catch basin inlet, a primary settling chamber that removes pollutants through settling, screening, and hydrocarbon absorption, and a drywell chamber that recharges groundwater aquifers. The three drywell chamber elements are connected via inlet and crossover pipes.

Existing catch basins along the corridor were identified and characterized by location, direction of travel and adjacent property land use (**Figure 23**). Once identified, the sites were assessed for the feasibility of installing these drywell chambers using the following criteria:

- **Vertical Clearance:** Must have a minimum vertical clearance of 47' to allow access for the drill rigs used during installation.
- **Utility Setback:** Must have a minimum setback of 5' from utilities and underground BMPs.



GARVEY AVE

COMPLETE STREETS



- **Other Constraints:** assessed for other constructions such as obstructions, sidewalk spacing or unusual locations making maintenance difficult.

The following criteria were used to establish low and high priority locations and “not feasible” locations.

- High Priority: All three criteria are satisfied. Ideal location for installing the drywell system.
- Low Priority: Minimum vertical clearance requirement is satisfied. However the utility setback is not satisfied and other constraints were observed in the vicinity. This would require modifying the drywell system configuration, utility location or other observed constraints for installation.
- Not feasible: Location did not meet the minimum vertical clearance requirements and is anticipated to have utility conflicts.

A total of 31 catch basins were identified and analyzed using the criteria above which was summarized in **Table 13**. Of the sites assessed, 6 sites were rated as “high priority”, while 24 sites were rated as “low priority” and one was “not feasible”.



GARVEY AVE

COMPLETE STREETS



Table 13: – Potential BMP Locations Summary

Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
1	West	Yes	Yes	Yes	High	Commercial	12'	CB is outside of City limits, however accepts flows from Project area. Bus stop proposed to be moved. Existing driveway to the east to be removed and no utilities are seen within the driveway which could be usable space. Traffic signal to the west of CB and potential 2" gas line 7' north of curb. (Would need field verification of utilities under sidewalk)
2	West	Yes	No	Yes	Low	Commercial	12'	CB is outside of City limits, however accepts flows from Project area. A utility pole is to the east of the CB. Traffic signal to the west of the CB. Potential telecom line under sidewalk area. Existing driveway to the east to be removed which could be usable space. (Would need field verification of utilities under sidewalk)
3	West	Yes	No	Yes	Low	Commercial	12'	A power pole is to the east of the CB and existing driveway to be removed. Potential 2" gas line 7' north of curb. Existing FH and water meter to the west. Area west of the CB could be usable. (Would need field verification of utilities under sidewalk)
4	West	Yes	Yes	Yes	High	Commercial	12'	No above ground utilities spotted directly adjacent to CB. Street light located on the far west and utility pole located on the far east by each respective driveway. Potential telecom line to the south. (Would need field verification of utilities under sidewalk)
5	West	Yes	No	Yes	Low	Commercial	12'	FH to the east of CB. Existing street light and curb ramp in close proximity to the west. Existing driveway to the east. Due to the location of above-ground utilities, usable space may be difficult to find. (Would need field verification of utilities under sidewalk)
6	West	Yes	No	Yes	Low	Commercial	12'	Usable space available on east and west of CB. Potential sewer line within 2' to gutter on street side. Existing utility pole to the far east and streetlight to the far west. (Would need field verification of utilities under sidewalk)
7	East	Yes	No	Yes	Low	Commercial	12'	Bus stop proposed to be moved. A power pole is to the east with existing tree. There is an existing driveway to the west that will be removed that could be usable space. However there is a utility lid in close proximity to the gutter. (Would need field verification of utilities under sidewalk)
8	East	Yes	No	Yes	Low	Commercial	12'	A utility pole is to the east of the CB. Directly to the west of CB is a water meter and curb core from adjacent building. Traffic signal is to the far west with proposed curb ramp for intersection. There is a manhole lid in the sidewalk area; therefore the potential for drywell within the sidewalk would be limited. (Would need field verification of utilities under sidewalk)
9	South / East	Yes	No	Yes	Low	Commercial	10'/12'	North of existing CB is a large tree. South of existing CB is the traffic signal pole and curb ramp. Potential usable space could be along Garvey frontage east of the existing FH. (Would need field verification of utilities under sidewalk)
10	East	Yes	No	Yes	Low	Commercial	12'	FH, curb core from adjacent parking lot and driveway directly east of CB. Usable area to the west of CB. Far west is a water meter and power pole. (Would need field verification of utilities under sidewalk)
11	North	Yes	No	Yes	Low	Commercial	12'	Existing driveway south of CB. North of CB there appears to be usable space. There are some utility handholes and lids within the sidewalk to the north of the CB near the streetlight. (Would need field verification of utilities under sidewalk)
12	North	Yes	Yes	Yes	High	Commercial	12'	Small existing tree north and south of CB. Currently north of the catch basin features a bus stop. No visual lids/manholes near sidewalk area. Edison manhole/vault is located 35 feet southerly within the street towards Garvey, with approximately 5' clearance from the curb. (Would need field verification of utilities under sidewalk)



GARVEY AVE

COMPLETE STREETS



Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
13	East	Yes	Yes	Yes	High	Commercial	12'	West of CB is a FH (3' to the west) and traffic signal pole (5' to the west) near the curb ramp. To the direct east of CB is a series of curb cores from adjacent parking lot. Further east appears to have adequate space with not much above ground utilities. (Would need field verification of utilities under sidewalk)
14	East	Yes	No	Yes	Low	Commercial	12'	East of CB is a traffic signal pole/street light. Existing driveway to the direct west of CB. Potential usable locations are limited based on sidewalk.(Would need field verification of utilities under sidewalk)
15	North	Yes	No	Yes	Low	Commercial	9'~10'	Traffic signal with handhole south of CB. North of CB is an existing water meter and utility lid. Gutter appears to end and road markings indicate a utility runs within 5' of the curb. (Would need field verification of utilities under sidewalk)
16	North	Yes	No	Yes	Low	Commercial	9'~10'	Traffic signal and handhole south of CB. No utility manholes/lids found north of CB. Adjacent building is within 10' proximity to the curb. (Would need field verification of utilities under sidewalk)
17	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal and handhole west of CB. No utility manholes/lids found east of CB. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
18	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. Water meter found east of CB. Existing driveway to the east will be removed to support a bus stop. Potential usable location would be east of the CB. (Would need field verification of utilities under sidewalk)
19	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. No utility lids/markings found east of CB which could be a potential usable location. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
20	East	Yes	No	Yes	Low	Commercial	12'	Curb ramp and potential water line/ utility box located west of CB. Potential vault located on east of CB. Potential usable space east of CB or west with new alignment of curb proposed. (Would need field verification of utilities under sidewalk)
21	North	Yes	No	Yes	Low	Commercial	12'	CB is a double inlet grate located within a driveway. Traffic signal pole with handhole to the south and potential water valves/lines to the north. The sidewalk area could be potentially usable space; however utilities within the area would make it not likely.(Would need field verification of utilities under sidewalk)
22	East	Yes	No	Yes	Low	Commercial	12'	CB is located adjacent to a traffic signal pole and handhole to the west. It is directly adjacent to an existing driveway that is proposed to be removed. If removed, the driveway could serve as usable space. There are no additional utility markings/lids nearby. (Would need field verification of utilities under sidewalk)
23	East	Yes	Yes	Yes	High	Commercial	12'	There is an existing driveway proposed to be removed to the west of the CB. Currently a bus stop to the east but it is proposed to be relocated and therefore could be usable space. There are no additional utility lids/markings nearby. (Would need field verification of utilities under sidewalk)
24	East	Yes	No	Yes	Low	Commercial	12'	Two landscape pockets with trees removed on both sides of CB. Currently a bus stop that is proposed to be relocated. Potential utility lines/lids sighted in the sidewalk area. (Would need field verification of utilities under sidewalk)
25	South	Yes	No	Yes	Low	Commercial	10'	Traffic signal with handhole north of CB. South of CB there is a guywire, utility box and power pole. Adjacent building is within 10' of the curb. Limited usable space based on above ground utilities. (Would need field verification of utilities under sidewalk)
26	West	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole west of CB. East of the CB there is an existing driveway however there is no utility box/markings nearby and could be usable space. Adjacent building is within 12' of the curb. (Would need field verification of utilities under sidewalk)



GARVEY AVE

COMPLETE STREETS



Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
27	West	Yes	Yes	Yes	High	Commercial	12'	Currently a bus stop that will be relocated. There is a driveway, approximately 9' to the east, limiting space east of the CB. There is potential usable space to the west of the CB before a small tree. There are no additional utility boxes/markings nearby. (Would need field verification of utilities under sidewalk)
28	South	No	No	No	Not Feasible	Commercial	7'-8'	Limited parkway width of approximately 7'-8'. FH and power pole to the north and existing driveway to the south. Potential elec line and communication line within the sidewalk. There are traffic signal loops in front of the CB leaving very little usable space with minimum 5' clearance.
29	North	Yes	No	Yes	Low	Commercial	5'-8'	Traffic signal pole to the north of CB and power pole with curb ramp to the south. Parkway width varies here from 5' to 8' which may impact usable space availability. (Would need field verification of utilities under sidewalk)
30	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal pole and curb ramp to the west of CB. There appears to be a loading ramp for the bus stop on the east of CB; however if this and the bus stop will be relocated, there may be usable space to the east. There is a street light and pedestal to the far east. (Would need field verification of utilities under sidewalk)
31	North / East	Yes	No	Yes	Low	Commercial	10'-12'	Traffic signal pole, hand hole and various utility boxes to the east of CB. Potential usable space west of the CB. (Would need field verification of utilities under sidewalk)



GARVEY AVE

COMPLETE STREETS



Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
13	East	Yes	Yes	Yes	High	Commercial	12'	West of CB is a FH (3' to the west) and traffic signal pole (5' to the west) near the curb ramp. To the direct east of CB is a series of curb cores from adjacent parking lot. Further east appears to have adequate space with not much above ground utilities. (Would need field verification of utilities under sidewalk)
14	East	Yes	No	Yes	Low	Commercial	12'	East of CB is a traffic signal pole/street light. Existing driveway to the direct west of CB. Potential usable locations are limited based on sidewalk.(Would need field verification of utilities under sidewalk)
15	North	Yes	No	Yes	Low	Commercial	9'~10'	Traffic signal with handhole south of CB. North of CB is an existing water meter and utility lid. Gutter appears to end and road markings indicate a utility runs within 5' of the curb. (Would need field verification of utilities under sidewalk)
16	North	Yes	No	Yes	Low	Commercial	9'~10'	Traffic signal and handhole south of CB. No utility manholes/lids found north of CB. Adjacent building is within 10' proximity to the curb. (Would need field verification of utilities under sidewalk)
17	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal and handhole west of CB. No utility manholes/lids found east of CB. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
18	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. Water meter found east of CB. Existing driveway to the east will be removed to support a bus stop. Potential usable location would be east of the CB. (Would need field verification of utilities under sidewalk)
19	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. No utility lids/markings found east of CB which could be a potential usable location. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
20	East	Yes	No	Yes	Low	Commercial	12'	Curb ramp and potential water line/ utility box located west of CB. Potential vault located on east of CB. Potential usable space east of CB or west with new alignment of curb proposed. (Would need field verification of utilities under sidewalk)
21	North	Yes	No	Yes	Low	Commercial	12'	CB is a double inlet grate located within a driveway. Traffic signal pole with handhole to the south and potential water valves/lines to the north. The sidewalk area could be potentially usable space; however utilities within the area would make it not likely.(Would need field verification of utilities under sidewalk)
22	East	Yes	No	Yes	Low	Commercial	12'	CB is located adjacent to a traffic signal pole and handhole to the west. It is directly adjacent to an existing driveway that is proposed to be removed. If removed, the driveway could serve as usable space. There are no additional utility markings/lids nearby. (Would need field verification of utilities under sidewalk)
23	East	Yes	Yes	Yes	High	Commercial	12'	There is an existing driveway proposed to be removed to the west of the CB. Currently a bus stop to the east but it is proposed to be relocated and therefore could be usable space. There are no additional utility lids/markings nearby. (Would need field verification of utilities under sidewalk)
24	East	Yes	No	Yes	Low	Commercial	12'	Two landscape pockets with trees removed on both sides of CB. Currently a bus stop that is proposed to be relocated. Potential utility lines/lids sighted in the sidewalk area. (Would need field verification of utilities under sidewalk)
25	South	Yes	No	Yes	Low	Commercial	10'	Traffic signal with handhole north of CB. South of CB there is a guywire, utility box and power pole. Adjacent building is within 10' of the curb. Limited usable space based on above ground utilities. (Would need field verification of utilities under sidewalk)
26	West	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole west of CB. East of the CB there is an existing driveway however there is no utility box/markings nearby and could be usable space. Adjacent building is within 12' of the curb. (Would need field verification of utilities under sidewalk)

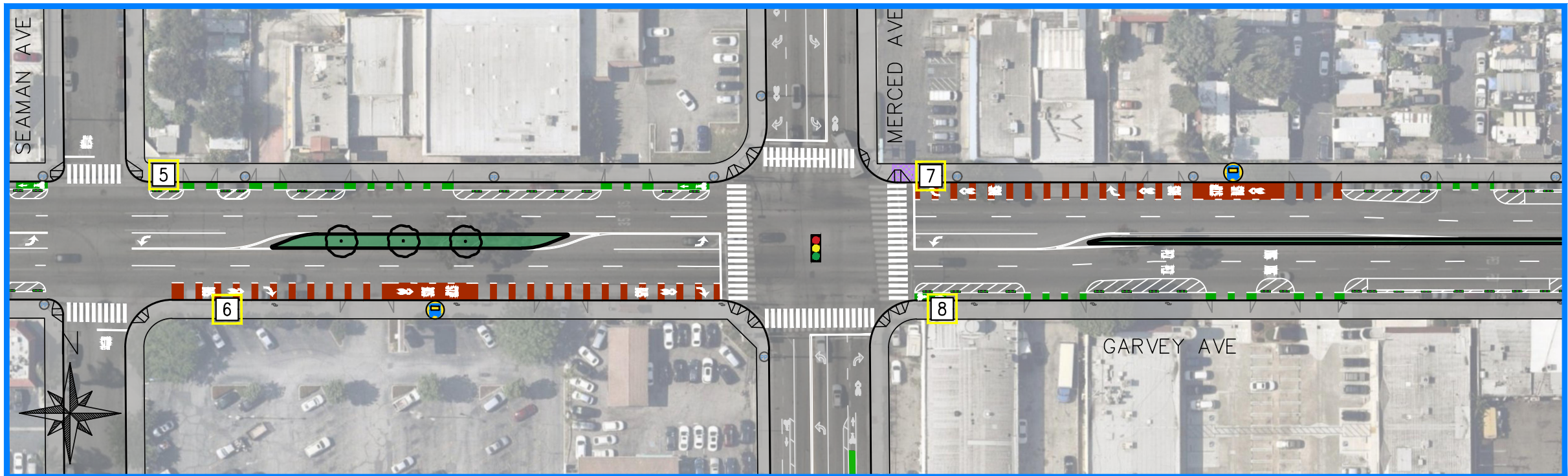
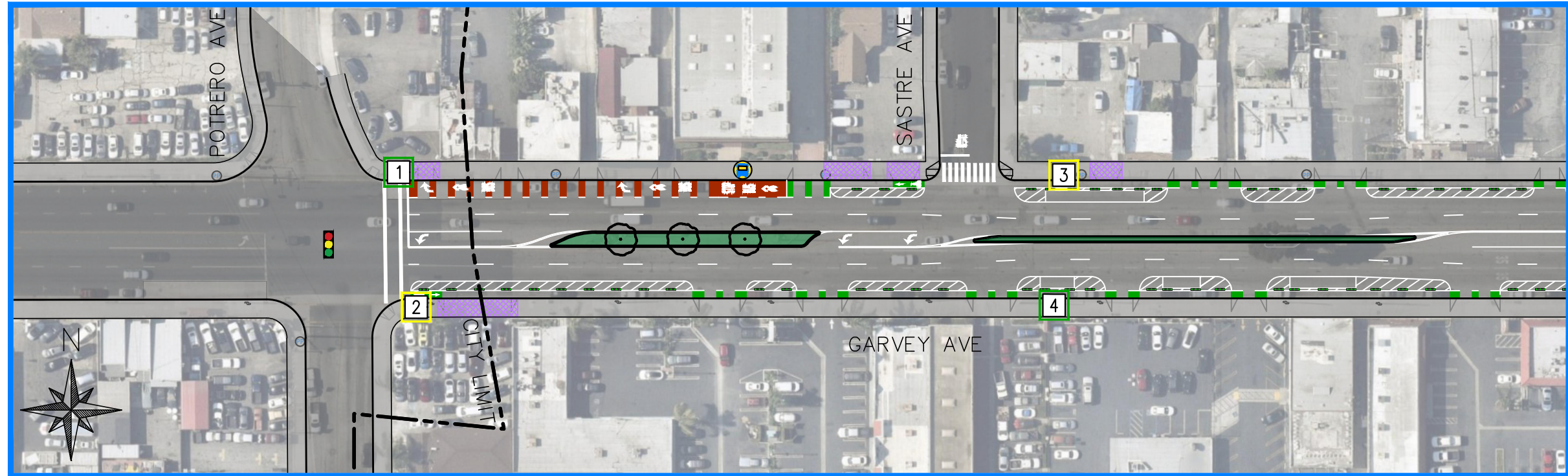


GARVEY AVE

COMPLETE STREETS

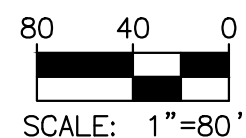


Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
27	West	Yes	Yes	Yes	High	Commercial	12'	Currently a bus stop that will be relocated. There is a driveway, approximately 9' to the east, limiting space east of the CB. There is potential usable space to the west of the CB before a small tree. There are no additional utility boxes/markings nearby. (Would need field verification of utilities under sidewalk)
28	South	No	No	No	Not Feasible	Commercial	7'-8'	Limited parkway width of approximately 7'-8'. FH and power pole to the north and existing driveway to the south. Potential elec line and communication line within the sidewalk. There are traffic signal loops in front of the CB leaving very little usable space with minimum 5' clearance.
29	North	Yes	No	Yes	Low	Commercial	5'-8'	Traffic signal pole to the north of CB and power pole with curb ramp to the south. Parkway width varies here from 5' to 8' which may impact usable space availability. (Would need field verification of utilities under sidewalk)
30	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal pole and curb ramp to the west of CB. There appears to be a loading ramp for the bus stop on the east of CB; however if this and the bus stop will be relocated, there may be usable space to the east. There is a street light and pedestal to the far east. (Would need field verification of utilities under sidewalk)
31	North / East	Yes	No	Yes	Low	Commercial	10'-12'	Traffic signal pole, hand hole and various utility boxes to the east of CB. Potential usable space west of the CB. (Would need field verification of utilities under sidewalk)

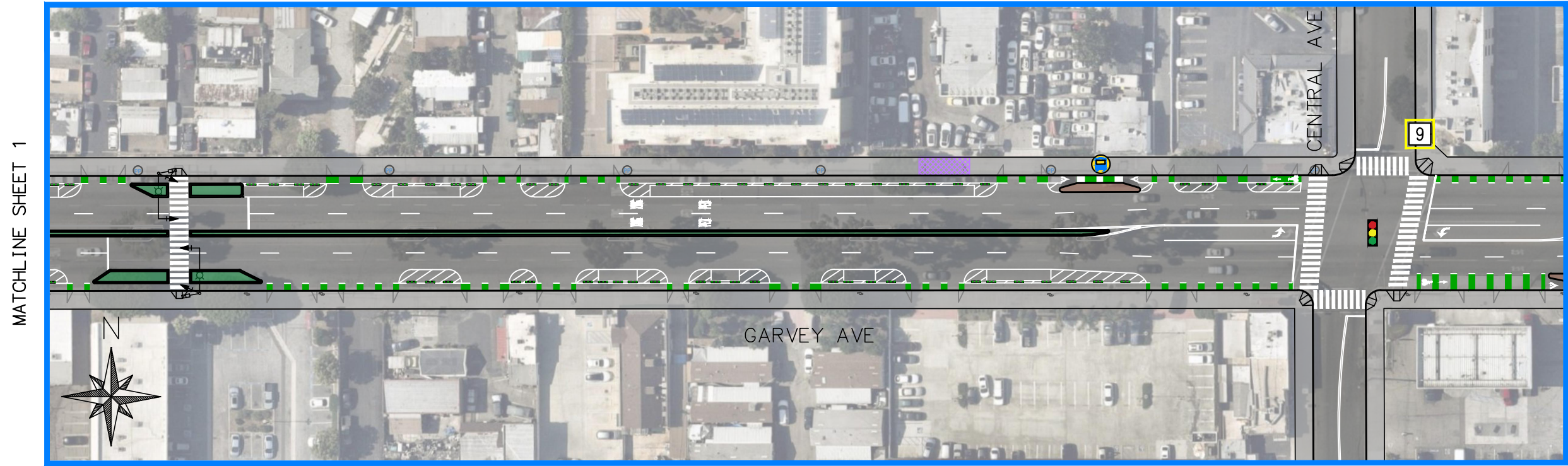


LEGEND

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| | CURB | | SIDEWALK | | EXISTING CURB RAMP | | LOW PRIORITY DRYWELL |
| | PROPOSED STRIPE | | RAISED MEDIAN | | PROPOSED CURB RAMP | | HIGH PRIORITY DRYWELL |
| | BUS AND BIKE LANE CONFLICT AREA | | EXISTING DRIVEWAY TO BE REMOVED | | RELOCATED BUS STOP | | DRYWELL NOT FEASIBLE |
| | BIKE LANE CONFLICT AREA | | BIKE LANE | | TRAFFIC SIGNAL | | BMP LOCATION ID |



**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 1 of 6



MATCHLINE SHEET 1

MATCHLINE BELOW LEFT

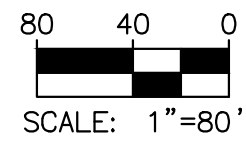


MATCHLINE ABOVE RIGHT

MATCHLINE SHEET 3

LEGEND

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| | CURB | | SIDEWALK | | EXISTING CURB RAMP | | LOW PRIORITY DRYWELL |
| | PROPOSED STRIPE | | RAISED MEDIAN | | PROPOSED CURB RAMP | | HIGH PRIORITY DRYWELL |
| | BUS AND BIKE LANE CONFLICT AREA | | EXISTING DRIVEWAY TO BE REMOVED | | RELOCATED BUS STOP | | DRYWELL NOT FEASIBLE |
| | BIKE LANE CONFLICT AREA | | BIKE LANE | | TRAFFIC SIGNAL | | BMP LOCATION ID |



**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 2 of 6

MATCHLINE SHEET 3



MATCHLINE BELOW LEFT

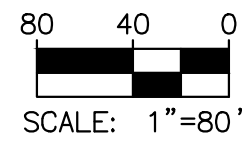
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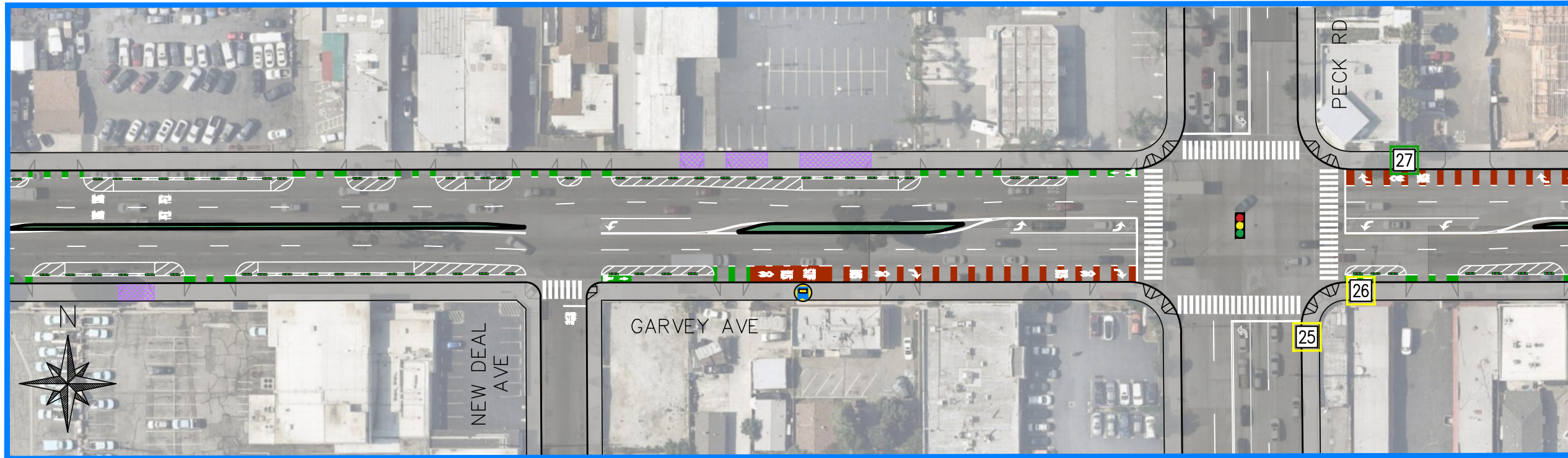
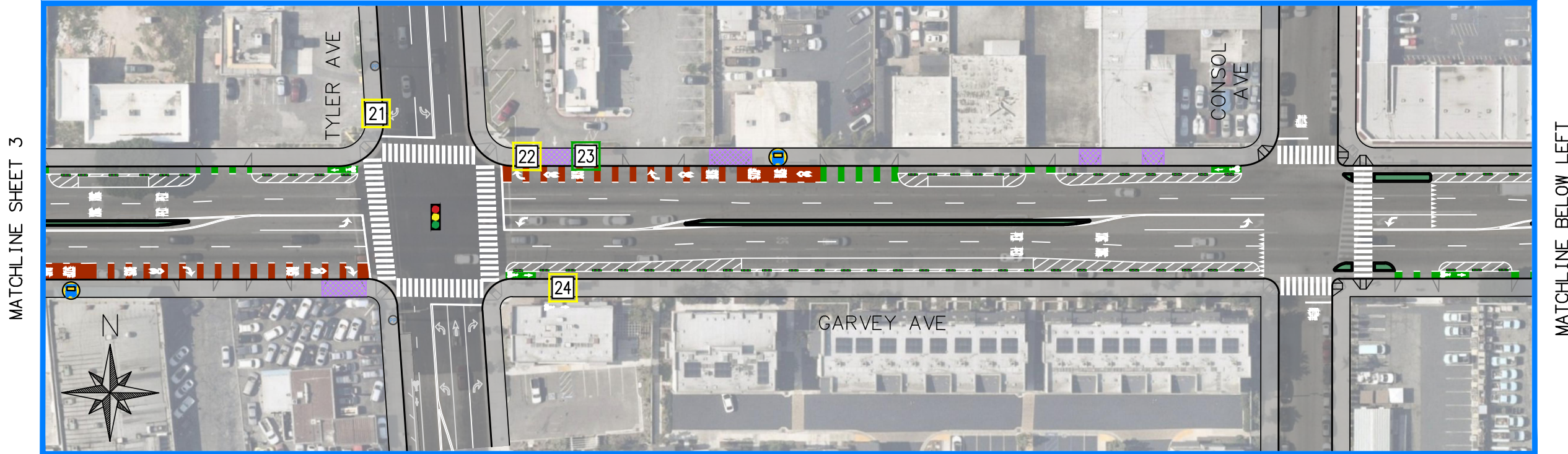
MATCHLINE SHEET 4

LEGEND

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| | PROPOSED STRIPE | | RAISED MEDIAN | | PROPOSED CURB RAMP | | HIGH PRIORITY DRYWELL |
| | BUS AND BIKE LANE CONFLICT AREA | | EXISTING DRIVEWAY TO BE REMOVED | | RELOCATED BUS STOP | | DRYWELL NOT FEASIBLE |
| | BIKE LANE CONFLICT AREA | | BIKE LANE | | TRAFFIC SIGNAL | | BMP LOCATION ID |

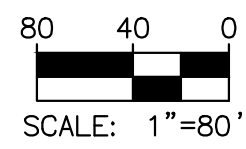


**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 3 of 6



LEGEND

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|--|---------------------------------|--|---------------------------------|--|--------------------|--|-----------------------|
| | CURB | | SIDEWALK | | EXISTING CURB RAMP | | LOW PRIORITY DRYWELL |
| | PROPOSED STRIPE | | RAISED MEDIAN | | PROPOSED CURB RAMP | | HIGH PRIORITY DRYWELL |
| | BUS AND BIKE LANE CONFLICT AREA | | EXISTING DRIVEWAY TO BE REMOVED | | RELOCATED BUS STOP | | DRYWELL NOT FEASIBLE |
| | BIKE LANE CONFLICT AREA | | BIKE LANE | | TRAFFIC SIGNAL | | BMP LOCATION ID |



**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 4 of 6

MATCHLINE SHEET 4



MATCHLINE BELOW LEFT

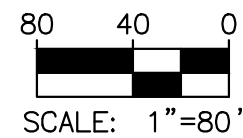
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MATCHLINE SHEET 6

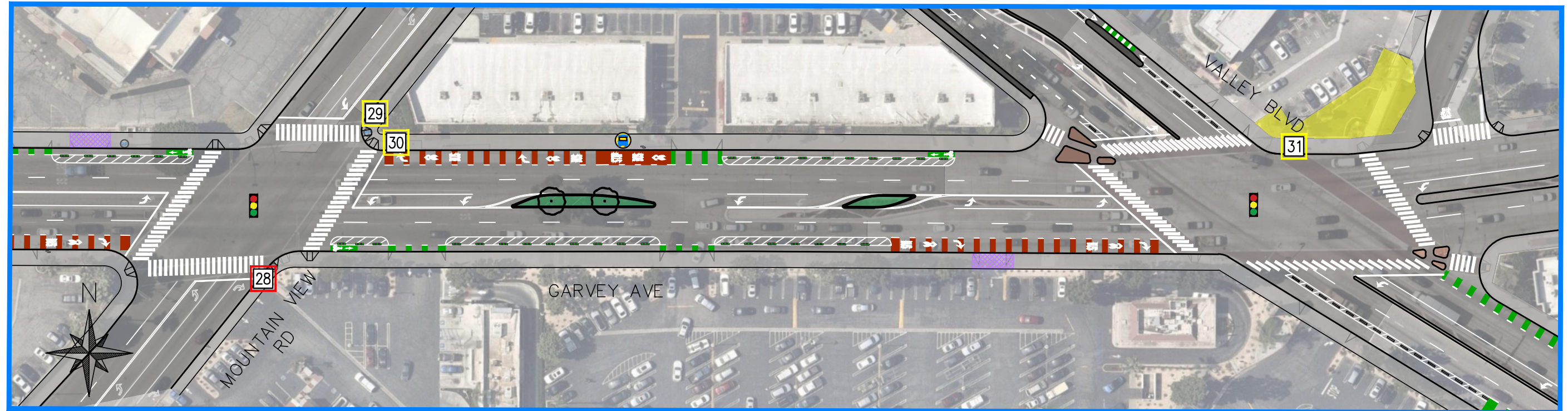
LEGEND

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|--|---------------------------------|--|---------------------------------|--|--------------------|--|-----------------------|
| | CURB | | SIDEWALK | | EXISTING CURB RAMP | | LOW PRIORITY DRYWELL |
| | PROPOSED STRIPE | | RAISED MEDIAN | | PROPOSED CURB RAMP | | HIGH PRIORITY DRYWELL |
| | BUS AND BIKE LANE CONFLICT AREA | | EXISTING DRIVEWAY TO BE REMOVED | | RELOCATED BUS STOP | | DRYWELL NOT FEASIBLE |
| | BIKE LANE CONFLICT AREA | | BIKE LANE | | TRAFFIC SIGNAL | | BMP LOCATION ID |



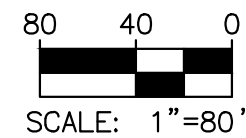
**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 5 of 6

MATCHLINE SHEET 5



LEGEND

- | | | | | | | | |
|--|---------------------------------|--|---------------------------------|--|--------------------|--|-----------------------|
| | CURB | | SIDEWALK | | EXISTING CURB RAMP | | LOW PRIORITY DRYWELL |
| | PROPOSED STRIPE | | RAISED MEDIAN | | PROPOSED CURB RAMP | | HIGH PRIORITY DRYWELL |
| | BUS AND BIKE LANE CONFLICT AREA | | EXISTING DRIVEWAY TO BE REMOVED | | RELOCATED BUS STOP | | DRYWELL NOT FEASIBLE |
| | BIKE LANE CONFLICT AREA | | BIKE LANE | | TRAFFIC SIGNAL | | BMP LOCATION ID |



**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 6 of 6



GARVEY AVE
**COMPLETE
STREETS**



6.0 Mobility Assessment of the Preferred Complete Street Plan

VEHICULAR CONDITIONS

Operational Analysis

To evaluate the effect of the geometric and signal timing changes discussed above for each Option, the study intersections were evaluated without and with the intersection modifications for the Horizon Year 2035 conditions. The Horizon Year 2035 traffic volumes were calculated by applying ambient growth to the existing counts collected for the corridor. Based on the socioeconomic data in the *Southern California Association of Governments 2020-2045 Regional Transportation Plan* (SCAG 2045 RTP) a 1.0% linear annual growth rate was used to forecast future volumes. It is assumed the ambient growth captures planned projects in the area. **Appendix E** contains detailed volume development worksheets. **Table 14** and **Table 15** shows the results of the intersection operational analysis. **Appendix F** contains the Synchro analysis worksheets.

Under the Horizon Year 2035 No Build condition, all intersections are projected to operate at LOS D or better during the AM and PM peak hours. Under all other Options, operations are projected to degrade at most intersection. This change in LOS can be attributed to addition of Protected Left Turn Phasing and Leading Pedestrian Interval timing at all intersections. Option 2 is projected to degrade the most due to the removal of de facto right turn lanes along Garvey Avenue. Under Option 2 the analysis results project the intersection of Garvey Avenue and Peck Road (4) will operate at unacceptable LOS E during the PM peak hour.



GARVEY AVE COMPLETE STREETS



Table 14: Operational Analysis Results – Horizon Year Option 1 & 2 (2035)

Intersection			No Build				Option 1				Option 2			
			AM		PM		AM		PM		AM		PM	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Garvey Avenue and Merced Avenue	SIG	B	10.6	B	11.3	C	11.5	D	17.6	C	12.7	D	14.8
2	Garvey Avenue and Santa Anita	SIG	D	11.7	D	17.9	D	14.4	D	18.0	D	19.9	D	15.7
3	Garvey Avenue and Tyler Avenue	SIG	B	12.0	B	13.5	C	12.7	D	10.4	C	14.3	D	18.3
4	Garvey Avenue and Peck Road	SIG	B	16.3	C	22.5	D	18.3	D	14.3	D	10.3	E	19.9
5	Garvey Avenue and Meeker Avenue	SIG	B	12.2	C	10.9	B	10.7	C	13.1	B	13.0	C	13.1
6	Garvey Avenue and Mountain View	SIG	A	9.9	B	12.8	D	17.6	D	16.6	D	18.7	D	10.4

- Notes:**
- 1) LOS = Level of Service.
 - 2) LOS E or LOS F in **red bold font** where applicable.
 - 3) SIG = Signalized Control.
 - 4) Overall LOS provided for signalized intersection.
 - 5) Delay shown in seconds per vehicle.



GARVEY AVE COMPLETE STREETS



Table 15: Operational Analysis Results – Horizon Year Option 3 & 4 (2035)

Intersection			No Build				Option 3				Option 4			
			AM		PM		AM		PM		AM		PM	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Garvey Avenue and Merced Avenue	SIG	B	10.6	B	11.3	C	31.5	D	37.6	C	31.5	D	37.6
2	Garvey Avenue and Santa Anita	SIG	D	41.7	D	47.9	D	44.4	D	48.0	D	44.4	D	48.0
3	Garvey Avenue and Tyler Avenue	SIG	B	12.0	B	13.5	C	32.7	D	40.4	C	32.7	D	40.4
4	Garvey Avenue and Peck Road	SIG	B	16.3	C	22.5	D	48.3	D	54.3	D	48.3	D	54.3
5	Garvey Avenue and Meeker Avenue	SIG	B	12.2	C	30.9	B	10.8	C	23.2	B	12.4	D	40.4
6	Garvey Avenue and Mountain View	SIG	A	9.9	B	12.8	D	37.6	D	46.6	D	37.6	D	46.6

- Notes:**
- 1) LOS = Level of Service.
 - 2) LOS E or LOS F in **red bold font** where applicable.
 - 3) SIG = Signalized Control.
 - 4) Overall LOS provided for signalized intersection.
 - 5) Delay shown in seconds per vehicle.

PEDESTRIAN AND BICYCLE ASSESSMENT

PEQI Analysis

Proposed pedestrian conditions along Garvey Avenue were analyzed using the PEQI methodology, as discussed previously. The pedestrian conditions with Complete Street plan worksheets are provided in **Appendix G**. The results of this analysis are shown in **Table 16** (roadway segment analysis) and **Error! Reference source not found.** (intersection analysis).



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As shown in the tables below, the roadway segment analysis indicated that the pedestrian conditions along Garvey Avenue are ranked as “basic pedestrian conditions.” The intersection analysis indicated that all analyzed intersections along Garvey Avenue were ranked as mostly “reasonable pedestrian condition” and “basic pedestrian conditions”, which is a significant improvement over the “poor conditions” identified in the existing conditions assessment.

Table 16: Proposed PEQI Roadway Segment Analysis

Street Name	Cross Street 1	Cross Street 2	Side of Street	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	Merced Avenue	East	54	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Merced Avenue	Santa Anita Avenue	East	58	Basic Pedestrian Conditions
			West	56	Basic Pedestrian Conditions
	Santa Anita Avenue	Tyler Avenue	East	55	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Tyler Avenue	Peck road	East	56	Basic Pedestrian Conditions
			West	57	Basic Pedestrian Conditions
	Peck Road	Valley Boulevard	East	58	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions

Table 17: Existing Conditions PEQI Intersection Analysis

Street Name 1	Street Name 2	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	59	Basic Pedestrian Conditions
	Merced Avenue	68	Reasonable Pedestrian Conditions
	California Training School	27	Poor Pedestrian Conditions
	Central Avenue	68	Reasonable Pedestrian Conditions
	Santa Anita Avenue	68	Reasonable Pedestrian Conditions
	Gage Avenue	73	Reasonable Pedestrian Conditions
	Lexington Avenue	68	Reasonable Pedestrian Conditions
	Nevada Avenue	73	Reasonable Pedestrian Conditions
	Tyler Avenue	68	Reasonable Pedestrian Conditions
	Consol Avenue	68	Reasonable Pedestrian Conditions
	Peck Road	73	Reasonable Pedestrian Conditions
	Meeker Avenue	68	Reasonable Pedestrian Conditions
	Mountain View Road	68	Reasonable Pedestrian Conditions
	Valley Boulevard	68	Reasonable Pedestrian Conditions



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Bicycle LTS Analysis

Currently, there are no dedicated bicycle facilities along Garvey Avenue. The corridor is primarily comprised of shopping centers. The San Gabriel Valley Regional Bike Master Plan recommends a Class II bike lane in each direction. The proposed improvements recommend a Class IV bike facility with wheel stops which could address the existing bicycle gaps and increase connectivity along Valley Boulevard.

Table 18 shows the results of the LTS analysis for the proposed conditions. The proposed concepts include the following features that are expected to improve the bicycling environment and the associated LTS for the corridor:

- Addition of a buffered bike lane with wheel stops on both sides of the street.
- Slowing of expected vehicle speed due to a reduction in lane width and the incorporation of traffic calming features including RRFBs in numerous locations along the corridor.

The results of the analysis shows that the proposed features will significantly improve the bicycling conditions along Valley Boulevard, making the roadway more attractive to a wider range of bicyclists.

Table 18: Existing Conditions Bicycle LTS Analysis

Street Name	Cross Street 1	Cross Street 2	Direction	Presence of Bicycle Facility	Number of Travel Lanes	Observed Speed	Total LTS Score	Suitable for
Garvey Avenue	Potrero Avenue	Merced Avenue	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		
	Merced Avenue	Santa Anita Avenue	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		
	Santa Anita Avenue	Tyler Avenue	East	None	2	35+ mph	1	Enthused & Confident
			West					
	Tyler Avenue	Peck road	East	None	2	35+ mph	1	Enthused & Confident
			West					
	Peck Road	Valley Boulevard	East	None	2	35+ mph	1	Enthused & Confident
			West					



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7.0 Parking Study and Findings

Field observations along the corridor suggested that most of the on-street parking along Garvey Avenue was unused or underutilized. As part of this feasibility study, a detailed parking utilization survey was conducted to validate the overall need for on-street parking along the corridor.

DATA COLLECTION

The parking study was conducted on Wednesday, December 13, 2023 and Saturday, December 16, 2023 for 10 hours each day (10:00 AM to 8:00 PM). During each observation period, occupied spaces were recorded every hour. This data was used to document the parking utilization (percent of available spaces occupied) for each of the study segments. Error! Reference source not found. shows the parking survey zones included in the survey and findings for the parking utilization. Detailed parking utilization data is contained in [Appendix C](#).

For the purposes of the parking assessment, Garvey Avenue was divided into 15 segments and 28 parking zones (PZ's) as summarized in [Table 19](#).

Table 19: Garvey Avenue Parking Zone Summary

Segment	Limits	Parking Zone	Side of Street
Segment 1	Potrero Ave to Seaman Ave	PZ-1	South
		PZ-2	North
Segment 2	Seaman Ave to Merced Ave	PZ-3	South
		PZ-4	North
Segment 3	Merced Ave to Central Ave	PZ-5	South
		PZ-6	North
Segment 4	Central Ave to Doreen Ave	PZ-7	South
		PZ-8	North
Segment 5	Doreen Ave to Santa Anita Ave	PZ-9	South
		PZ-10	North
Segment 6	Santa Anita Ave to Granada Ave	No Parking Provided	
Segment 7	Granada Ave to Lexington Ave	PZ-11	South
		PZ-12	North
Segment 8	Lexington Ave to Tyler Ave	PZ-13	South
		PZ-14	North
Segment 9	Tyler Ave to Consol Ave	PZ-15	South
		PZ-16	North
Segment 10	Consol Ave to New Deal Ave	PZ-17	South
		PZ-18	North



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Segment 11	New Deal Ave to Peck Rd	PZ-19	South
		PZ-20	North
Segment 12	Peck Rd to Musgrove Ave	PZ--21	South
		PZ-22	North
Segment 13	Musgrove Ave to Meeker Ave	PZ-23	South
		PZ-24	North
Segment 14	Meeker Ave to Mountain View Ave	PZ-25	South
		PZ-26	North
Segment 15	Mountain View Ave to Valley Blvd	PZ-27	South
		PZ-28	North

EXISTING INVENTORY

The parking survey included an inventory of existing parking facilities within the study area and was broken down into types of parking. As shown in **Error! Reference source not found.**, the parking survey indicated a total of 383 on-street public parking spaces within the study area.

Table 20: Garvey Avenue Parking Inventory Summary

Parking Type	Parking Supply
Regular	191
Time Restricted	0
Loading Zone	2
2 hour	166
20 Minute	24
Total Parking Supply	383

EXISTING PARKING DEMAND

Based on the data collected during the survey, the peak parking demand (i.e. the highest number of parking spaces occupied as a percentage of the total parking supply) for the entire corridor occurred at 2:00 PM during the weekday survey. On Wednesday, 200 of the 383 available on-street parking spaces were occupied which represents a weekday peak parking utilization of 52.2%. During the weekend survey (Saturday), the peak parking demand occurred at 1:00 AM where 215 of the 383 available on-street parking spaces were occupied. This represents a peak weekend parking utilization of 56.1%

Table 21 summarizes the results of the peak parking utilization for the weekend and weekday surveys for the Garvey Avenue corridor.

The survey shows that the on-street parking zones along the corridor experience a higher occupancy between Tyler Avenue and Mountain View Road (Segments 9-14) as well as the west side of the corridor (Segments 1 & 2) compared to



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the rest of the corridor. The highest utilization recorded during the survey occurs on Segment 1 (Potrero Avenue to Seaman Avenue) where the peak weekday utilization demand reaches approximately 89.2% from 2:00-3:00 PM. The peak weekend utilization demand reaches 81.1% on this segment from 1:00-2:00 PM.

In comparison, the lowest utilization occurs on Segment 4 and Segment 5 where the demand never exceeds 25% on the weekend and 43% on the weekday.

It should be noted that parking zones PZ-4 and PZ-6 show a utilization greater than 100% (demand exceeds capacity) due to illegally parked vehicle overlapping red curbs and encroaching into driveways.

Table 21: Peak Parking Utilization

Segment	Inventory	Weekday			Weekend			
		Peak Occupancy ⁽¹⁾	Peak Utilization	Remaining Spaces	Peak Occupancy ⁽²⁾	Peak Utilization	Remaining Spaces	
Segment 1	Potrero Ave to Seaman Ave	37	33	89.2%	4	30	81.1%	7
Segment 2	Seaman Ave to Merced Ave	18	9	50.0%	9	13	72.2%	5
Segment 3	Merced Ave to Central Ave	61	26	42.4%	35	36	58.8%	25
Segment 4	Central Ave to Doreen Ave	26	3	11.5%	23	5	19.2%	21
Segment 5	Doreen Ave to Santa Anita Ave	14	3	21.4%	11	6	42.7%	8
Segment 6	Santa Anita Ave to Granada Ave	0	No Parking Provided on this Segment					
Segment 7	Granada Ave to Lexington Ave	25	3	12.0%	22	17	68.0%	8
Segment 8	Lexington Ave to Tyler Ave	34	14	41.2%	20	19	55.9%	15
Segment 9	Tyler Ave to Consol Ave	27	19	70.4%	8	16	59.3%	11
Segment 10	Consol Ave to New Deal Ave	24	18	75.0%	6	16	66.7%	8
Segment 11	Consol Ave to New Deal Ave	16	9	56.3%	7	11	68.8%	5



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Segment 12	Peck Rd to Musgrove Ave	39	23	58.7%	16	18	46.0%	21
Segment 13	Musgrove Ave to Meeker Ave	16	14	87.5%	2	2	12.5%	14
Segment 14	Meeker Ave to Mountain View Ave	39	26	66.7%	13	25	64.1%	14
Segment 15	Mountain View Ave to Valley Blvd	7	0	0.0%	7	1	14.3%	6
Total		383	200	52.2%	183	215	56.1%	168

⁽¹⁾ Peak Weekend Parking Demand based on Parking survey data for Wednesday, December 13th, at 2:00 PM

⁽²⁾ Peak Weekend Parking Demand based on Parking survey data for Saturday, December 16th, at 1:00 PM

POTENTIAL PARKING IMPACTS

Parking Removal Evaluation

The standard industry practice parking capacity threshold is typically considered to be when 85% of the parking supply is occupied. Generally, at rates higher than 85% drivers will have a more difficult time finding an empty space and may have to circulate the vicinity of their destination before finding an available space. The parking survey shows that the only areas this occurs is Segment 1 (Potrero Avenue to Seaman Avenue) and Segment 13 (Musgrove Ave to Meeker Avenue) where the peak weekday utilization demand reaches approximately 89.2% and 87.5% from 2:00-3:00 PM, respectively.

With the Complete Street plan, the on-street parking supply will be reduced from 383 spaces to approximately 33 spaces. This will show as a net decrease of 183 spaces. Changes to the parking supply with the proposed corridor modifications are summarized in [Table 22](#).



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Table 22: Garvey Avenue Future Parking Inventory Summary

Segment	Parking Inventory		Change
	Existing	Proposed ¹	
Segment 1	145	0	-145
Segment 3	156	21	-135
Segment 5	51	12	-39
Total	352	33	-319

¹ Proposed inventory estimated based on Preferred Concepts dated 11-10-2023

It should also be noted, that the estimated parking supply with the proposed corridor improvements does not fully account for the required red curb at driveways and alleys, which may reduce the parking supply even further.

With the loss of on-street parking along the main commercial corridor, patrons to these commercial establishments would be required to park on-site, if facilities are provided. Otherwise they would be required to navigate to the adjacent side-streets to find on-street parking. While the overall parking supply that is estimated to be lost with the corridor improvements is approximately 319 spaces along the entire corridor, **Table 22** above indicates that there is available capacity within each segment. Segment 1 had a peak occupancy of 54 vehicles, Segment 3 had a peak occupancy of 59 vehicles and Segment 5 had a peak occupancy of 32 vehicles. Therefore, the estimated parking demand that is forecast to be displaced to on-site facilities or adjacent side streets is less than 54 vehicles in Segment 1, 38 vehicles in Segment 3, and 12 vehicles in Segment 5.

8.0 Cost Estimate

Rough Order of Magnitude (ROM) cost have been developed to provide a general idea of costs to implement the Complete Street plan. While implementation of the Complete Street plan as one project is possible, a more likely scenario (due to overall costs) would involve a phased approach. See Section 9 for additional details on implementation options. Assumptions and methodologies used to develop the ROM costs are described below and followed by a table with the ROM cost details.

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



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

- Mobilization – 5% of total construction cost rounded to the nearest \$1,000
- Traffic control – 4% of total construction cost rounded to the nearest \$1,000
- Stormwater protection plan – lump sum of \$150,000 based on similar project costs
- Monument preservation and restoration – lump sum of \$150,000 based on similar project costs
- Utility relocation coordination – lump sum of \$300,000 based on similar project costs
- Contingency – 30% of general and overhead construction items
- Preliminary engineering (environmental studies and permitting) – 5% of general and overhead construction items
- Preliminary engineering (plans, specifications and estimates) – 10% of general and overhead construction items
- Right of way engineering – 2% of general and overhead construction items
- Right of way acquisitions – 2% of general and overhead construction items
- Construction engineering – 10% of general and overhead construction items

General construction assumptions included in the estimates are as follows:

- **Full depth asphalt concrete (AC) pavement removal and replacement:** Assumes approximately 33% of the roadway will be removed and replaced with a full depth AC pavement section. This excludes the areas where new medians would be constructed.
- **Grind and overlay AC pavement:** Assumes remaining approximately 67% of the roadway area will be grind and overlaid. This excludes the areas where new medians would be constructed.
- **New medians:** Assumes all new curb and gutter for medians and that median areas will be landscaped.
- **Curb and gutter:** Assumes approximately 30% of existing curb and gutter requires replacement. All new curb and gutter will be provided at the medians.
- **Curb ramps:** Assumes all curb ramps within project limits will be replaced and at larger signalized intersections, single ramps will be replaced with dual ramps.
- **Sidewalk:** Assumes approximately 50% of sidewalks will need to be replaced to account for damaged or uplifting sidewalks and reconstruction of driveways to provide ADA compliance.
- **Concrete pavement:** Assumes all existing concrete intersections will remain in place and approximately 10% will require installation or repair due to geometric changes at the intersections. Assumes all bus stops require new concrete bus pads.
- **Signing and striping:** This item includes both signing and striping as well as the installation of raised pavement markings. Signage is considered in the unit cost. This also includes green conflict zone striping at approaches/departures to intersections and through driveways.
- **Decorative traffic signals:** Assumes decorative traffic signals will be used at the Santa Anita Avenue, Main Street and Garvey Avenue intersections. Used price from the City for project that was recently constructed.



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- **Traffic signal modifications:** Assumes all signalized intersections within the project limits, apart from the three where decorative signals are planned, will require some type of signal modification. Signal modification includes an average of two signal poles modified per intersection. Lump sum per intersection based on past projects.
- **Drainage and water quality treatment:** Assumes lump sum based on past projects. Most curbs will remain in the same location; however, drainage improvements may be required within the sidewalk areas including bioswales, dry wells or new catch basins with filtration systems.
- **Gateway features:** Estimated based on discussion with City staff about cost of recently installed gateway features on Ramona Boulevard. Cost for this could vary widely depending upon the design of the feature.
- **Landscaping and irrigation:** Assumes cost per square foot taken from past projects.
- **Street lighting:** Assumes majority of existing street lighting will remain as curbs are not being relocated for the majority of the project limits.
- **HAWK and RRFB signals:** Lump sums based on past projects. Includes the installation of traffic signal poles, heads, pedestrian push buttons, pedestrian countdown timers, traffic signal controller and other standard features.

Table 23 summarizes the ROM Construction Costs cost estimate and **Table 24** summarized the ROM Support Costs for the Complete Street plan.



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Table 23: Rough Order of Magnitude Cost Estimate - Construction Costs

Item No.	Item	Unit	Estimated Quantity	Unit Cost	Cost
1	Mobilization	LS	1	\$1,110,000	\$1,110,000
2	Monument Preservation And Restoration	LS	1	\$150,000	\$150,000
3	Utility Relocation Coordination	LS	1	\$300,000	\$300,000
4	Storm Water Pollution Prevention Plan	LS	1	\$150,000	\$150,000
5	Traffic Control	LS	1	\$854,000	\$854,000
6	Construct Full Depth Ac Replacement	SF	419,000	\$7	\$2,933,000
7	Remove Existing Full Depth Pavement	SF	419,000	\$3	\$1,257,000
8	Grind And Overlay Hot Mix Asphalt	SF	838,000	\$2.25	\$1,885,500
9	Construct Curb And Gutter	LF	41,600	\$30	\$1,248,000
10	Construct Curb Ramp	EA	64	\$7,500	\$480,000
11	Construct Sidewalk	SF	208,000	\$15	\$3,120,000
12	Construct Concrete Bus Pads	SF	16,000	\$30	\$480,000
13	Concrete Intersection Repairs	SF	35,000	\$45	\$1,575,000
14	Landscaping And Irrigation	SF	110,000	\$5	\$550,000
15	Drainage And Water Quality Treatment	MI	3.3	\$750,000	\$2,475,000
16	Street Lighting Upgrades	LS	1	\$250,000	\$250,000
17	Install RRFBS	EA	3	\$10,000	\$30,000
18	Install HAWK Signals	EA	3	\$150,000	\$450,000
19	Install Decorative Traffic Signals	EA	3	\$400,000	\$1,200,000
20	Standard Traffic Signal Modification	EA	13	\$150,000	\$1,950,000
21	Install Gateway Features/Monument Sign	EA	4	\$100,000	\$400,000
22	Signing And Striping	LS	1	\$450,000	\$450,000
Subtotal					\$23,297,500
30% Contingency					\$6,989,250
Grand Total					\$30,286,750



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Table 24: Rough Order of Magnitude Cost Estimate- Support Costs

Type of Project Cost		Cost \$
Preliminary Engineering		
Environmental Clearance And Support	5%	\$1,514,400
Plans, Specifications And Estimate (PS&E)	10%	\$3,028,700
Total Preliminary Engineer		\$4,543,100
Right of Way		
Right Of Way Support	2%	\$605,800
Right Of Way Acquisitions	2%	\$605,800
Total Right of Way		\$1,211,600
Construction Engineering		
Construction Engineering And Management	10%	\$3,028,700
Total Project Delivery		\$8,783,400
Total Construction Cost		\$30,286,800
Total Project Cost		\$39,070,200



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9.0 Community Engagement

Input from the community was a cornerstone of the concept development for the Garvey Avenue Complete Street plan. A series of community engagement activities were held to spread project awareness and gather community feedback on the concepts, the full Community Engagement Summary Report is included in [Appendix I](#). The following section summarizes the engagement strategies for the project and key messaging/feedback from the public:

COMMUNITY ADVISORY COMMITTEE

A Community Advisory Committee (CAC) was developed to provide more guided feedback in small group settings before taking the concepts to the public. The CAC for Garvey Avenue consisted of Active San Gabriel Valley (Active SGV), Downtown El Monte Business Association (DEMBA), El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink and a small group of engaged residents and business owners. Three CAC meetings were hosted over the course of the project with the following approach for each round:

- **CAC Meeting 1:** Hosted early in the project development to listen to the Community's concerns on Garvey Avenue and understand the barriers to walking and cycling. Also outline the community's objectives for the study. Key themes included: speeds on Garvey Avenue are not conducive to cycling and there are particular safety concerns.
- **CAC Meeting 2:** Presented various treatment options, with the polling feature, for improvements including different bicycle facilities, pedestrian crossing options and the mini park to understand the preferred option. Results from the polling showed a preference towards buffered bike facilities, HAWK signals at uncontrolled marked crosswalks, attendees did not use on-street parking and did not think that it was necessary; and prefer a mix of parking pockets and no parking along the corridor.
- **CAC Meeting 3:** Presented the preferred Complete Street plan including changes made based on feedback from the CAC and the public. Key themes from the meeting including liking the Class IV bicycle facilities, but requesting larger or taller buffers and requesting that the raised median planting include shade trees.

PUBLIC MEETINGS

Three rounds of public meetings were planned throughout the project. Meeting information was posted on decals around the project site, fact sheets distributed at pop-up events, the City website, the City's social media pages to promote public awareness of the meeting. Additionally, the outreach team conducted a business corridor walk visiting over 200 businesses along Garvey Avenue to inform owners of upcoming project meetings. The first round included one virtual and one in-person community meeting. The second round included one virtual meeting.

- **Virtual Public Meeting #1:** Hosted early in the project development to listen to the Community's concerns and understand the barriers to walking and cycling. Also included polling to present different treatment options and have the attendees vote on which they prefer. The majority of attendees drive on Garvey Avenue and stated safety concerns or



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other reasons (did not state) for their barriers to alternative modes of travel. They preferred the Class IV bicycle facility and HAWK signal with curb extensions for pedestrian crossings.

- **Virtual Public Meeting #2:** Presented three corridor concepts to the public and asked them to vote for a favorite. Those in attendance were split on the options 1 and 3.
- **In-Person Public Meeting #3:** The in-person public meeting was held at the El Monte Community Center Auditorium. Presented the Hybrid 4th Option to community members and shared renderings of the preferred Complete Street plan to gauge public reaction. Overall the public was very supportive of the changes and indicated that they would consider non-motorized modes of travel along Garvey Avenue with the project changes.

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

POP-UP EVENTS

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

- **Five Points Plaza:** Held early in the design process to understand how the public currently used Garvey Avenue and what they view as the main barriers to walking, cycling and transit. The majority of people drive on the corridor and have safety concerns (either personal safety or traveling next to vehicles) or think cycling is inconvenient. Key priorities were reducing speeds on Garvey Avenue, providing physically separated bicycle facilities and addressing ADA/connectivity issues on the sidewalks.
- **Farmer's Market:** Presented two corridor concepts to the public and asked them to vote for a favorite. The clear favorite was option 2 which included the Class IV bicycle facility along Garvey. The public were not in favor of the bike lane only option as it did not address safety concerns.
- **Earth Day: Presented** two corridor concepts to the public and asked them to vote for a favorite. The clear favorite was option 2 which included the Class IV bicycle facility along Garvey. The public were not in favor of the bike lane only option as it did not address safety concerns.

ONLINE SURVEY

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

- Strongly in favor of Class IV facility over Class II facility.
- HAWK signals most preferred, then raised medians; then RRFBs.
- The public is open to the idea of introducing more raised medians on Garvey Avenue.



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- Majority of people park in lots off-street when travelling to Garvey Avenue.
- The public is evenly split if parking is necessary.
- Majority of people prefer a mix of no parking and parking pockets.

PHOTO RENDERINGS

Photo renderings were developed for four locations to highlight the changes proposed and demonstrate the transformation along the corridor. These renderings were used as a tool during public outreach to show the changes and gauge the public’s reaction. **Figure 24** includes the photo renderings and a corridor overview map to help the viewer orient themselves in the corridor. The existing conditions photo is shown on the left the proposed photo is shown on the right.



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Photo Rendering 1 - Mid-block Crossing on Garvey Avenue East of Merced Avenue

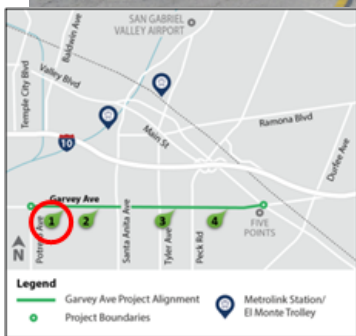
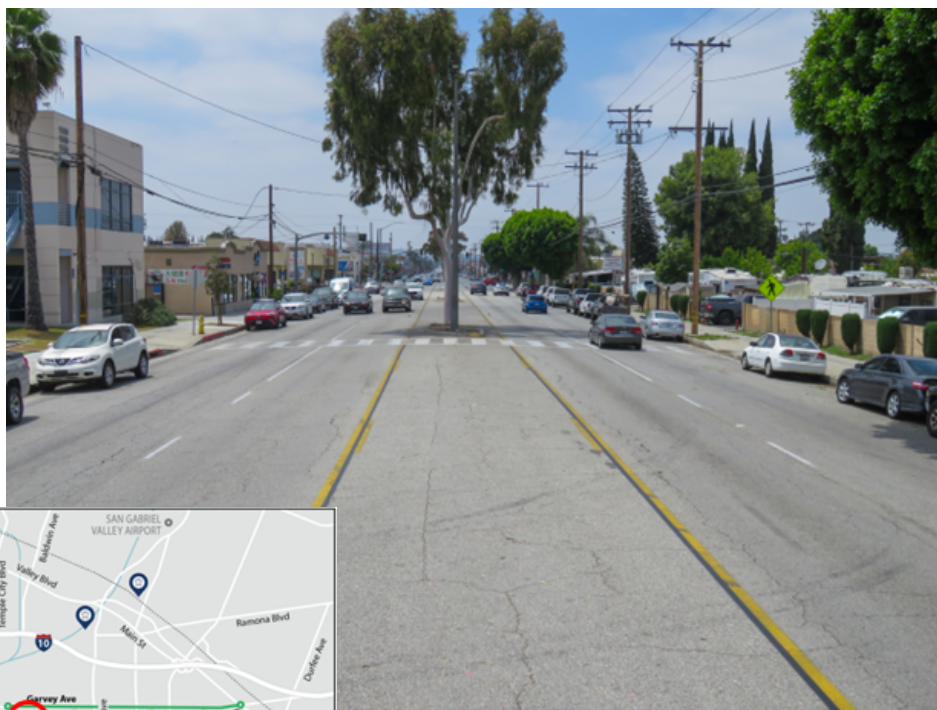


Figure 24



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Photo Rendering 2 - Santa Anita Avenue Intersection

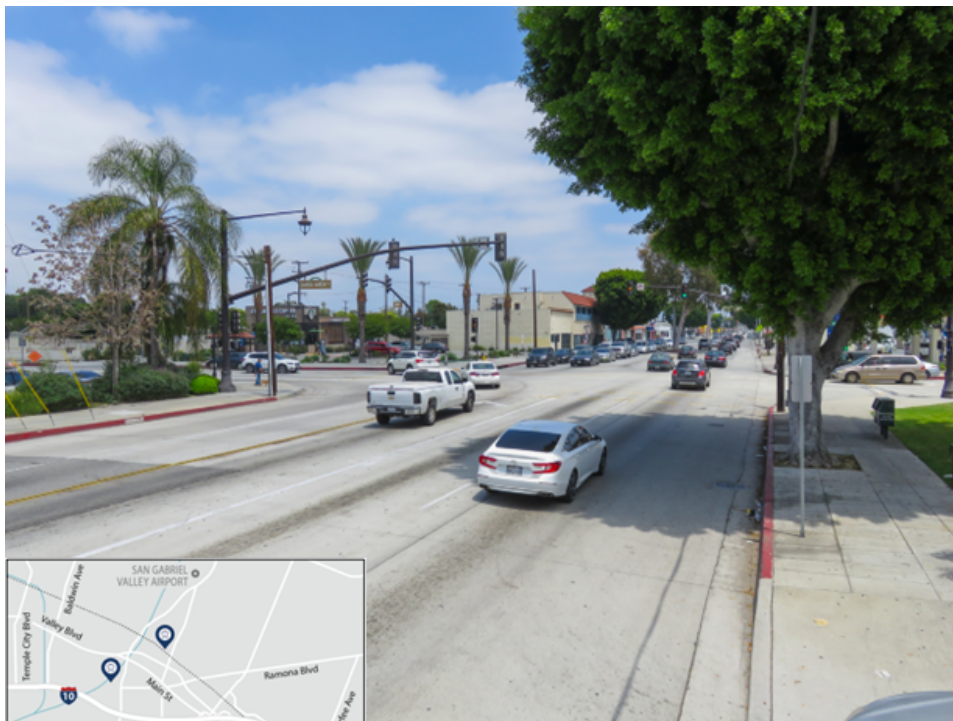


Figure 24



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Photo Rendering 3 - Near Consol Avenue Intersection

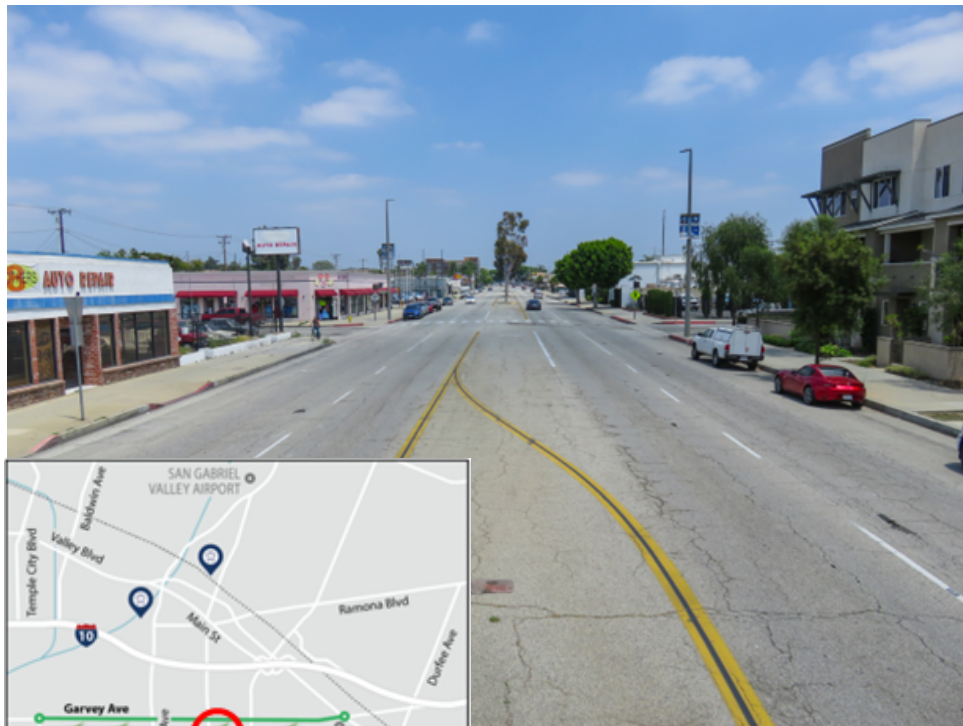


Figure 24



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Photo Rendering 4 - At Meeker Avenue

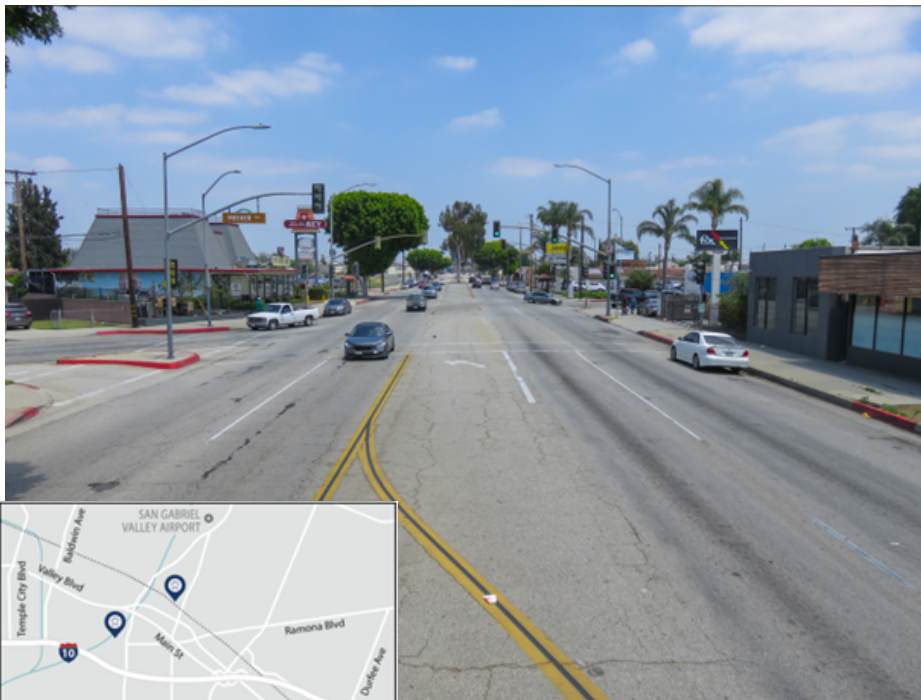


Figure 24



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10.0 Implementation Plan

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

The implementation plan for the Complete Street plan focuses on two key areas: phasing and funding. Phasing describes the sequencing of the construction of improvements. While it would be ideal to construct all improvements at the same time, this could be both financially infeasible and impractical. This section explores opportunities for immediate or near-term construction and construction of other more complex or costly elements at a later time as funding becomes available.

The second element of this implementation plan is funding. The implementation plan outlines grant funding programs applicable to this corridor study.

PHASING

Provided below is a potential order of phase improvements, based on complexity and cost. Lower complexity items (top of the list) focus on elements such as signing and striping and marked crosswalks that require no physical modifications to the roadway. They are low cost, high impact improvements that provide an immediate benefit to the community. Most can be constructed independent of other improvements.

Some improvements in the list below include physical modifications to the roadway including medians, sidewalks, and a Class IV separated bikeway. In most cases, these improvements are medium cost and address gaps in the bicycle and pedestrian network, resulting in improved access and safety.

The more expensive and complex improvements are found towards the bottom of the list. They may also include improvements that require right-of-way acquisition such as curb ramp construction and the majority of utility relocation. As a result, these improvements may require a longer time to process the administrative requirements, design and right of way.

Based on the descriptions provide above, the elements of the plan are listed in a potential order of phasing, if implementation is accomplished through a phased approach.

- Repave roadway and remove existing median islands and trees.
- Restripe roadway to include Class IV separate bikeway with curb stops, narrower travel lanes, and conflict zone striping.



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- Install advanced signing and striping at the uncontrolled marked crosswalks.
- Install traffic control at pedestrian crossings.
- Relocate bus stops, construct bus islands and transit stop improvements.
- Install medians with landscaping.
- Reconstruct damaged or uplifted sidewalks, reconstruct driveways and curb ramps to be ADA compliant, install parkway landscaping including utility relocations if required.
- Construct parking pockets, including curb realignment.
- Reconstruct intersections including upgraded traffic signals and traffic signal modifications.

FUNDING PROGRAMS

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

Table 25 includes a brief description of potential funding programs that may be applicable for the Garvey Avenue Complete Street plan. The purpose of identifying funding sources is to provide the City of El Monte with a forecast of reasonably available funding from traditional revenue sources for funding transportation improvements along Garvey Avenue. The following table outlines Federal, State, and local sources of revenue for funding transportation improvements. It should be noted that funding programs change after each funding cycle and are depending upon the agency and funding source. Therefore, this list should be reviewed and updated as the corridor study moves from this concept development phase to final engineering design and construction.

Grant Programs

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

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

Measure M

LA County voters approved Measure M with 71.15% support in 2016. The no sunset half-cent sales tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities.



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Measure R

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

Safe Streets and Roads for All

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

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

Urban Greening Programs

The California Natural Resources Agency has awarded four rounds of grants that fund 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. In 2021, \$28.5 million in grants were awarded for projects across California. Projects in this grant program must either acquire, create, enhance, or expand community parks and green spaces, and/or use natural systems or systems that mimic natural systems to achieve multiple benefits. Parkways and median may be funded by this program. Future funding will be determined annually based on funds available through the Greenhouse Gas Reduction Fund (GGRF).

Stormwater Improvement Grants

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



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Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federal funding program aimed at reducing traffic fatalities and serious injuries on public roads. HSIP project selection is data-driven based on crash data with improvements focused on the benefits associated with crash reductions. Lighting, access control, pedestrian and bicycle improvements and other roadway improvements may be funded along the corridor at high crash locations or locations where fatalities or severe injury collisions have occurred. A Local Roadway Safety Plan (LRSP) is required to apply for HSIP grants beginning in 2022.

Rebuilding American Infrastructure with Sustainability and Grant Program

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

Solutions for Congested Corridors

Issued by the State's Transportation Commission, this grant program requires projects to be included in an adopted regional transportation plan or a comprehensive corridor plan. The projects through this program will focus improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funding cited is SB-1 and the grant program will be issued in 2022. The Complete Street plan may need to be co-sponsored by other local agencies such as SCAG, LA Metro or Caltrans to be competitive.

Active Transportation Grant Program:

The California Transportation Commission (state) issues Active Transportation Program (ATP-CA) grant funding opportunities on an annual basis. The objective of the corridor study is to increase the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goal of the ATP includes advancing the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009). Successful grant applications through this program tend to focus on disadvantaged communities and safe routes to school at the



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state level. Bicycle facilities, sidewalk and curb ramps improvements and transit improvements of the Complete Street plan may be eligible.

Development Fee Programs

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

Development Frontage Improvements

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

Public Works Projects

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



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Table 25: Potential Funding Sources

Funding Source	Title	Description	Grant Type
US Department of Transportation (US DOT)	Safe Streets and Roads for All	\$5 billion in appropriated funds over 5 years, 2022-2026. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries involving all roadway users, including pedestrians, bicycles, public transit, and micromobility	Competitive
	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs	The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety,	Competitive
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Funds for the FY 2023 RAISE grant program. will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Competitive
Federal Highway Administration (FHWA)	Promoting Resilient Operations for Transformative Efficient, and Cost Saving Transportation (PROTECT) Program	The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.	Competitive
US Department of Housing and Urban Development (HUD Exchange)	Community Development Block Grant	The Community Development Block Grant (CDBG) Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.	Formula
National Endowment for the Arts	Our Town	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes	Competitive
Federal Transportation Administration (FTA)	Accelerating Innovative Mobility (AIM)	AIM will highlight FTA's commitment to support and advance innovation in the transit industry	Competitive
	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Part of FTA's Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards	Competitive
	All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	Competitive
	Better Utilizing Investments to Leverage Development (BUILD)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
	Enhancing Mobility Innovation	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive



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Funding Source	Title	Description	Grant Type
Federal Transportation Administration (FTA)	Surface Transportation Block Grant Program	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.	Formula
	Access and Mobility Partnership Grants	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services	Competitive
	Integrated Mobility Innovation	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Competitive
	Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	Competitive
	Enhanced Mobility of Seniors and Individuals with Disabilities	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Competitive
	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Formula
	Pilot Program for Transit Oriented-Development Planning – Section 20005 (b)	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	Competitive
Air Resources Board	Sustainable Transportation Equity Project (STEP)	Provides financial support for projects intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. (California Climate Investments)	Competitive
	Clean Mobility Options	The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, Bicycle sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Formula
Office of Traffic Safety	Office of Traffic Safety Grant Program	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Competitive
National Association of Realtors	Placemaking Grants	Placemaking means many things to different people, but NAR looks at placemaking as a way to make communities better places to live by transforming unused and underused sites and "eyesores" into welcoming destinations accessible to everyone in a community	Competitive
California Transportation Commission (CTC)	Local Streets and Roads (LSR) Program	The purpose is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and road systems.	Formula
	Solutions for Congested Corridors (SCCP)	Provide funding to achieve a balanced set of transportation, environmental and community access improvements to reduce congestions throughout the state.	Competitive



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Funding Source	Title	Description	Grant Type
California Transportation Commission (CTC)	State Transportation Improvement Program (STIP)	The STIP is the biennial five-year plan adopted by the Commission for Future Allocations of certain state transportation funds, state highway improvements, intercity rail, and regional highway and transit improvements.	Competitive
California Department of Transportation (Caltrans)	Active Transportation Planning Grants (ATP)	Funding for sidewalks, bike lanes, trails, Safe Routes to School programs, and bicycle and pedestrian plans.	Competitive
	Sustainable Transportation Planning Grants (STP)	Intended to support and implement Regional Transportation Plans, Sustainable Communities Strategies/Alternative Planning Strategies, and to ultimately achieve the State's GHG reduction target.	Competitive
	Highway Safety Improvement Program (HSIP)	The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors.	Competitive
	Cooperative Implementation Agreement (CIA)	Provide capital funding and support for planning, design, environmental studies, right of way acquisition and construction of stormwater treatment facilities for drainage areas that capture Caltrans right of way runoff. Project details must be submitted for consideration prior to March and funding determinations are made by June annually.	Formula
	Financial Contribution Only (FCO)	Provide capital funding for construction costs only of stormwater treatment facilities. Funds are available two years after the project initiation report (PIR) approval and projects must be federalized unless an exceptions is obtained from Caltrans. Project details must be submitted by May of even years to reserve funds and additional project details must be submitted by March of the odd years for Caltrans to develop a PIR.	Formula
California Public Utilities Commission	Access for All Program	The California Public Utilities Commission created the TNC Access for All Program to implement Senate Bill (SB) 1376 (Hill: 2018) which directed the Commission to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV).	Competitive
California Natural Resource Agency	Urban Greening	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. (California Climate Investments)	Competitive
Strategic Growth Council and Department of Housing and Community Development	Affordable Housing and Sustainable Communities Program	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	Competitive
Southern California Association of Governments (SCAG)	Sustainable Communities Program	Technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions. The SCP provides opportunities to secure resources to meet diverse planning needs of local communities.	NA
	Local Communities Engagement and Safety Mini Grants	The Go Human Mini Grants Program has provided funding to non-profits and community based organizations to implement local traffic safety projects since 2018. It is aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries	NA
Los Angeles County	Measure A	Drafted to meet current and future park access and needs address inequities. An initiative to replace much-needed funding to build, maintain, and improve our local parks, access to parks, beaches, and open space	NA
	Measure M	Authorizes a new one-half cent sales tax starting in 2017 that will help fund major highway and transit projects and bicycle and pedestrian connections, Bicycle share and greenways.	NA
	Measure M Subregional Program	Measure M subregional funds are programmed by the subregions' respective governing/planning entities. San Gabriel Valley COG administers MSP funds through the development of five-year subregional fund programming plans in the San Gabriel Valley.	NA
	Measure R	A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs and accelerate those already in the pipeline.	NA



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Funding Source	Title	Description	Grant Type
	Measure W (LA County Safe Clean Water Program)	A parcel tax that would increase L.A. County's local water supply, improve water quality, and invest in making communities greener and more livable. Focus on communities that are the most vulnerable to create green streets and complete streets. Prioritizes projects that assist in achieving MS4 permit compliance, utilize Nature Based Solutions and/or provide benefits to Disadvantaged Communities with funds up to \$285 Million per year. Upon approval of Stormwater Investment Plans, project developers enter into Fund Transfer Agreements with the district and receive funds.	NA



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11.0 Recommendations

Based on the corridor needs, alternatives analysis, mobility assessment, and community engagement, the Garvey Avenue Complete Street Concept plan was developed. It is recommended that the final Complete Street plan **Figure 23** included in **Section 5** is carried forward for funding allocation, design and construction. The elements of this plan are described in detail in Section 5 but key aspects are described below:

- A mix of Class IV and Class II bicycle facilities,
- Pedestrian crossing improvements including refuge islands, HAWK signals, RRFBs and additional signing and striping where suitable,
- Intersection improvements including crosswalk realignments, curb ramp upgrades, and signal timing improvements,
- Transit improvements including bus islands, bus stop relocations and upgrades to bus stop amenities,
- Sidewalk and pavement repairs for accessibility and rideability improvements,
- Cohesive and enhanced streetscape design including new planted medians and new planting on parkway strips with a cohesive plant palette,
- Sustainable solutions including drainage infrastructure to capture and treat street run off from wet or dry weather conditions, integration of new street lighting (solar where feasible), and creating more permeable surfaces.

ADDITIONAL CONSIDERATIONS

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

- **Streetscape design:** The Complete Street plan includes recommendations for the streetscape design such as a proposed planting palette, street furniture designs, and gateway features. Although these concepts considered and are aligned with the City's Beautification Master Plan, additional outreach should be undertaken in future project phases to obtain community input on the specific elements chosen. Elements such as the gateway signs and street furniture can vary greatly in style and pieces should be selected that align with the community's vision.



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12.0 Next Steps

The Complete Street plan was presented to City Council in May 2025 for consideration and comment. The next steps for the Garvey Avenue Complete Street plan are as follows:

- City Council to adopt a resolution of this Feasibility Study Report and Final Complete Street plan in February 2026,
- Condition development projects to implement the elements of the Final Complete Street plan where applicable,
- Pursue grant funding to funding the preliminary engineering and construction costs, and
- Final design of the corridor.

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