



DATE: February 22, 2017

AGENDA ITEM # 3

**TO:** Bicycle/Pedestrian Advisory Commission

**FROM:** Cedric Novenario, Staff Liaison

**SUBJECT:** El Monte Walkway Gap Closure, Project N. TS-01039 - Design

**RECOMMENDATION:**

Review and discuss the design of the El Monte Avenue Walkway Gap Closure Project

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**BACKGROUND**

The El Monte Walkway Gap Closure Project was included as part of the city's application for the Cycle 2 Active Transportation Grant in 2015 and was intended to improve the walking conditions and safety along El Monte Avenue when accessing Almond Elementary School. Unfortunately, the funds were not awarded to the city.

Staff proposed a three-year list of capital improvement projects to be include in the capital improvement program budget that would address the projects identified in the Cycle 2 Active Transportation Grant. The improvements along El Monte Avenue were identified in the first year, FY16/17.

The City retained TJKM Transportation Consultants as the design consultant for this project.

**DISCUSSION**

Staff and TJKM Consultants developed a 35% design along El Monte Avenue with project limits bound by rear entrance of Almond Elementary School and Almond Avenue; all improvements are in the public right-of-way. The current design includes a 5' wide decomposed granite walkway with pressure treated wood header on the west side, a revamped raised crosswalk at El Monte Avenue and Clark Avenue, new ADA Portland cement concrete curb ramps, a new concrete bulb-out at the northwest and southwest corner of Almond Avenue and El Monte Avenue, new ladder crosswalk striping, two sets of rectangular rapid flashing beacons, and advanced yield markings with signage. Additionally, new storm drain facilities are required at the intersection of Almond Avenue and El Monte Avenue to handle water flow from rain.

El Monte Avenue has an existing bike lanes in both directions. It was decided to upgrade the facility to a buffered bike lane with green conflict paint. The proposed improvements

can be considered a “complete streets” approach as it provides a facility for cyclists, pedestrians and maintains automobile travel lanes.

Note, a portion of the walkway on the west side between the second-to-last home on El Monte Avenue and Almond Avenue is on existing asphalt (see Attachment page 1 and 2). The existing curb line tapers away from the edge of road creating the extra asphalt space. To maintain a continuous walkway, flexible delineator posts are proposed to separate the walking space from the bike lane. In this scenario, there will not be enough room to maintain parking.

#### Parking

Page 1 of the Attachment identifies locations where parking has been observed by staff. The total number of available spots are also identified on page 1 of the Attachment, which is based on a 20’ long parking space and the amount of perceived usable shoulder space for parking. There are approximately 31 usable spaces. Note, only between 4-7 vehicles have been observed parking along the project area.

Page 2 of the Attachment identifies available parking locations based on the proposed improvements. The available parking on El Monte Avenue between S. Clark Avenue and Higgins Avenue are primarily the same as the existing condition. Unfortunately, parking cannot be maintained on the west side between Higgins Avenue and Almond Avenue based on the proposed improvements. In the same section on the east side, two new parking locations have been identified for use. Based on the proposed improvements, there are a total of 23 spots available, which is 8 less than the existing condition.

Staff requests feedback from the commission regarding the 35% design of this project.

#### **NEXT STEPS**

Staff and TJKM Consultants will continue to develop the plans and specifications as per the feedback received. If the project scope changes based on the collective feedback, then staff will update the Council regarding the change in scope. The city anticipates the construction of this project to occur during the summer of 2017.

Attachment:

El Monte Walkway Gap Closure 35% Design