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**CIRCULATION**

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**ELEMENT**

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# RESEARCH NOTE

## RESEARCH NOTE

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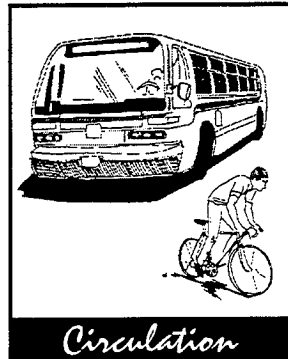
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## OVERVIEW OF THE ELEMENT

### Purpose

The Circulation Element identifies the issues, goals, and policies associated with all modes of transit in South El Monte. The Element focuses on providing safe, efficient, and adequate circulation system throughout the City, and reducing regional traffic congestion. The systems and programs defined in this Element reflect and are consistent with land use policy in that the systems will accommodate future demands associated with future populations and land use patterns. Also, the programs recognize the regional nature of transportation issues.



In general, the Element addresses:

- Coordinating the transportation and circulation system with planned land uses.
- Promoting the efficient transport of goods and the safe and effective movement of all segments of the population.
- Making efficient use of existing transportation facilities.

### Important Terms and Concepts

The definitions below highlight some of the key technical terms used in this Element to discuss traffic and transportation issues.

**Level of Service:** Traffic engineers often describe the efficiency of traffic operations in terms of Level of Service, or LOS. LOS is a measure of the average operating condition at an intersection during a specified time period.

At a signalized intersection, the LOS is defined in terms of delay that a vehicle (and the driver) experiences when stopped. Six general categories of LOS are used to describe the quality of traffic operations. The LOS is given a letter designation from A to F, with LOS A representing excellent conditions and LOS F representing extreme congestion, as described in Table C-1.

**Transportation Demand Management:** Transportation Demand Management (TDM) strategies attempt to modify people's travel behavior, especially in the area of home-to-work trips. Many TDM strategies are focused towards increasing interest in alternative modes of transportation for work commutes, as well as developing other alternatives designed to manage, manipulate, and maximize the use of existing transportation facilities. Examples of such strategies are peak-hour pricing for roadways (tolls) and subsidies that encourage public transit or vanpool ridership.

**Table C-1  
Level of Service (LOS)**

<b>Level of Service</b>	<b>Description</b>
LOS A	Very short delay due to random arrival during red traffic indication.
LOS B	Short delay of 5.1 to 15.0 seconds per vehicle at signalized intersections.
LOS C	Stable flow, delays of 15.1 to 25.0 seconds per vehicle at signalized intersections, some vehicles may fail to go through the intersection before the green interval expires. The number of vehicles stopping is significant, although many vehicles still pass through the intersection.
LOS D	Approaching unstable flow, average vehicle delay is 25.0 to 60.0 seconds at signalized intersections, traffic progression is unfavorable, many vehicles stop, and the proportion of vehicles not stopping declines, resulting in long cycle lengths.
LOS E	Unstable flow, average vehicle delay is 40.1 to 60.0 seconds at signalized intersections, traffic progression is generally poor, resulting in long cycle lengths and high.
LOS F	Forced flow, jammed intersections, long delays, two-cycle waits, average vehicle delay at signalized intersections exceeds the acceptable 60 seconds per vehicle, cycle failure occurs with arrivals exceeding the capacity of the intersection.

**Street/Highway Classifications:** Roadways can be defined in terms of their size and function. In South El Monte, the public street system consists of the following four roadway classifications:

- **Major Arterial** - This classification usually calls for a 84- to 100-foot curb-to-curb width within a 100- to 120-foot right-of-way. This street section typically provides for a four-lane divided roadway or potentially six reduced width lanes if parking is prohibited. The estimated daily capacity for four divided lanes at LOS E operations would be 31,250 vehicles per day, according to guidelines established by the Los Angeles County Metropolitan Transportation Authority.
- **Secondary Arterial** - A secondary roadway should provide a 64- to 68-foot curb-to-curb width within an 80- to 88-foot right of way. These geometrics can provide a four-lane divided street similar to an arterial or a four-lane undivided roadway with a LOS E capacity of 27,500 vehicles per day.
- **Residential/Industrial Collector** - A residential collector roadway is bordered by residential lots and collects and distributes vehicular traffic from 200 to 800 dwelling units.

Industrial collector streets provide access to adjacent industrial uses and collect traffic from adjoining industrial streets. This classification provides a 40-foot curb-to-curb width within a 60-foot

right-of-way. A two-lane undivided roadway is the usual design with on-street parking with a LOS E capacity of 16,250 vehicles per day. Both residential and industrial collectors have the same right-of-way and street widths; the only difference is in the land uses served.

- **Local Street** - Local streets are two-lane undivided roadways designed to serve local circulation, with traffic characterized by low volumes of vehicles traveling at slower speeds. Generally, a local street is not intended to handle through traffic. This classification provides a 36-foot curb-to-curb width within a 50-foot right-of-way.

Figure C-1 illustrates these four roadway classifications.

**Bicycle Path Classifications:** Bicycle travel can be accommodated either on or separated from the local road network. To identify various types of bicycle paths, the California Department of Transportation (Caltrans) has established three classifications. These classifications are described below and illustrated in Figure C-2:

- *Class I:* Bicycle paths with exclusive rights-of-way intended to serve cyclists with the safest means of travel.
- *Class II:* Bicycle lanes along the curb lane of a street or highway. The path provides for one-way travel and is generally delineated with special striping and signage.

- *Class III:* Bike routes for shared use with pedestrian or motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route, although no special striping is provided for cyclists.

## Related Plans And Programs

Transportation is a regional issue, and transportation planning and management necessarily require cooperation and coordination among many State, County, and regional agencies. Relevant agencies include Caltrans, the Los Angeles County Metropolitan Transportation Authority, and the South Coast Air Quality Management District (which is concerned with air quality issues associated with vehicle traffic). The following are related plans and programs produced by these agencies apply to transportation issues in South El Monte.

### Regional Comprehensive Plan and Guide

The *Regional Comprehensive Plan and Guide* prepared by the Southern California Association of Governments is long-term vision document intended to move regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The Plan contains a transportation/mobility component.

The Plan was developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The Plan sets broad goals for the region and provides strategies to reduce problems related to

congestion and mobility. Goals of the Plan include:

- Improving the levels of service for the movement of people and goods.
- Ensuring transportation investment provides the greatest possible mobility benefit.
- Serving the transportation needs of everyone.
- Developing regional transportation solutions that complement subregional transportation systems and serve the needs of cities and communities.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the Air Quality Management Plan.

### Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA is responsible for preparing the Congestion Management Plan (CMP) mandated by State law. The Los Angeles County CMP identifies the transportation network, establishes services levels for network routes, and identifies strategies to reduce congestion. Individual cities within Los Angeles County are responsible for implementing the CMP.

To implement the CMP, South El Monte must: 1) conform to the established level of service; 2) adopt and implement a trip



reduction and travel demand ordinance; 3) implement a program to analyze land use decisions on the regional transportation system; 4) prepare annual deficiency plans for portions of the CMP system failing to meet the established service level of standards; and 5) if desired, adopt its own sub-County traffic model. The CMP includes the following roads and freeways in South El Monte:

- State Route 60 (Pomona Freeway), and
- Rosemead Boulevard (State Route 19).

### South Coast Air Quality Management District Air Quality Plan

The Air Quality Management Plan (AQMP) is prepared for a region designated as a non-attainment area (a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting state or federal standards for a given pollutant) for the purpose of bringing the area into compliance with the requirements for the national and/or state standards. The AQMP, which is prepared by the South Coast Air Quality Management District and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin.

### Summary of Issues

South El Monte is a fully urbanized community with a well-defined street system. Limited opportunities exist to expand road rights-of-way or to provide new streets or street connections. Therefore, the focus of the Circulation Element is on: 1) ensuring that the street system can accommodate current and

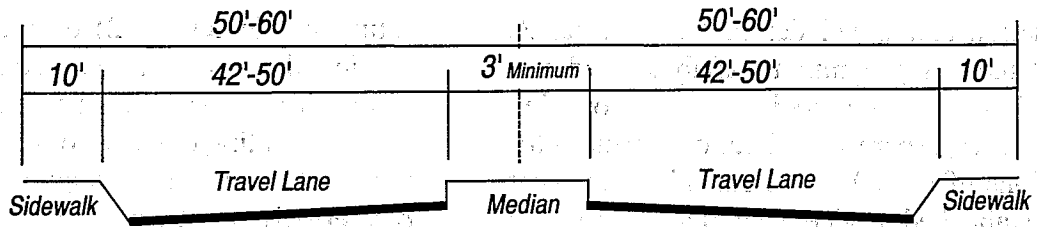
future traffic levels; 2) ensuring a smooth traffic flow to reduce congestion and associated air quality impacts; 3) accommodating demand for the use of public transportation; 4) encouraging increased use of alternative modes of transportation; and (5) providing for traffic safety.

### Local Street System

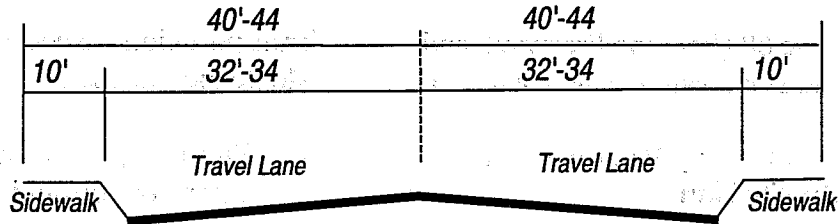
Transportation issues relevant to South El Monte include the following:

- Providing through street connections where opportunities exist to do so for Klingerman Avenue and Fern Street.
- Providing additional lanes as needed along key streets by restricting on-street parking, providing center medians to limit turning movements, and only as absolutely needed, acquiring additional right-of-way for improvements.
- Adjusting traffic signal timing as needs arise to provide for smoother traffic flow.
- Keeping streets in good condition.

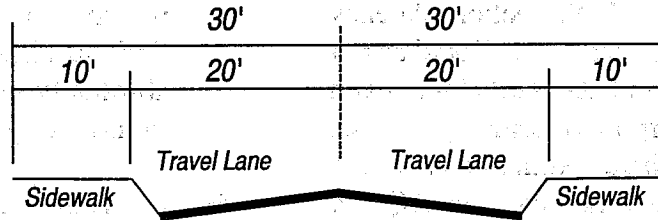
Over the long term, regional growth throughout the area and the recycling of properties in South El Monte to potentially higher intensities of use will result in increased traffic along City streets. The Circulation Plan illustrated in Figure C-3 provides street widths capable of accommodating future projected traffic volumes in the year 2020. Street sections in particular that may require restriping or widening over time include:



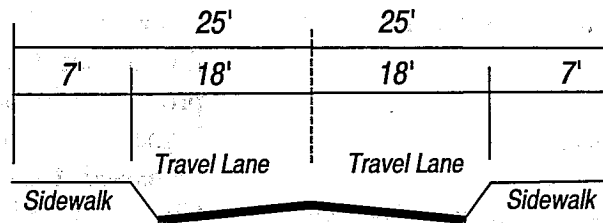
**Arterial Highway: 100'-120' right-of-way**



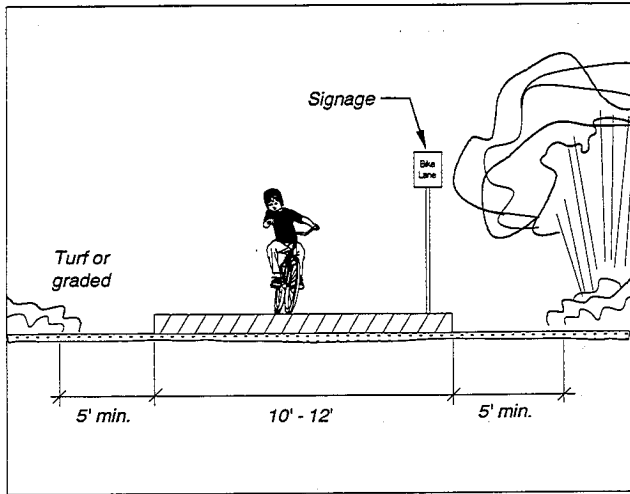
**Secondary Highway: 80'-88' right-of-way**



**Residential and Industrial Collector: 60' right-of-way**



**Local Street: 50' right-of-way**

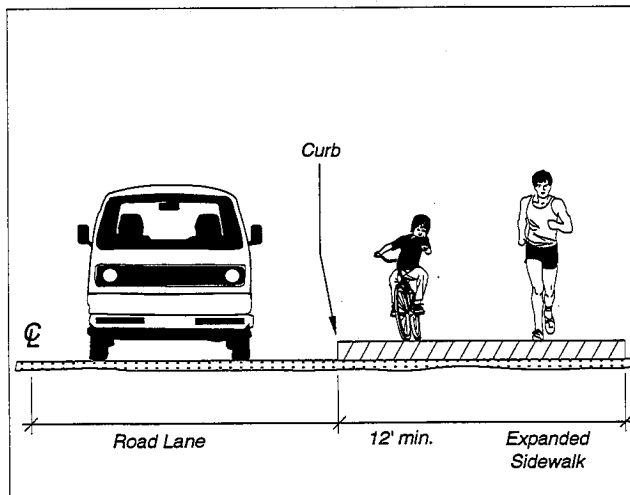
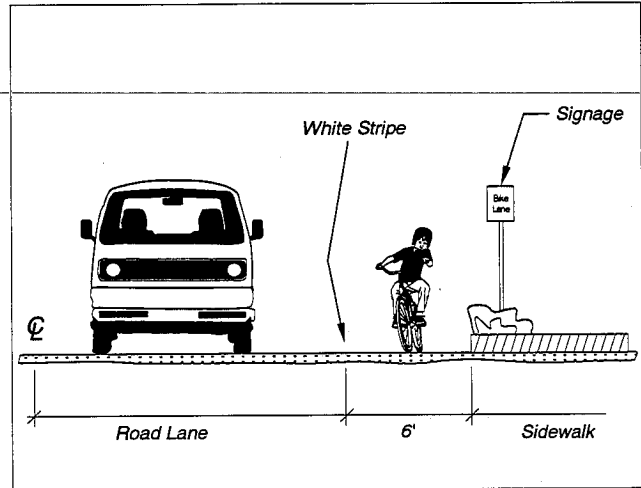


**Class I**

Bicycle paths with exclusive rights-of-way, intended to serve cyclists with the safest means of travel.

**Class II**

Paths located along curb lane of major arterials and secondary roadways. The path is generally delineated with special striping and signage.



**Class III**

Travelways accommodated on expanded sidewalks along collector and local roads.

- **Garvey Avenue**, with restricted on-street parking and a center median.
- **Peck Road/Durfee Road**, with restricted on-street parking and narrower medians.
- **Fawcett Avenue** between Santa Anita Avenue and the Pomona Freeway (State Route 60) westbound ramps.
- **Santa Anita Avenue** between Fawcett Avenue and Central Avenue.
- **Durfee Road**, with restricted on-street parking and a center median.

These “hard-engineering” improvements, which could require acquisition of additional right-of-way, represent measures of last resort for improving traffic flow and assuring the City can meet its LOS goals. By synchronizing traffic signals and using emerging technologies to create “smart” travel corridors, the City will be able to better use existing road configurations to accommodate gradual increases in traffic volumes.

### Regional Transportation

South El Monte’s roadway system provides ready access to the connections to the regional transportation system. Direct access to the Pomona Freeway is provided at the Santa Anita Avenue, Rosemead Boulevard, and Peck Road interchanges. Rosemead Boulevard also provides a direct link north to I-10 in El Monte. Access to and from South El Monte’s commercial and industrial areas is important to support business activities. Access to regional transportation routes is also

important for those residents who commute to work.

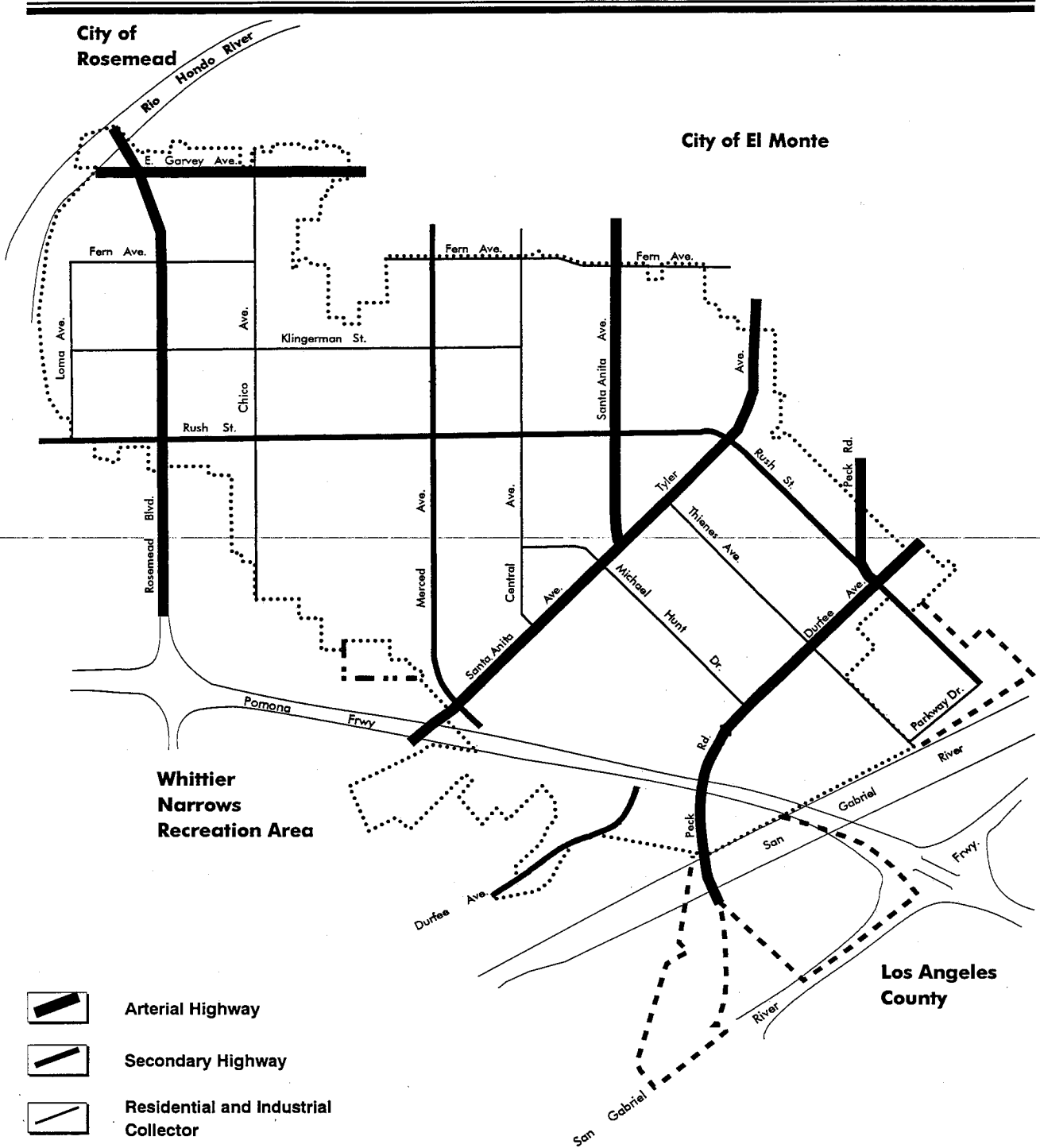
Regional transportation issues important to South El Monte include supporting regional efforts to maintain functional, efficient freeways.







### Public Transportation

South El Monte uses state transportation funds to support a paratransit system that provides free “dial-a-ride” service for disabled residents, seniors, students, local school functions, and community activities. Service is available to destinations within a 15-mile radius of the City.

Foothill Transit and the MTA provide regional bus service to and through South El Monte. Several routes pass through the community and provide connections to surrounding communities. Most local bus routes provide a connection to other major bus lines and to major destinations, including the El Monte Station/San Bernardino Freeway Busway, a regional transportation hub, located at and the I-10 freeway.

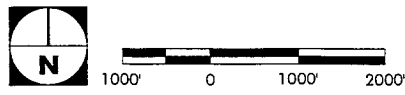
The El Monte Station/San Bernardino Freeway Busway is located at 3501 Santa Anita Avenue, at Ramona Avenue, to the north of the City. The station provides a variety of public transit options and connections to most major destinations in the Los Angeles area. From the busway, riders can board Metrolink trains, other local transit lines, carpools, and vanpools.



-  Arterial Highway
-  Secondary Highway
-  Residential and Industrial Collector
-  City Boundary
-  Sphere of Influence
-  Area of Interest

*South El Monte*  
General Plan

**Figure C-3**  
**Master Plan of Roadways**



Public transportation issues of particular concern are:

- Public transportation routes and systems need to be available at locations and times which are convenient for riders.
- As the regional system changes, South El Monte will need to evaluate and update the local public transit system.

#### **Alternative Modes of Transportation**

Alternative modes of transportation available to the community include carpooling, vanpooling, public transportation, and a combination of public and private transportation systems (multi-modal commuting).

Caltrans provides Park-and-Ride lots near freeways and other major transportation routes where demand for public services is highest. Most Park-and-Ride lots are free and operate on a first-come, first-served basis. These lots provide individuals the opportunity to transfer to carpools, company vanpools, and public transportation. A major facility is one located at the El Monte Station/San Bernardino Freeway Busway. As described above, this facility connects commuters with many MTA and Foothill Transit bus lines, Metrolink, and major carpool/van pool routes.

South El Monte has access to the countywide bikeway network, which includes off-road bike paths, on-street signed bike lanes, and striped bike lanes. These are not just recreation routes; they also provide a viable

option for work commutes. Class III bike routes passing through the City include:

- Garvey Avenue.
- Rush Street, from Mt. View Road to the Upper Rio Hondo Trail.
- Santa Anita Avenue, from Merced to Tyler Avenue.
- Tyler Avenue, from Santa Anita to Klingerman Street.
- Durfee Avenue, from Peck and Whittier Narrows Regional Park/San Gabriel River Trail to Barringer.

Access to the Upper Rio Hondo and San Gabriel River Trails is particularly important because these two trails provide a means of connection to most other major bike paths and trails in the area. Whittier Narrows Regional Recreation Area lies along the southern edge of the City. This regional park has an extensive network of recreation bike and pedestrian trails. Major destinations for cyclists and other trail users on this path are the Santa Fe Regional Dam Recreation Area and Azusa Canyon to the north and Long Beach to the south. These routes are popular because they are reserved for pedestrian and bicycle traffic only and have limited interaction with vehicular traffic.

### Parking

Many of the industrial businesses in South El Monte occupy buildings constructed with no particular user in mind. The older developments often contain inadequate off-street parking facilities to meet employee needs, forcing employees, clients, and delivery vehicles to park on the street. On narrow streets, truck movements become difficult as drivers maneuver around cars parked along the street, and through-traffic flow can be interrupted.

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### Traffic Safety

Creating a safe City includes creating conditions whereby motorists and pedestrians feel they can move from home to work to school and to other locations in South El Monte without fear of adverse or dangerous traffic conditions. In general, the street system in the community provides such an environment. However, a few areas require attention to address the following issues:

- Nonresidential traffic using local streets and traveling at unsafe speeds to avoid congestion on Peck Road and Durfee Avenue during peak travel periods.
- Lack of sidewalks along roadways leading to schools, parks, and other public facilities. The absence of sidewalks on Peck Road creates hazardous conditions due to the high speed of vehicles and the fact that the street experiences heavy use by pedestrians going to South El Monte High School.

## LOCAL STREET SYSTEM

Roadways within the City must provide safe and convenient access to the mix of uses in the community. Planning for safe and convenient roadways includes consideration of current and future traffic levels. Continual monitoring of intersections and roadways during peak period traffic is important for providing quality local transportation.

### **Goal 1.0**

Ensure that the City's street and highway system provides adequate capacity to ensure acceptable traffic flow.

### **Policy 1.1**

Provide for the local circulation system illustrated in Figure C-3.

### **Policy 1.2**

Continue to automate traffic signals and to develop an integrated traffic signal control system.

### **Policy 1.3**

Consider road restriping, on-street parking restrictions, and right-of-way acquisition/roadway widening as measures of last resort for achieving desired traffic flow improvements. Use emerging traffic control technologies as the first option.

### **Policy 1.4**

Maintain service levels at intersections along arterial highways at Level of Service "D" or better during morning and evening peak travel periods.

### **Policy 1.5**

Adopt five-year Capital Improvement Programs that identify street and related improvements required to ensure smooth traffic flow.

### **Policy 1.6**

Work with Caltrans and surrounding jurisdictions to reach mutually agreeable solutions to improving traffic flow on Peck Road south of the Pomona Freeway and for enhancing freeway access.



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## REGIONAL TRANSPORTATION

The regional transportation network includes freeways, highways, and major thoroughfares that provide South El Monte residents and the business community with access to areas throughout the region. An important consideration is the connection between South El Monte and other regional business locations. Movement between these areas is vital for South El Monte's business community. For residents, access to regional shopping and entertainment facilities is important.

While South El Monte does not control the freeway and street-based highway systems that provide links between and among regional destinations, the City has a critical interest in supporting regional efforts to ensure smooth traffic flow along the Pomona Freeway (State Route 60) and Rosemead Boulevard. In addition to serving the transportation needs of local residents and businesses, these routes bring out-of-town travelers to the community to do business.

### **Goal 2.0**

Maintain easy, convenient access to and from South El Monte via the Pomona Freeway and Rosemead Boulevard.

### **Policy 2.1**

Work with Caltrans to improve the State Route 60/Santa Anita Avenue interchange.

### **Policy 2.2**

Support Caltrans efforts to facilitate smooth traffic flow along Rosemead Boulevard.

### **Policy 2.3**

Support efforts of the Los Angeles County Metropolitan Transportation Authority to increase use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on State Route 60.

## PUBLIC TRANSPORTATION

Public transportation offers an option for travel without the use of a private automobile. Use of public transit reduces congestion and has the long-term benefit of improving air quality. An effective public transportation system must include convenient pick-up and drop-off locations, safe and well-lighted stops, a range of schedules that fits the needs of the community, and routes that take people where they need to go.

### **Goal 3.0**

Encourage increased use of public transportation.

### **Policy 3.1**

Work with the Los Angeles County Metropolitan Transportation Authority and Foothill Transit Agency to establish bus stops at appropriate locations on Garvey Avenue and other locations throughout the City to adequately serve employment centers.

### **Policy 3.2**

Provide lighted, sheltered bus stops to encourage transit use.

## ALTERNATIVE MODES OF TRANSPORTATION

Alternative modes of transportation reduce demands on the existing roadway system. Options for transportation that eliminate the need for a private vehicle include any combination of walking; bicycling; vanpools; carpools; City paratransit; MTA and Foothill Transit Agency bus systems; and Metrolink.

### **Goal 4.0**

Accommodate alternative modes of transit in land use and circulation system planning.

### **Policy 4.1**

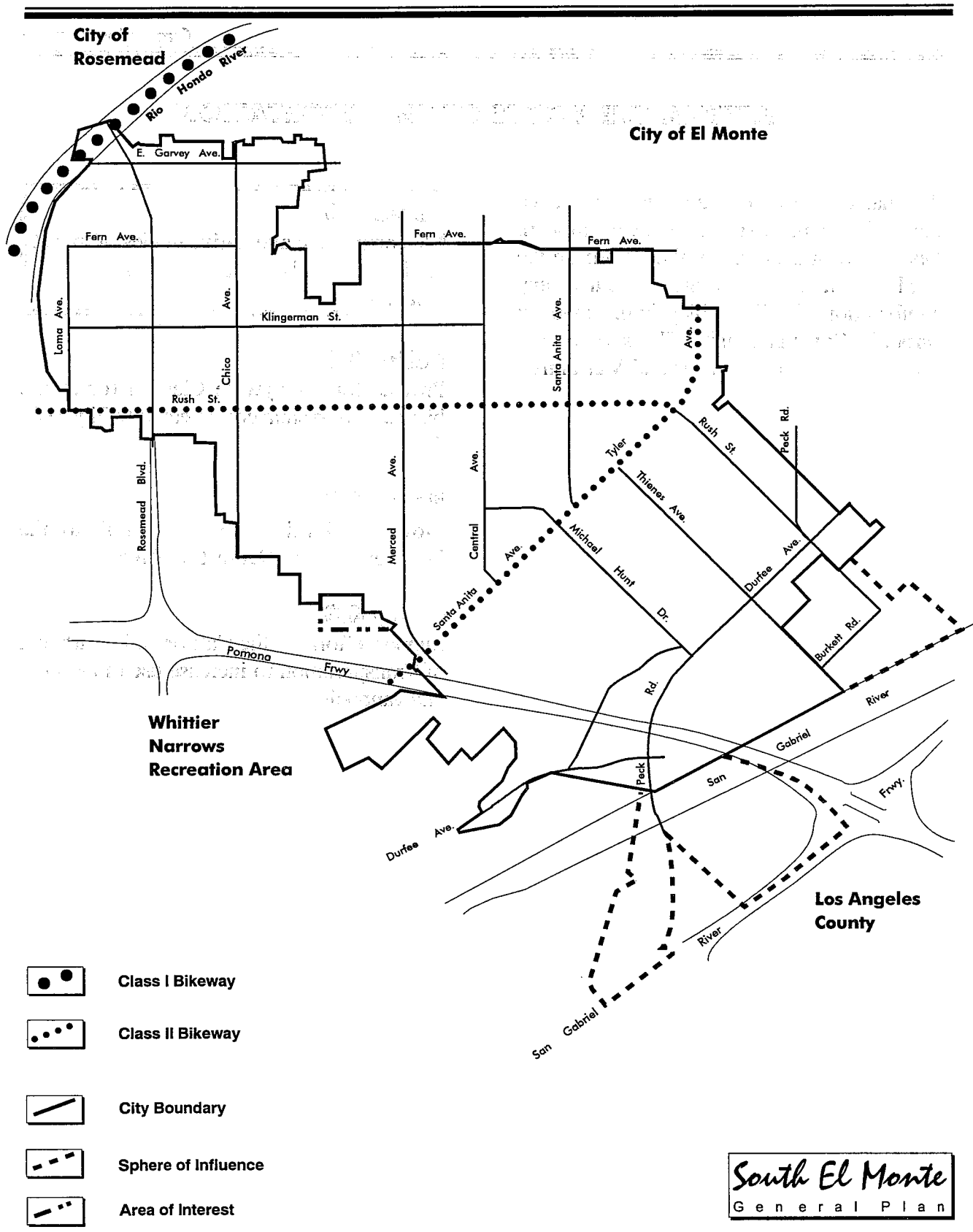
Provide for a Citywide Class II (on-street) bicycle path system consistent with Figure C-4.

### **Policy 4.2**

Provide a local bicycle path link to the Whittier Narrows Recreation Area.

### **Policy 4.3**

Support efforts of the California Department of Transportation to increase use of carpools and vanpools.



**Figure C-4  
Bikeway Master Plan**

## PARKING

Convenient, well-designed, and well-lighted parking facilities are an important component to the City's roadway system. By removing on-street parking along narrow streets, the City can facilitate smooth traffic flow. This is particularly important in the City's industrial districts where, due to the narrow configuration of the industrial lots, truck traffic requires street space to maneuver into loading bays.

### **Goal 5.0**

Provide adequate parking for existing and future vehicle demand.

### **Policy 5.1**

Ensure that parking regulations for industrial businesses are adequate to meet parking demands.

### **Policy 5.2**

Consider revising the zoning regulations to require new developments to incorporate a limited number of parking spaces capable of accommodating electric vehicle recharge stations.

## TRAFFIC SAFETY

Transportation networks must be well planned to provide personal safety for motorists and pedestrians at intersections and roadways throughout the City. In addition, well-planned transportation routes and systems will help to reduce vehicular activity in residential areas and reduce congestion throughout the City. Long-term benefits of reduced traffic and congestion include improved air quality.

**Goal 6.0**

Protect residential neighborhoods from through traffic associated with non-residential uses.

**Policy 6.1**

Investigate on an as-needed basis the appropriateness of installing speed humps and other traffic calming features to discourage through traffic.

**Policy 6.2**

Encourage law enforcement personnel to use motorcycles and bicycles to patrol areas with through-traffic problems.

**Policy 6.3**

Institute a program and time schedule to provide sidewalks in residential neighborhoods where sidewalks are needed.

**Policy 6.4**

Install sidewalks along the west side of Peck Road and Durfee Avenue where needed to accommodate school children.