

**DATE:** June 25, 2025

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Kathryn Robertson, Associate Civil Engineer  
Robert Gonzales, Principal Civil Engineer

**VIA:** Edward Arango, Assistant Public Works Director/City Engineer

**SUBJECT:** **El Monte Corridor Improvements, Project 21-38**

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**RECOMMENDATION**

Recommend that the Council Transportation Committee approve the preliminary design for the El Monte Corridor Improvements, Project 21-38.

**BACKGROUND**

El Monte Avenue is a four-lane street with two travel lanes and a bicycle lane in each direction, a posted speed limit of 35 miles per hour, and an Average Daily Traffic (ADT) volume of approximately 14,000 vehicles per day (VPD) based on data collected in 2023.

In October 2015, a pedestrian fatality occurred at the intersection of El Monte Avenue and Marich Way which prompted community requests for the City to consider improvements along El Monte Avenue. In 2019, the City installed improvements at the intersection to improve the crossing for pedestrians, but there was a continued interest from the community for an overall corridor study for safety of all modes of travel along the El Monte Avenue corridor and the adjacent West El Camino Real connection.

As part of the Fiscal Year 2018-19 Capital Improvement Program, Council approved the El Monte Corridor Study project to evaluate improvements to increase safety along this corridor. In September 2019, the City entered into an agreement with Mott MacDonald to develop a study that identified viable added improvements for pedestrians and bicyclists.

The El Monte Avenue Corridor Study (Study) was conducted between 2019 and 2022 and evaluated various improvements throughout the following nine intersections within the corridor: two intersections along El Camino Real at Escuela Avenue and El Monte Avenue, and seven intersections along El Monte Avenue from El Camino Real to the City limits at Springer Road and Jay Street (see Figure 1).



**Figure 1: Project Area**

Staff conducted several public meetings and outreach efforts for the project, including three community meetings (January 15, 2020, August 18, 2020, and July 21, 2022) and a public online survey released in December 2022. Staff presented the project to the Bicycle/Pedestrian

Advisory Committee (BPAC) at their [December 2, 2020](#) and [April 26, 2023](#) meetings and to the Council Transportation Committee (CTC) at their [May 15, 2023](#) meeting.

In 2023, the project received \$2.4 million in federal grant funding through the One Bay Area Grant (OBAG) Cycle 3 program grant for the El Camino Real/El Monte Avenue/Escuela Avenue Intersection Improvements.

On [June 27, 2023](#), Council approved Alternative 3 (see Figure 2), a road diet from four lanes to three lanes with buffered bike lanes, as the preferred alternative for the project, as recommended by the BPAC and CTC. The scope elements for Alternative 3 include:

El Camino Real, from Escuela Avenue to El Monte Avenue:

- High-visibility crosswalks at each intersection;
- Green bike lane striping at conflict areas;
- Removal of the slip lane from eastbound El Camino Real to southbound El Monte Avenue;
- Maintaining two left-turn lanes from westbound El Camino Real to southbound El Monte Avenue; and
- Protected intersection treatments and green street elements, where feasible.



**Figure 2: Study Alternative 3—El Camino Real, from Escuela Avenue to El Monte Avenue**

El Monte Avenue, from El Camino Real to the City limits at Springer Road and Jay Street:

- Road diet from four vehicle lanes to three lanes, consisting of one vehicle lane in each direction and a center median two-way left-turn lane (see Figure 3);
- Buffered bicycle lanes with green striping at conflict areas;
- High-visibility crosswalks and pedestrian refuge islands at the intersection of El Monte Avenue and Hollingsworth Drive;
- Lighting improvements;
- No access restrictions on side streets; and
- Green street elements, where feasible.



**Figure 3: Study Alternative 3—El Monte, from El Camino Real to Jay Street**

On [May 14, 2024](#) Council awarded a professional services agreement to BKF Engineers to provide data collection, design services, grant application support, and bidding and construction support services.

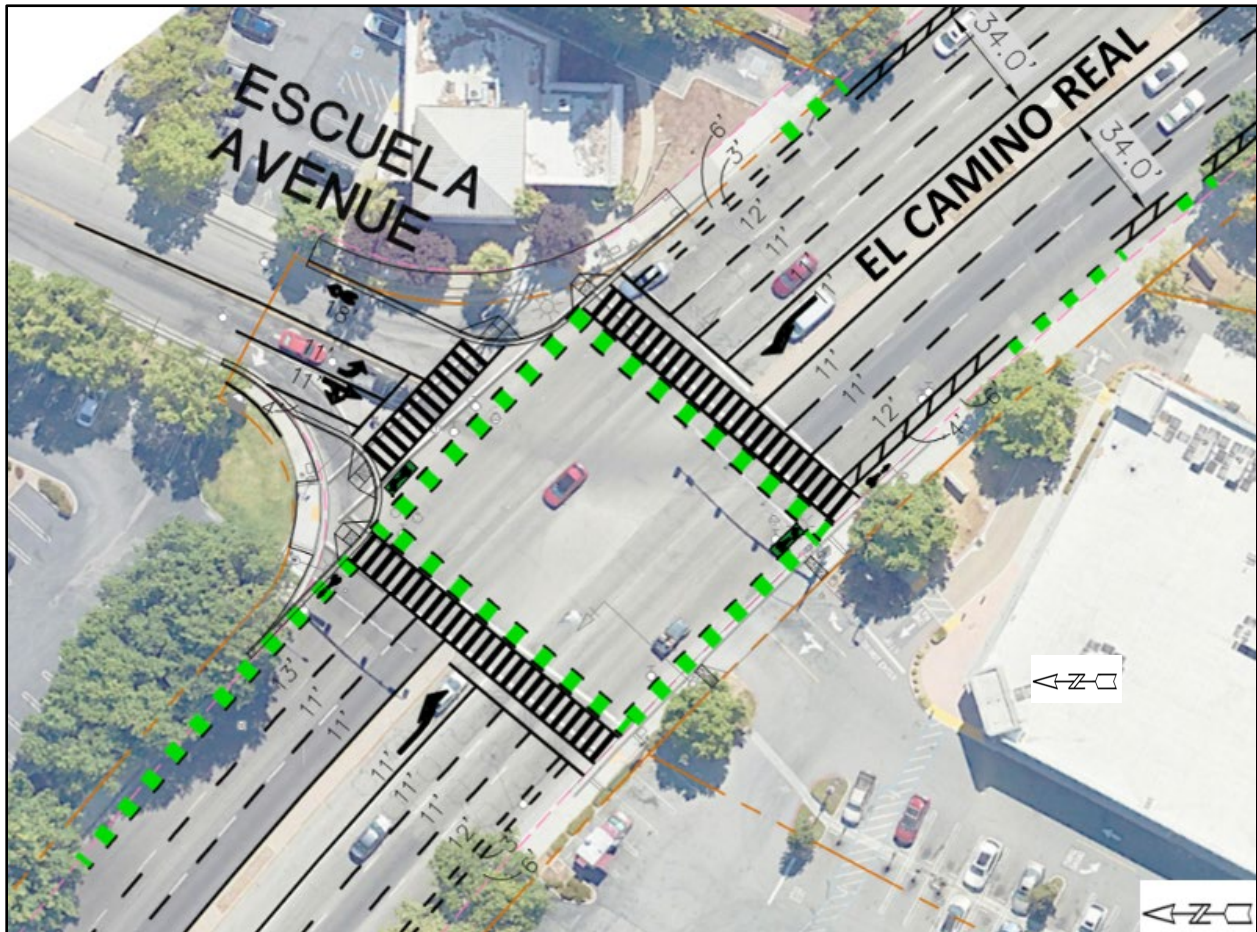
## **DISCUSSION**

BKF and staff have taken the findings from the El Monte Avenue Corridor Study, Project 19-61 (Feasibility Study) and OBAG 3 grant application scope and requirements and begun preliminary design.

### **Escuela Avenue and El Camino Real Intersection**

Consistent with the Council approved alternative, the preliminary design for the Escuela Avenue intersection with El Camino Real implements the Feasibility Study's recommendations of high-visibility crosswalks, green bike lane striping at conflict areas, and removal of the right turn only lane from southbound Escuela Avenue onto westbound El Camino Real with the installation of curb ramp extensions (bulb outs) on Escuela Avenue (see Figure 4). The intersection will also

receive traffic signal upgrades, which includes converting the existing configuration to an 8-phase traffic signal system. The new phasing creates protected left turn movements in all directions, allowing left turns to be made only on a green left arrow signal indication, with no pedestrian movement or vehicular traffic conflicting with the left turn.



**Figure 4: Escuela Avenue and El Camino Real Intersection**

Since El Camino Real is within the California Department of Transportation (Caltrans) right-of-way, the project requires Caltrans design review and permitting. Furthermore, the Caltrans Safety Investigation team is reviewing information related to another, more recent accident from April 2025 at the Escuela Avenue intersection to determine if any changes should be made to the Escuela Avenue and El Camino Real intersection.

#### **El Monte Avenue and El Camino Real Intersection**

The preliminary design for the intersection at El Monte Avenue also implements the Feasibility Study's recommendations of high-visibility crosswalks, green bike lane striping at conflict areas,

and removal of the right turn slip lane from El Camino Real onto El Monte Ave (see Figure 5). Additionally, staff is coordinating with Caltrans to incorporate protected intersection elements at the southwestern corner of the intersection.

This intersection will also receive traffic signal upgrades, which include a new signal cabinet and 8-phase traffic signal system, signal pole relocations, and new signal poles. The phasing will maintain the existing protected left turn movements, with no pedestrian movement or vehicular traffic conflicting with the left turns.

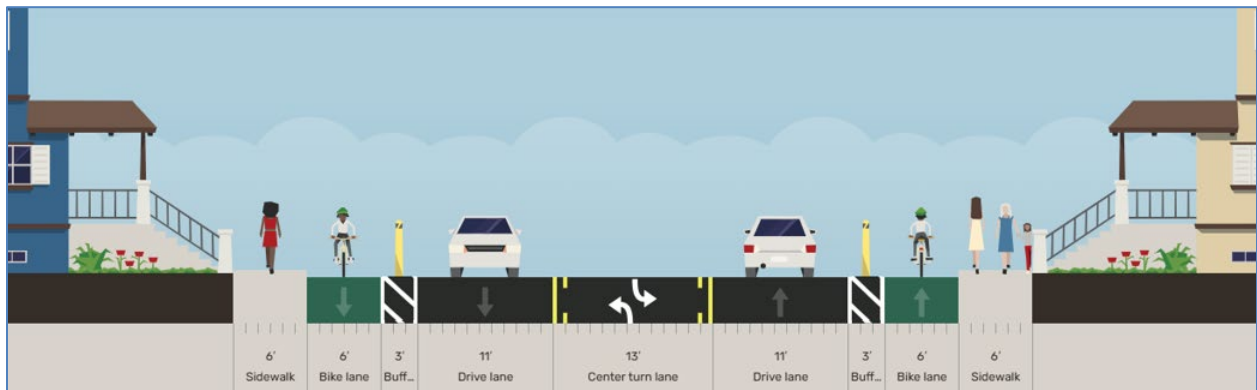
Staff is still evaluating the specific elements for the area created by removal of the slip lane from westbound El Camino Real to southbound El Monte Avenue. Elements will include green infrastructure elements as well as landscape improvements and replanting plan to offset tree removals, if needed. Tree impacts will be determined at the next step of the design, and should Heritage tree removals be required, staff will present the project to the Urban Forestry Board to seek approval of a tree mitigation plan.



**Figure 5: El Monte Avenue and El Camino Real Intersection**

### El Monte Avenue, El Camino Real to Jay Street

The preliminary design for El Monte Avenue from El Camino Real to the City limits at Jay Street is consistent with the Feasibility Study's recommended road diet with buffered bicycle lanes, and high-visibility crosswalks (see Figure 6). At the intersection of El Monte Avenue and Hollingsworth Drive, pedestrian refuge islands will be included (see Figure 7). Staff will be incorporating vertical delineators within the bicycle buffer area, and is evaluating types of delineators to include, which could be similar to the delineators recently installed on El Camino Real. Dimensions shown along the El Monte corridor will be further evaluated during design review.



**Figure 6: El Monte Avenue  
Typical Road-Diet Cross-Section**



**Figure 7: El Monte Avenue Intersection with Hollingsworth Avenue**

Attachment 1 includes the details of the preliminary design shown in the figures above.

### **NEXT STEPS**

Staff will be bringing the preliminary design later this year and will be sharing BPAC's feedback. Final design of the project is expected to be completed by summer 2026, when it will be submitted to Caltrans for both grant funding review as well as permitting due to the El Camino Real improvements being within their right-of-way. Construction is anticipated to start in spring 2027 to meet the federal grant deadline.

### **PUBLIC NOTICING**

In addition to the standard agenda posting, notices were mailed to residents and property owners within 750' of the project area.

KR-RG/4/PWK  
952-06-25-25M

Attachment: 1. Preliminary Design Layout

cc: APWD—Arango, PCE—Gonzales, CTE—Lopez, ACE—Robertson, File (21-38)