



Montebello

BICYCLE MASTER PLAN

APRIL 2024



MONTEBELLO



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Bicycle Master Plan

Prepared for:

City of Montebello
1600 West Beverly Boulevard
Montebello, CA 90640

Prepared by:

Kittelson & Associates, Inc.
750 The City Drive, Suite 410
Orange, CA 92868

Project Manager:

Michael Sahimi
Senior Planner

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Contents

Executive Summary / 01

Plan Vision and Goals / 04
Bicycling in Montebello Today / 06
Community Engagement / 10
Recommended Bicycle Network / 13
Recommended Programs and Policies / 16
Funding and Implementation / 19

Introduction / 22

Project Background / 24
Relationship to Other Plans and Policies / 25
Vision and Goals / 31

Bicycling in Montebello Today / 33

Mode Share and Demographics / 35
Bicycling Activity Levels and Patterns / 36
Key Destinations / 41
Existing Bicycle Network / 44
Existing Programs / 52
Barriers to Bicycling / 53

Community Engagement / 58

Overview / 60
Online Survey Feedback / 65

Recommended Bicycle Network / 69

Recommended Bicycle Improvements / 71
Priority Projects / 84

Recommended Programs and Policies / 90

Key Topic Areas / 95

Funding and Implementation / 115

Funding Sources / 117
Implementation Time frames / 124
Performance Measures / 128

List of Figures

- Figure 1: Existing Bicycle Network / 08
- Figure 2: Other Planned Bikeways / 09
- Figure 3: Recommended Bicycle Network / 12
- Figure 4: Priority Bicycle Network / 14
- Figure 5: June 2023 Bicycle Count Locations / 40
- Figure 6: Key Destinations / 43
- Figure 7: Existing Bicycle Network / 48
- Figure 8: Other Planned Bikeways / 51
- Figure 9: Bicyclist-Involved Crashes (2015-2019) / 56
- Figure 10: Online Survey Responses / 66
- Figure 11: Recommended Bicycle Network / 79
- Figure 12: Key Intersections for Improvements / 81
- Figure 13: Priority Bicycle Network / 88

List of Tables

- Table 1: Priority Project Information / 15
- Table 2: Local Bicycle Commuting and Vehicle Ownership Statistics / 35
- Table 3: June 2023 Bicycle Counts / 37
- Table 4: Prioritization Metrics / 85
- Table 5: Priority Project Information / 89
- Table 6: Recommended Programs and Policies / 92
- Table 7: Implementation Factors / 124
- Table 8: Montebello BMP Performance Measures / 128

Appendices

Appendix A: Glossary of Terms

Appendix B: Existing and Baseline Conditions Report

Appendix C: Community Engagement Plan and Materials

Appendix D: Community and Stakeholder Engagement Phase 1
Summary Memo

Appendix E: Project Vision, Goals, and Actions Memo

Appendix F: Bicycle-Oriented Wayfinding, Parking, and E-Bikes Memo

Appendix G: Recommended Bikeways, Programs, and Policies Memos

Appendix H: Individual Recommended Bikeway Maps

Appendix I: Project Prioritization Methodology and Results

Appendix J: Priority Project User, VMT Reduction, and GHG
Reduction Estimates

Appendix K: Example Cross-Sections and Concepts

01

EXECUTIVE
SUMMARY



MONTEBELLO BICYCLE MASTER PLAN



Source: Kittelson & Associates, Inc.

Executive Summary

The City of Montebello Bicycle Master Plan (BMP) establishes the City's vision and comprehensive approach to improving bicycling in Montebello. This document lays out the steps for the City to promote and enhance bicycling in Montebello for its residents, workers, and visitors of all ages and abilities.

This BMP serves to improve bicycling throughout Montebello by aiding in the development of a connected citywide bicycle network, improving nonmotorized access to important destinations, increasing connectivity across barriers and conflict points, providing bicycling connectivity to public transit, and enhancing safety and comfort for people of all ages and abilities who want to bicycle in the city. Whether riding home from school or to the Rio Hondo River Trail, bicycling has the potential to be a significant component of how people travel in Montebello.

As a comprehensive action plan, the Montebello BMP identifies projects, programs, and policies intended to encourage bicycling throughout the city. This BMP identifies facility needs that will enhance the safety and comfort of bicycling for every resident, employee, and visitor of Montebello. This executive summary provides an overview of key BMP content and recommendations and can serve as a standalone document.

This BMP is organized into the following chapters:

- **Introduction:** Provides the project background, relationship to other plans and policies, and describes the BMP vision, goals, and objectives.
- **Bicycling in Montebello Today:** Details existing conditions in Montebello, including mode share, demographics, bicycling activity levels, important destinations, existing facilities, existing programs, and barriers to bicycling in the city.
- **Community Engagement:** Summarizes the community engagement process and feedback received through workshops, stakeholder meetings, and an online survey.
- **Recommended Bicycle Network:** Discusses the recommended bikeways, key intersections, bicycle parking locations, bicycle wayfinding locations, and priority projects.
- **Recommended Programs and Policies:** Summarizes recommended programs and policies to improve conditions and encourage bicycling, with additional information and references for key topic areas.
- **Funding and Implementation:** Provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

Plan Vision and Goals

The City of Montebello BMP is guided by the following vision: The City of Montebello will increase bicycling by being a place where people of all ages and abilities can conveniently bicycle to local and regional destinations. The City will provide safe, accessible bicycle facilities and supporting amenities to create a more welcoming, encouraging environment for bicyclists, cultivating a culture of bicycling as part of the City's identity. The goals and objectives to achieve this vision follow.

ACCESSIBILITY

Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.

Providing comfortable and convenient bicycle facilities that offer direct pathways to important destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping.

- Provide bicycle facilities to and from important local and regional destinations and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency.
- Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and important destinations in Montebello and providing bicycle facilities to and from the trail.
- Improve bicycling connectivity to existing and planned transit stations.
- Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented.
- Supplement the provision of bikeways at important destinations with other bicycle-oriented amenities.

- Provide or encourage the provision of secure and convenient bicycle parking at important destinations.
- Design low-stress separated facilities and bicycle boulevards that acknowledge the needs of bicyclists of all ages and abilities.

SAFETY

Improve safety and the perception of safety for bicyclists.

Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include infrastructure, enforcement, and education.

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities.
- Improve bicyclists' perception of safety when using Montebello's circulation network with protected bicycle facilities where feasible.
- Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.

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- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

ENCOURAGEMENT

Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also

help foster a sense of local identity, increase the visibility of bicycling in the city, and ingrain bicycling as part of Montebello's culture. In addition to education campaigns, physical design modifications can help achieve this goal and put bicycling at the forefront of the city's identity.

- Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello.
- Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events.
- Utilize the City's resources (such as social media channels) to promote bicycling.



Source: LA Streetsblog/Joe Linton

Bicycling in Montebello Today

Establishing the baseline bicycling conditions in Montebello informed the recommendations developed for the BMP. Baseline conditions were documented based on new data collection, as well as site visits across the city.

EXISTING MODE SHARE

According to the US Census, approximately 0.2% of Montebello resident workers commute to work via bicycle. This is lower than the countywide average and lower than the nearby cities of Bell Gardens and Monterey Park; however, bicycle commuting in Montebello is higher than the nearby cities of Commerce, Downey, and Pico Rivera. In addition, 7% of households in Montebello do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations. In comparison, 8.6% of households countywide do not own a car.

EXISTING BICYCLE NETWORK

Bikeways are generally categorized into the following types:

- **Bike path:** Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).
- **Bike lane:** Also known as a Class 2 bicycle facility, a bike lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.
- **Bike route:** Also known as a Class 3 bicycle facility, a bike route is a signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bike boulevard, can include traffic calming treatments to slow down vehicles.
- **Separated bike lane:** Also known as a Class 4 bicycle facility, a cycle track, or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A separated bike lane can be one-way or two-way.

Existing bicycle facilities within Montebello are shown in **Figure 1**. There are a limited number of bikeways in and around the city currently, and the network is generally disconnected. For example, bicycle facilities may end at an intersection. This lack of connectivity can discourage people from bicycling. Additionally, there are no established bicycle connections to the Rio Hondo River Trail or to bicycle facilities in neighboring cities, which are also shown in **Figure 1**.

Other planned bikeways within and around the city of Montebello are shown in **Figure 2**. These bikeways have been proposed and are being implemented as part of planning efforts separate from this BMP. However, they are being included in the BMP’s assumed baseline conditions to be consistent with these efforts and to ensure that the BMP’s proposed bikeway network fits seamlessly into other planned improvements in the city.

EXISTING BARRIERS TO BICYCLING

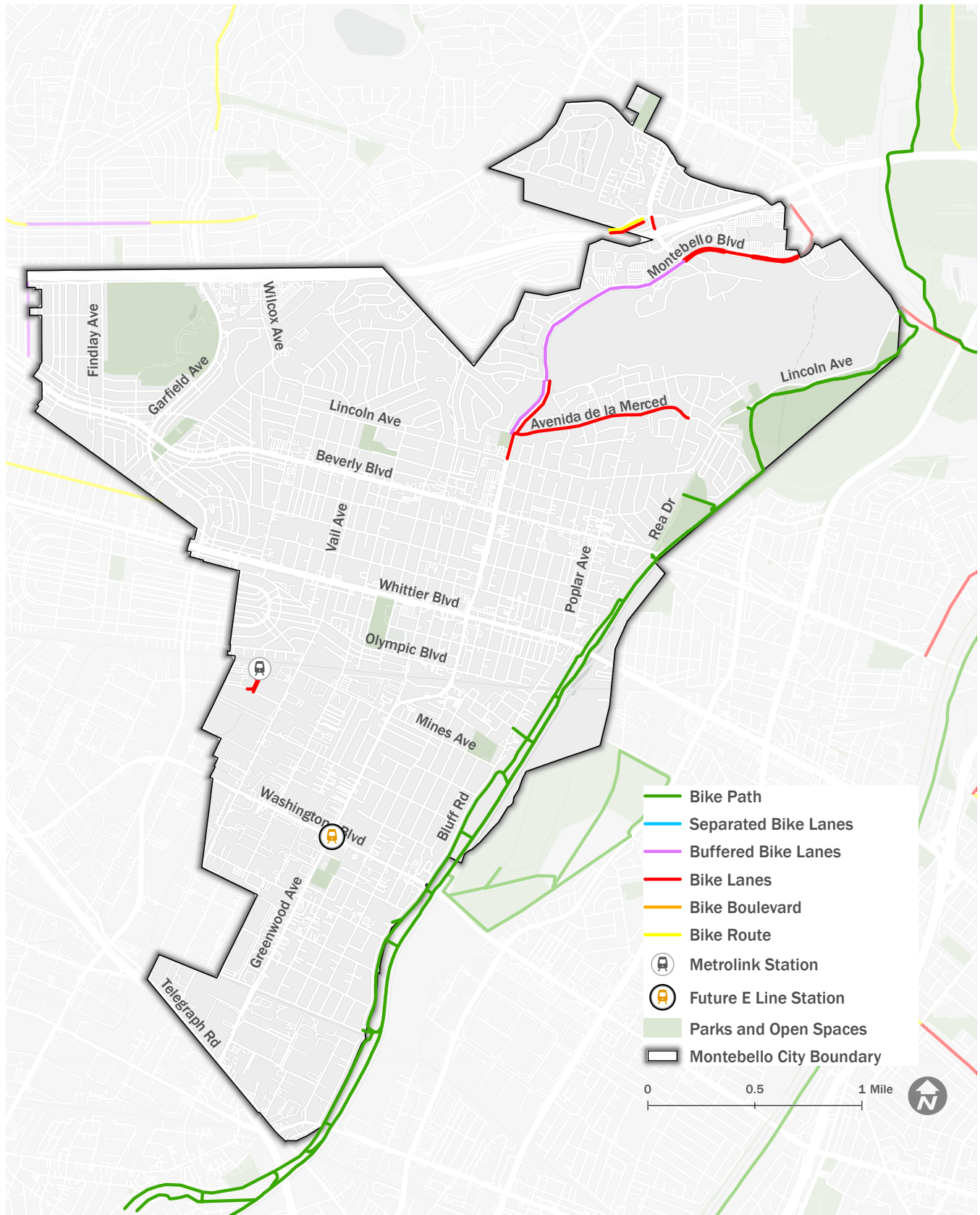
Based on the data collection effort, site visits, and community engagement, existing barriers to bicycling in Montebello or barriers to implementing bikeway projects consist of the following:

- A history of bicyclist-involved collisions along major roadways;
- Lack of bicycle facilities or supportive infrastructure for bicycling;
- Lack of connectivity between bicycle facilities;
- Uncomfortable, vehicle-oriented streets with high speeds and volumes;
- Lack of transit accessibility via bicycle;
- Railroad tracks and lack of convenient or comfortable crossing locations;
- Presence of vehicle parking (including street parking and retail parking lots);
- Hilly topography;
- Freeway ramps; and
- Lack of bicycling culture and visibility.



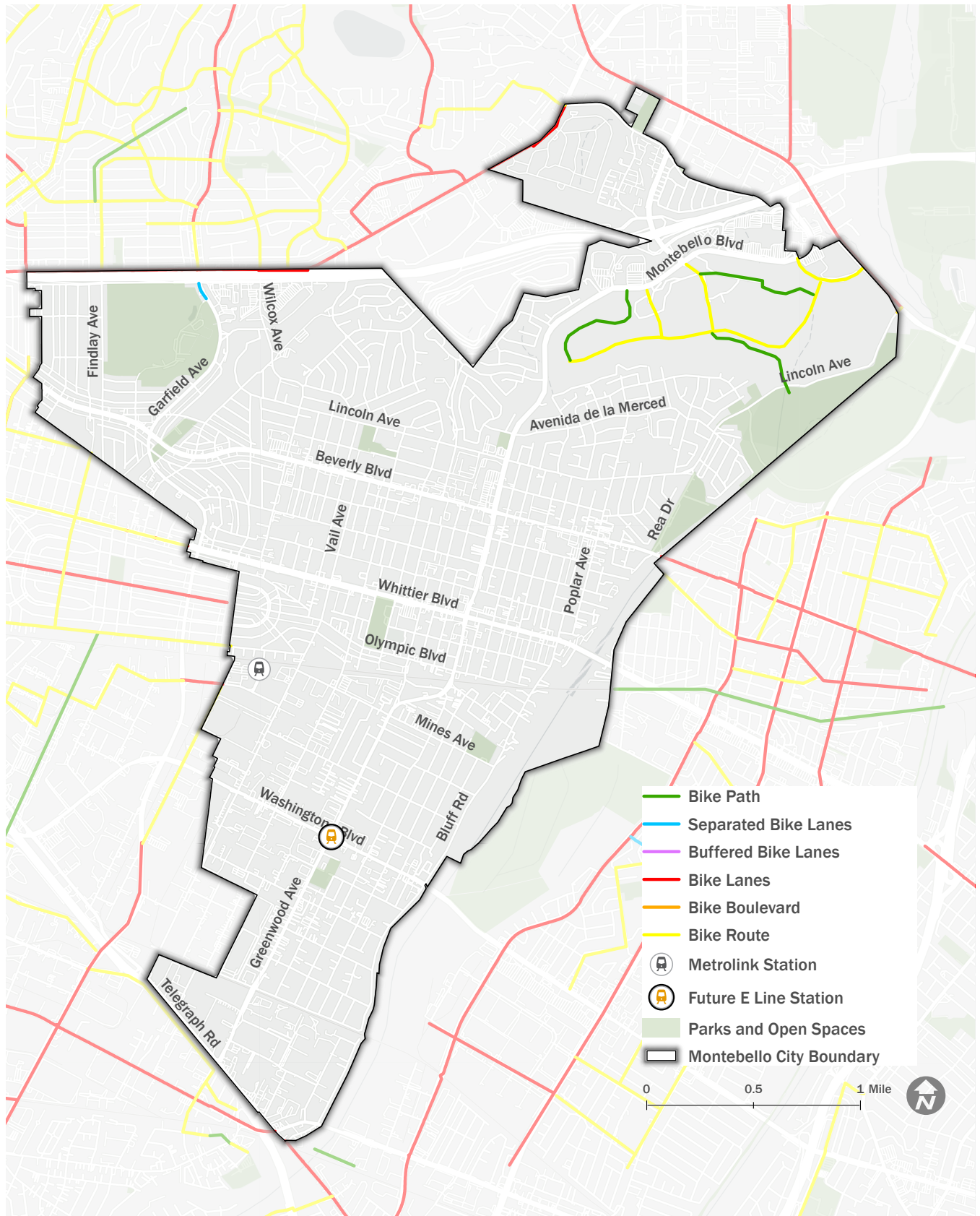
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FIGURE 1. EXISTING BICYCLE NETWORK



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FIGURE 2. OTHER PLANNED BIKEWAYS

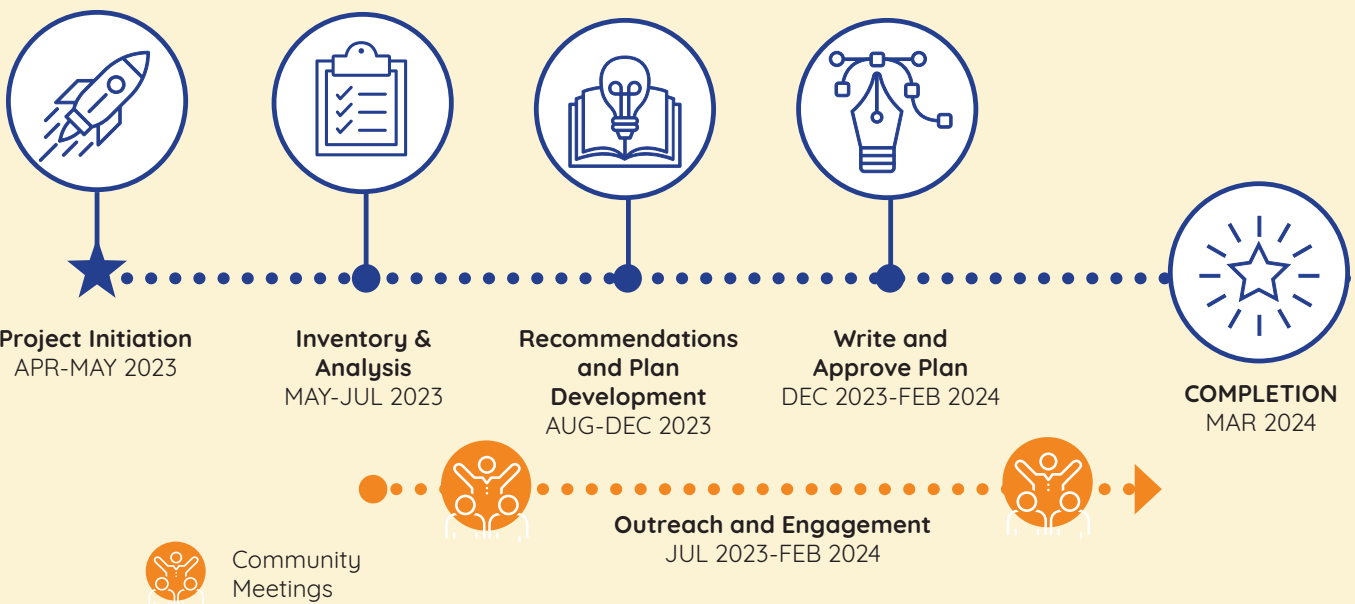


Community Engagement

Community outreach was a vital part of the BMP development process to ensure the plan identifies community needs and provides useful and implementable recommendations that the community supports. Comprehensive community input included a multifaceted outreach effort to learn more about transportation habits in Montebello, establish route preferences, and ascertain levels of comfort with different facility types and location-specific treatments.

Five different community outreach strategies were used to engage with the public and relevant stakeholders:

- Partner agency meeting:** A focused meeting with partner agencies was held to obtain their input on key issues to address as part of this BMP. Participants included the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (LA Metro), Montebello Bus Lines, Montebello Unified School District, Montebello Fire Department, and Montebello Traffic Commission.
- Pop-up booth:** The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The City’s Planning and Community Development booth included information about the City’s BMP. The purpose of the booth was to inform the public of an upcoming community workshop and the BMP’s ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.
- Community workshops:** Two community workshops were held at key project milestones. The purpose of the first workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programmatic improvements that should be included in the plan. The purpose of the second workshop was to present the preliminary infrastructure recommendations to the community, to ensure that the plan’s recommendations addressed the community’s needs both in terms of locations as well as facility types.



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- **Website and social media outreach:** Throughout the BMP development process, the City of Montebello hosted information about the project on a dedicated project webpage on the City's website. In addition to the project website, the City's social media accounts were used to share bilingual project flyers announcing workshops and the project survey. To supplement the online outreach, the City sent emails to interested individuals and local groups.
- **Online survey and map:** An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience biking in Montebello, important biking destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments.

There were several common comments through the workshops and survey:

- Improve access to local retail centers, Downtown Montebello, parks, schools, existing and future transit stations, and the Rio Hondo River Trail.
- Implement bicycle improvements on streets such as Beverly Boulevard, Whittier Boulevard, Montebello Boulevard/Greenwood Avenue, Lincoln Avenue, Garfield Avenue, Bluff Road, and Washington Boulevard.
- Barriers to bicycling in the city include drivers speeding, slip lanes at intersections, and steep inclines in northern Montebello.
- Implement traffic circles and other traffic calming improvements to reduce driver speeds and discourage cut-through vehicle traffic.

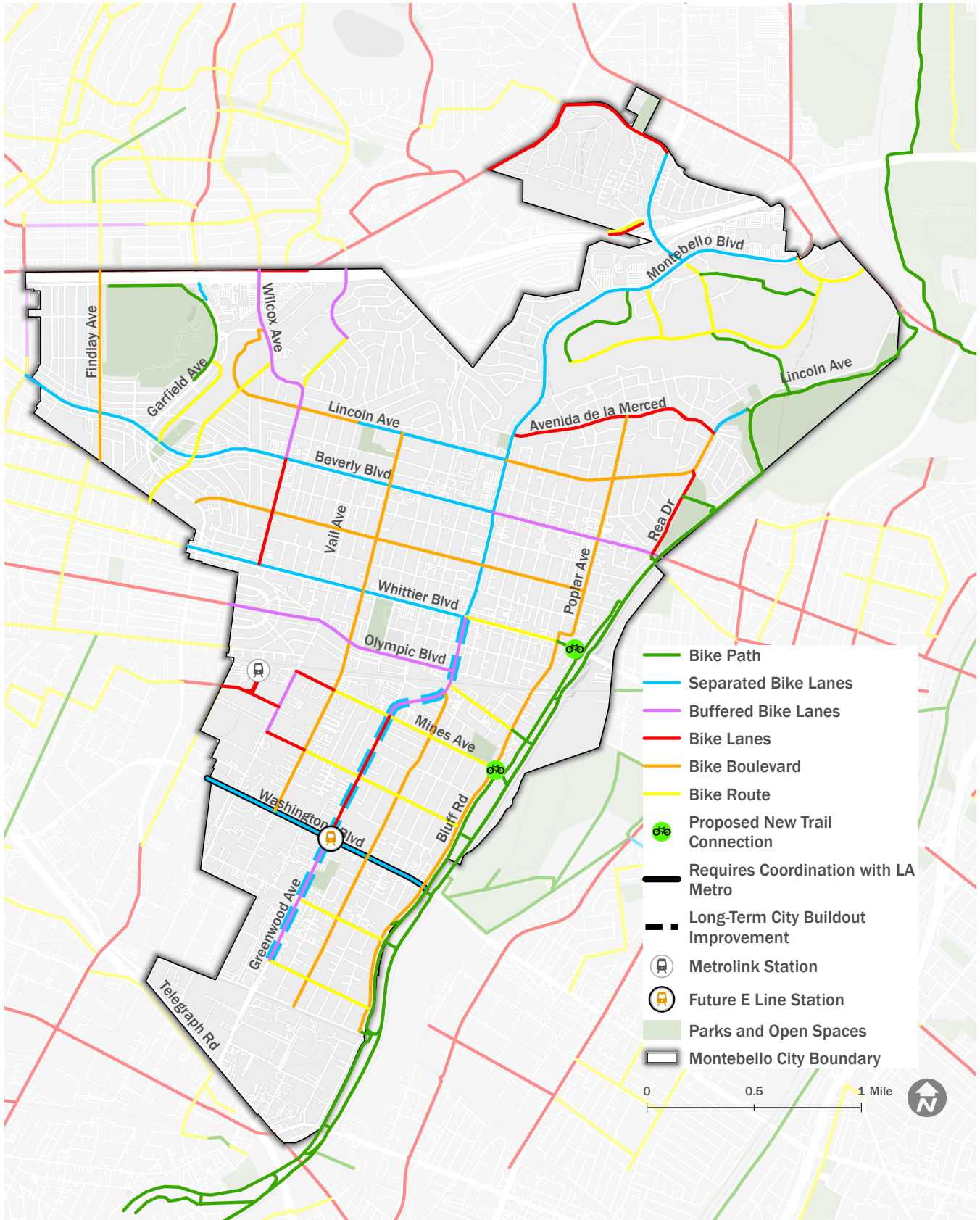
- Other needs include intersection and crossing improvements, bicycle-oriented wayfinding signage, bicycle parking, and programs such as bicycle repair classes, open street events, community rides, and safety education to encourage bicycling and increase its visibility.



Image Source: [Streetsblog/Joe Linton](#)

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FIGURE 3. RECOMMENDED BICYCLE NETWORK



Recommended Bicycle Network

Based on the findings of the existing conditions analysis, as well as feedback obtained through the community engagement process, the BMP provides a recommended network of bicycle facilities. The recommended bikeway network is shown in **Figure 3** and detailed in this section. This network includes a focus on providing bike routes and bike boulevards on low-volume, low-speed roadways, as well as separated and/or buffered bike lanes on major streets to create a connected network that serves people living across the city. The recommended bicycle network establishes a set of bicycle facilities to serve both experienced and less-experienced bicyclists.

The BMP also highlights key intersections for bicycling in the city, recognizing that designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Applicable intersection treatments in the city consist of five types:

- Facility transition
- Rail crossing
- Freeway ramp crossing
- Slip lane or channelized turn
- Minor-street stop-controlled intersection

The BMP also identifies land uses that are candidates for additional or upgraded bicycle parking and wayfinding signage. Land uses include schools, parks, community and recreation centers, retail centers and establishments, the Rio Hondo River Trail, transit stations, and civic uses such as the Montebello Regional Library.

PRIORITY PROJECTS

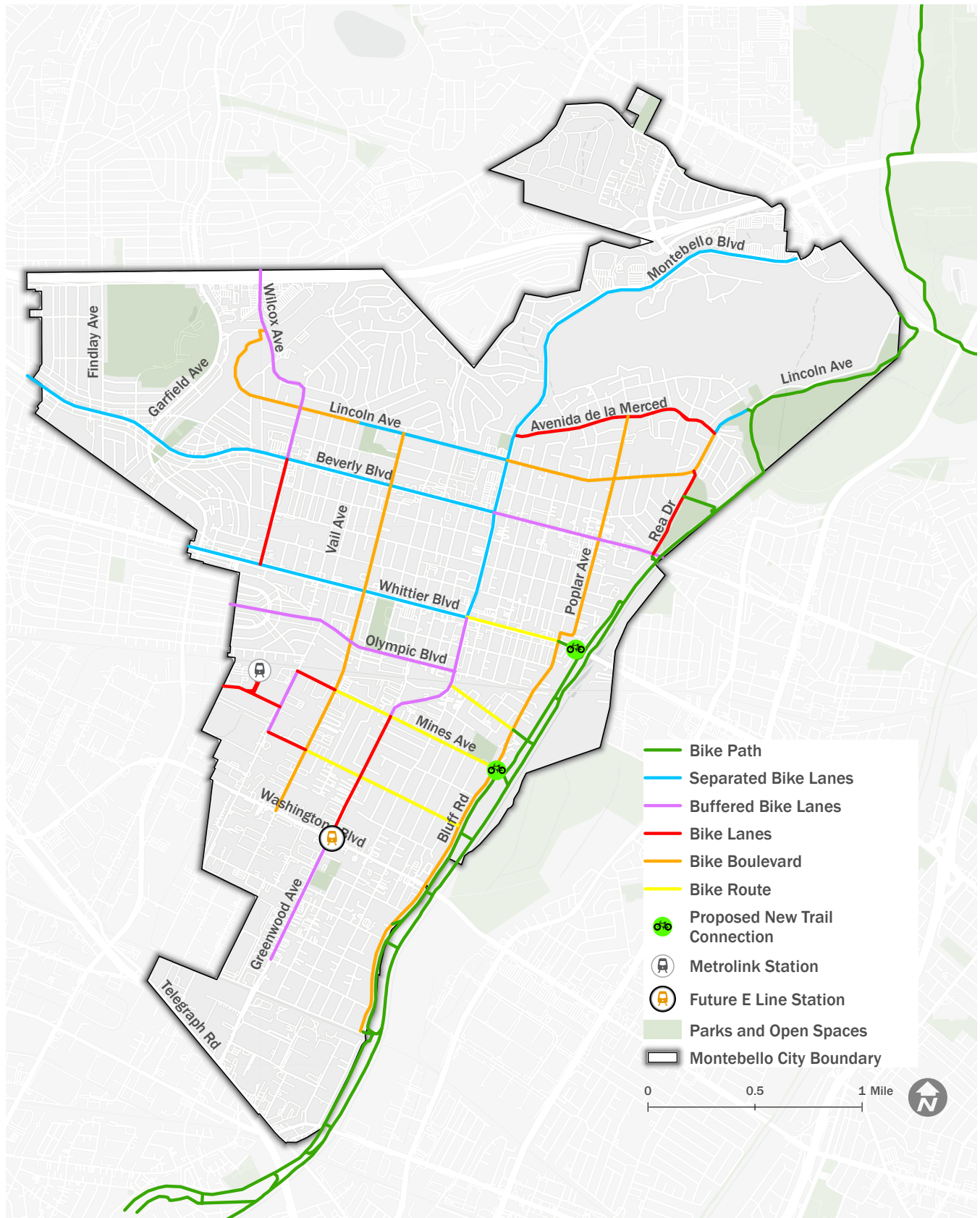
To identify the projects that would most help to improve safety, meet bicycling demand, expand access, and connect activity centers, the recommended projects were prioritized using a prioritization framework that aligned with the BMP’s goals and developed based on the technical analysis and community engagement. The evaluation was conducted using 13 criteria under the following categories:

- Connectivity
- Bicyclist comfort and safety
- Multimodal operations
- Other (access for disadvantaged communities, implementation and right-of-way acquisition, and cross-jurisdictional and -agency coordination)

Of the 21 distinct projects making up the recommended bikeway network, 11 were designated as priority projects based on this prioritization process. The priority projects are mapped in **Figure 4**. As part of the prioritization process, additional information was prepared for each of the 11 priority projects for use by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The priority projects, estimated average weekday daily users, annual vehicle miles traveled (VMT) reductions, total greenhouse gas (GHG) emissions reductions, and planning-level construction cost estimates are provided in **Table 1**.

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FIGURE 4. PRIORITY BICYCLE NETWORK



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TABLE 1. PRIORITY PROJECT INFORMATION

Project	Type(s) of improvements	Average weekday daily users	Average annual VMT reduced	Lifetime GHG emission reduction	Construction cost estimate
Poplar Avenue/Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO _{2e}	\$633,000
Mines Avenue/Beach Street/Vail Avenue/Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO _{2e}	\$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO _{2e}	\$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO _{2e}	\$2,228,000
Olympic Boulevard/Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO _{2e}	\$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO _{2e}	\$3,939,000
Whittier Boulevard bike lanes, route, and path	Separated bike lanes, bike route, and bike path connection	1,310 users	675,000 miles	269 MTCO _{2e}	\$2,482,000
Avenida De La Merced bike lanes gap closure	Bike lanes	360 users	184,000 miles	74 MTCO _{2e}	\$30,000
Montebello Boulevard/Greenwood Avenue bike lanes	Separated bike lanes, buffered bike lanes, and bike lanes	860 users	442,000 miles	176 MTCO _{2e}	\$4,325,000
Rea Drive Bike lanes	Bike lanes	80 users	39,000 miles	16 MTCO _{2e}	\$73,000
Wilcox Avenue bike lanes	Buffered bike lanes and bike lanes	620 users	317,000 miles	126 MTCO _{2e}	\$649,000

Recommended Programs and Policies

In addition to recommended infrastructure improvements, the BMP includes programs, policies, and strategies that the City can employ to improve bicycling conditions. These are outlined the following pages. The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and operations
- Planning and evaluation
- Funding
- Implementation
- Education and enforcement

INFRASTRUCTURE & OPERATIONS

Bicycle facility and roadway design

- Follow national and statewide best design practices (such as those documented by National Association of City Transportation Officials [NACTO]) when designing and implementing dedicated and shared bicycle facilities on City streets.
- Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bike routes at unsignalized arterial crossings.
- Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.
- Continue to monitor research and guidance pertaining to electric bikes (e-bikes) and incorporate their needs when designing bicycle facilities in the city.

- Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.

Bicycle-supportive amenities

- Update the City Transportation Demand Management (TDM) and parking ordinances for new development projects and increase bicycle parking requirements to reflect changes in short and long-term bicycle parking needs for various land uses.
- Continue to provide sufficient and well-designed bicycle parking at City properties using the most up-to-date design practices..
- Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City rights-of-way.
- Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporating their needs into the City's bicycle parking and municipal requirements.
- Develop and implement a citywide bicycle wayfinding program to guide bicyclists to important destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.
- Implement bicycle hubs at important destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.

PLANNING & EVALUATION

Roadway network planning

- Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.
- Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics, per the City's Transportation Study Guidelines.
- Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.

Data collection & monitoring

- Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at city properties.
- Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.
- Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.

Community participation and input

- Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and bicycling conditions; use City events and social media as additional opportunities to further gather community input.

FUNDING

Grant funding

- Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, Southern California Association of Governments (SCAG), Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
- Pursue grant funding from SCAG, LA Metro, and other organizations (such as the Metro Open Streets Grant Program) for carrying out open street events and demonstration projects.
- Maintain competitiveness for LA Metro grant assistance and funding and build off of the City's Complete Streets-oriented General Plan by formally adopting a Complete Streets Policy or Ordinance.

Sustainable funding sources

- Include BMP projects as part of the City's Capital Improvement Program (CIP).

IMPLEMENTATION

Quick-build and interim facilities

- Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.
- Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic, including as part of this BMP's recommended bike boulevards.
- Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.

Inter-agency coordination

- Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.
- Collaborate with Caltrans on implementing bicycle facilities along SR-60 ramps and over- and underpasses.
- Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.
- Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.
- Explore partnerships with San Gabriel Valley Council Governments (SGVCOG), LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.

EDUCATION & ENFORCEMENT

Safety and awareness

- Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
- Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses, and to develop a Safe Routes to School Plan.
- Partner with community-based organizations to host activities such as open street events and community bicycle rides.
- Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.

Equitable enforcement

- Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.
- Deprioritize enforcement of bicycling and walking infractions, and update the City's Municipal Code to allow bicycling on the sidewalk.
- Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

Funding and Implementation

To support the implementation of the proposed bicycle network and programs, the BMP provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

FUNDING SOURCES

Most funding for the improvements recommended in the BMP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. Relevant funding sources are listed below.

FEDERAL SOURCES

- Congestion Management & Air Quality (CMAQ)
- Land and Water Conservation Fund (LWCF)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
- Infrastructure Jobs and Investment Act (IIJA)

STATE SOURCES

- Senate Bill 1
- Highway Safety Improvement Program (HSIP)
- Regional Early Action Planning (REAP 2.0) Grants
- Active Transportation Program (ATP) Grants
- Sustainable Transportation Planning Grant Program

- State-Local Partnership Program (LPP)
- Affordable Housing and Sustainable Communities (AHSC) Program
- Office of Traffic Safety (OTS) Grants
- State Highway Operation and Protection Program (SHOPP)
- State Transportation Improvement Program (STIP)
- Recreational Trails Program (RTP)
- Transformative Climate Communities (TCC) Program
- Environmental Enhancement and Mitigation (EEM) Grant Program
- Urban Greening Grant Program
- Environmental Justice (EJ) Small Grants Program

REGIONAL & COUNTY SOURCES

- Transportation Development Act (TDA) Article 3
- SCAG Sustainable Communities Program
- Los Angeles Metro Open Streets Grant Funding
- Los Angeles Metro Local Return Program

NEAR-TERM (5-YEAR) IMPLEMENTATION

The near-term implementation plan consists of the following projects, which is a subset of the priority projects that in addition to achieving City objectives, are also implementable within the next five years, contingent upon funding availability. These are projects that do not require modifications to vehicle throughput and/or parking, thus less likely to require additional studies and outreach; these projects also would not require significant coordination with other agencies:

- Poplar Avenue/Bluff Road bike boulevard
- Maple Avenue bike boulevard

- Avenida De La Merced bike lanes gap closure
- Montebello Boulevard/Greenwood Avenue bike lanes (conversion of existing bike lanes and buffered bike lanes north of Avenida De La Merced to separated bike lanes)
- Rea Drive bike lanes
- Wilcox Avenue bike lanes (bike lanes south of Beverly Boulevard)

In addition, as the Metro L Line extension is expected to be operational by 2035, the City should work with LA Metro to incorporate bicycle facilities into the designs for Washington Boulevard.

PERFORMANCE MEASURES

The BMP includes performance measures which the City can track to evaluate progress toward plan implementation over time while being tied back to BMP goals. Recommended performance measures organized under the BMP goals are shown below

Accessibility

Performance Measure	Measurements
Bicycle network completion	<ul style="list-style-type: none"> • Miles of off-street bike paths installed. • Miles of bike lanes installed. • Miles of buffered bike lanes installed. • Miles of bike routes installed. • Miles of bike boulevards installed. • Miles of separated bike lanes installed.
Bicycle-supportive amenities	<ul style="list-style-type: none"> • Number of bicycle racks installed in the city (including both public and private property). • Number of bicycle-oriented wayfinding signs installed.
Transportation-disadvantaged population served	<ul style="list-style-type: none"> • Percent of disadvantaged population (based on census tracts) within 1/2 mile of an on- or off-street bicycle facility.
Amount of people that can bicycle to transit	<ul style="list-style-type: none"> • Percent of population within a 2-mile bicycling distance to a transit stop.
Implementation	<ul style="list-style-type: none"> • Dollars of grant funding received for bicycling planning, design, construction, and/or programs.

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Safety

Performance Measure	Measurements
Number of fatal or serious injury crashes involving a bicyclist	<ul style="list-style-type: none"> Number of fatal or serious injuries of people bicycling over five-year period.
Number of bicycling-related citations	<ul style="list-style-type: none"> Number of common traffic violations that affect people bicycling. These include failure to yield to pedestrians or bicyclists, speeding, turning, driving under the influence, driving distracted, running a red light or sign, and passing a bicyclist too slowly.
Traffic calming	<ul style="list-style-type: none"> Number of traffic calming treatments installed (either as part of a bicycle project or standalone traffic calming treatment).

Encouragement

Performance Measure	Measurements
Number of bicyclists	<ul style="list-style-type: none"> Bicycle commute mode share (American Community Survey five-year estimates). Bicycle volumes at key locations in the city
User perceptions	<ul style="list-style-type: none"> On-site or citywide user surveys that assess user comfort and perception on bicycle network.
Number of outreach events held	<ul style="list-style-type: none"> Number of outreach and encouragement events held.
Social media engagement	<ul style="list-style-type: none"> Number of bicycle- and safety-related social media posts published.

02

INTRODUCTION





Source: ODOT

Introduction

The City of Montebello BMP establishes the City's vision and comprehensive approach to improving bicycling in Montebello. This document lays out the steps for the City to promote and enhance bicycling in Montebello for its residents, workers, and visitors of all ages and abilities.

This BMP serves to improve bicycling throughout Montebello by aiding in the developing of a connected citywide bicycle network, improving nonmotorized access to important destinations, increasing connectivity across barriers and conflict points, providing bicycling connectivity to transit, and enhancing safety and comfort for people of all ages and abilities who want and need to bicycle in the city. Whether riding home from school or to the Rio Hondo River Trail, bicycling has the potential to be a significant component of how people travel in Montebello.

As a comprehensive action plan, the Montebello BMP identifies projects, programs, and policies intended to encourage bicycling throughout the city. This BMP identifies facility needs that will enhance the safety and comfort of bicycling for every resident, employee, and visitor of Montebello.

Project Background

The City of Montebello developed this BMP to identify bicyclist needs across the city, develop a set of goals and actions to address those needs, and create a bikeway network that provides safe and comfortable facilities to encourage bicycling in the city. At this time, the bikeway network within Montebello is limited to approximately five (two-way) miles of bike lanes and buffered bike lanes along segments

of Montebello Boulevard, Avenida de la Merced, Paramount Boulevard, and Market Place Drive. The regional Rio Hondo River Trail runs along the City's eastern limits, with several access points connecting to local streets. Despite the limited number of current bicycle facilities, the city's relatively flat topography south of Beverly Boulevard, its network of interconnected arterial and local streets, and its various local attractions provide opportunities to create a rich bikeway network throughout the city.

The City of Montebello has an estimated population of 62,640 covering approximately 8.37 square miles. It is located within the boundaries of both the Gateway Cities Council of Governments (GCCOG) and the San Gabriel Valley Council of Governments (SGVCOG). Montebello is bordered by the cities of Commerce, Monterey Park, Pico Rivera, and Rosemead, as well as portions of unincorporated Los Angeles County. Interstate 5 (I-5) serves as the city's southern border, and California State Route 60 (SR-60) forms part of the city's northern border. The City's roadway network generally consists of a network of arterial roadways, connected by a grid of local residential streets.

Information regarding the City's existing transportation conditions and patterns is provided in **Section 3: Bicycling in Montebello Today**.

Relationship to Other Plans And Policies

This BMP considers and strives to work in conjunction with recent and ongoing local and regional mobility efforts. Relevant bicycle-related policies and plans include those published by the City of Montebello, SGVCOG, GCCOG, and LA Metro, as well as state and federal regulations and plans as summarized below.

LOCAL AND REGIONAL

Montebello Bike Lane Feasibility Study (2013)

The City of Montebello Bike Lane Feasibility Study evaluated the feasibility of installing various bicycle facilities on major roadways in the city. The study evaluated various roadways to identify candidate routes and the types of facilities most appropriate for each roadway. Sixteen roadways were selected for evaluation, of which 10 were identified as being feasible for bicycle improvements. The study recommended that the City consider programming these improvements for implementation so as to create a more complete bicycle network of existing and future facilities. The opportunities identified in the Bike Lane Feasibility Study were key starting points in developing the BMP's proposed bicycle network.

LA Metro Active Transportation Strategic Plan (2016)

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bicycle. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County. This BMP provides bikeway improvements



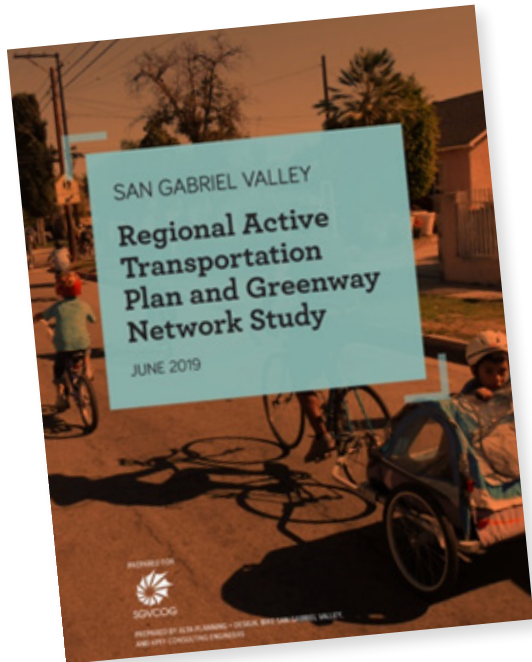
which support the ATSP's countywide active transportation network and support first/last mile access to transit stations.

GCCOG Strategic Transportation Plan Active Transportation Element (2016)

The GCCOG Strategic Transportation Plan (STP) is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP is the first strategic multimodal assessment of all planned and proposed improvements within the Gateway Cities. The STP's active transportation element is meant to manage the regional active transportation network, provide more transportation options, and improve quality of life by making bicycling and walking safer and easier.

MONTEBELLO BICYCLE MASTER PLAN

The STP active transportation element envisions the development of a comprehensive regional bikeway system and provides recommendations for 55 significant bicycle projects. The significant bikeway projects that pass through Montebello are along the following corridors: Beverly Boulevard, Garfield Avenue, Flotilla Street, Lincoln Avenue, Mines Avenue, Montebello Boulevard, Montebello Way, Slauson Avenue, Telegraph Road, and Whittier Boulevard. This BMP includes bikeway improvements that further the recommendations from the GCCOG.



SGVCOG Regional Active Transportation Plan and Greenway Network Study (2019)

The SGVCOG Regional Active Transportation Plan (ATP) and Greenway Network Study offers recommendations for cities in the region aimed at constructing an inclusive and comfortable network of bikeway facilities. The plan focuses on creating “8 to 80” facilities that cater to the safety and comfort of bicyclists of all ages. The study notes that while bike lanes placed

alongside vehicle lanes have proven effective in enhancing safety, they often fail to attract the “interested but concerned” riders (people willing to bicycle if high-quality bicycle infrastructure is in place). These facilities, particularly on high-speed roads, tend to be predominantly used by adult males. As a result, the plan suggests implementing bike lanes as interim measures or on streets with lower vehicle speeds and volumes.

The study notes that Montebello presents numerous opportunities to establish an active transportation network and offer more options to road users with minimal disruptions to existing travel or parking lanes. The study includes recommended bicycle improvements for Montebello that fall into three categories: early action projects, long-term tier 1 projects, and long-term tier 2 projects. The opportunities identified in the SGVCOG study served as a key input in shaping the recommendations ultimately detailed in this BMP.

Montebello Parks Master Plan (2021)

The Montebello Parks Master Plan provides an assessment of Montebello’s parks and playgrounds system, considering future growth in the community. The plan is intended



to provide a realistic view of the City's parks and facilities as they exist now and as they could evolve in the future. The findings of the Parks Master Plan helped shape the BMP's assessment of the need for bicycle facilities to connect to open spaces and parks throughout the city.

Montebello Safe Travel Plan (2022)

The City of Montebello Safe Travel Plan explores ways to address safety needs for drivers, bicyclists, and pedestrians on Montebello's roadways. The plan includes a review of data to evaluate crash history, crash types and locations, and provides recommendations for improvements. The plan also includes emphasis areas for the City to explore, such as a focus on reducing vehicle conflicts with pedestrians and bicyclists. The Safe Travel Plan recommendations include bicycle-centric measures, such as installing bicycle boxes, road diets and buffered bike lanes, and conducting public awareness campaigns to increase driver awareness of pedestrian and bicycle safety laws. The plan also includes a goal of reducing annual bicyclist-involved collisions from 24 per year to fewer than 12 per year in 2030 (50% reduction).

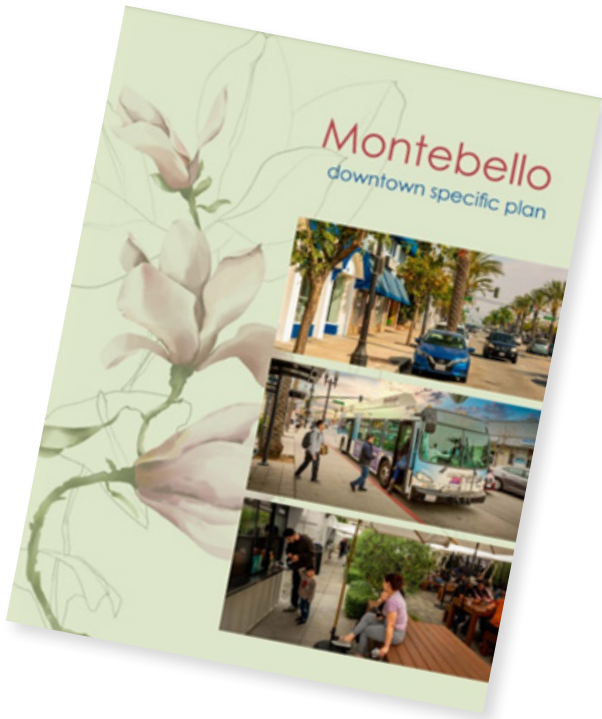
Montebello General Plan (2024)

The Montebello General Plan is the primary planning document for Montebello and serves to guide development in the city. The plan's "Our Accessible Community" section provides the policy framework for the regulation and development of transportation systems, balancing the demands of the various transportation modes operating in the city. The General Plan's goals and policies related to bicycling generally strive to facilitate the implementation of bicycle facilities across the city and encourage bicycling as an alternative to driving. Specifically, the development of this BMP supports the following General Plan policy and actions:

- **Policy 4.1:** Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.
- **Action 4.1a:** Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.
- **Action 4.1b:** Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets.
- **Action 4.1c:** Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.
- **Action 4.1d:** Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.
- **Action 4.1e:** Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.
- **Action 4.1f:** Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.
- **Action 4.1g:** Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.

MONTEBELLO BICYCLE MASTER PLAN

- **Action 4.1h:** Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.



Downtown Montebello Specific Plan (2024)

The Downtown Montebello Specific Plan presents a vision for the future of Downtown Montebello that is based on community values, knowledge, and ideas. The plan has a vision of downtown streets that enhance pedestrian and bicyclist safety. The plan proposes bikeways along Whittier Boulevard, Montebello Boulevard, and Bluff Road to help bicyclists travel to and from the area. The bikeway recommendations from the Downtown Specific Plan have been folded into and are reflected in this BMP. The development of this BMP supports the following Downtown Specific Plan policies:

- **Policy 1.4:** Downtown Montebello envisions safe streets designed for people. A network of safe and slow speeds in the downtown area will serve pedestrians, transit users, and cyclists, while allowing vehicular access.
- **Policy 2.7:** Improve transit service and similar modes to make downtown travel accessible and comfortable for people of all ages and abilities.
- **Policy 2.7:** Connect Whittier Boulevard to the Rio Hondo Channel.

Montebello First Mile/Last Mile Master Plan (Ongoing)

The City is preparing its First Mile/Last Mile (FMLM) Master Plan. The purpose of this plan is to help improve pedestrian and bicycle connections to and from transit stops in the city. As part of this effort, the City is developing policy recommendations and identifying five treatment areas for first/last mile improvements. The policies and recommendations detailed in the FMLM Master Plan will be furthered by the bicycle infrastructure and program recommendations detailed in this BMP.

LA Metro Eastside Transit Corridor Phase 2 (Ongoing)

The extension of the Metro L Line in Los Angeles is ongoing and is currently being evaluated by LA Metro. The proposed expansion aims to extend the current endpoint in East Los Angeles and reach Whittier, covering approximately nine miles. The extension would pass through several cities, including Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier - Los Nietos. The extension would traverse densely populated, low-income communities that heavily rely on public transportation, and it would also serve significant activity centers along the way.

The L Line would travel along Washington Boulevard within Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. The route is anticipated to be at-grade and aerial west of the station, and at-grade east of the station. Currently, LA Metro has not included a planned bikeway along Washington Boulevard as part of its conceptual designs. To support access to this planned station, this BMP includes considerations for facilities that would allow bicyclists to conveniently travel to the Greenwood Avenue and Washington Boulevard intersection.

Southern California Association of Governments Connect SoCal 2024 (Ongoing)

The Southern California Association of Governments (SCAG) has a regional transportation plan (RTP) and sustainable communities strategy (SCS), also known as Connect SoCal, that serves as the overarching vision for the majority of Southern California over the next two and a half decades. Developed in close partnership with the region's 191 cities, six counties, and tribal governments, the RTP includes investments in public transportation, bike paths, and pedestrian improvements to allow the region to meet and exceed greenhouse gas reduction targets. Connect SoCal's goals include the following, which are furthered by this BMP:

- Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
- Support planning for people of all ages, abilities, and backgrounds.
- Improve access to jobs and educational resources.

STATE

California Bicycle Transportation Act

California Streets and Highways Code section 890-894.2 is known as the California Bicycle Transportation Act. This legislation, adopted in 1994, establishes the responsibilities of state and local agencies regarding bicycle safety, signage, traffic control, right-of-way, and other matters related to nonmotorized transportation. The California Bicycle Transportation Act establishes minimum efforts in data collection and planning that local governments must accomplish to remain compliant with state law. The legislation seeks "to establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, businessperson, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills."

A city or county government may complete a bicycle transportation plan pursuant to section 891.2 for their project to be considered by Caltrans for funding. In cooperation with county and city governments, Caltrans establishes minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. Caltrans also establishes uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted. The BMP establishes Montebello's plan for a bicycle transportation system consistent with the Bicycle Transportation Act and Caltrans standards.



Source: LA Streetsblog/Joe Linton

California Complete Street Act of 2008

The California Complete Streets Act of 2008 requires cities and counties to include in the circulation elements of their general plans, policies, and programs supporting the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for all users to travel effectively by automobile, foot, bicycle, and transit to reach key destinations within their community and the larger region. The BMP supports this act by improving the ease and accessibility of bicycle facilities and connecting those improvements with local destinations and travel patterns.

FEDERAL

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues and accessibility challenges that are highly relevant to a BMP, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Public Right-of-Way Accessibility Guidelines was published in the Federal Register in 2023; the guidelines will be mandatory after they are adopted for enforcement by the Department of Justice and the Department of Transportation under Title II of the ADA.

Vision and Goals

Based on input received through the BMP development process, the City of Montebello has developed a vision and a set of goals for the BMP achieve a comprehensive citywide bikeways network that meets community needs:

The City of Montebello will increase bicycling by being a place where people of all ages and abilities can conveniently bicycle to local and regional destinations. The City will provide safe and accessible bicycle facilities and supporting amenities to create a more welcoming and encouraging environment for bicyclists, cultivating a culture of bicycling as part of the City's identity.

The goals and objectives to achieve this vision are as follows:

GOAL 1: ACCESSIBILITY

Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.

Providing comfortable and convenient bicycle facilities that offer direct pathways to important destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping.

- Provide bicycle facilities to and from important local and regional and destinations, and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency.

- Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and important destinations in Montebello, and providing bicycle facilities to and from the trail.
- Improve bicycling connectivity to existing and planned transit stations.
- Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented.
- Supplement the provision of bikeways at important destinations with other bicycle-oriented amenities.
- Provide or encourage the provision of secure and convenient bicycle parking at important destinations.
- Design low-stress separated facilities and bike boulevards that acknowledge the needs of bicyclists of all ages and abilities.

GOAL 2: SAFETY

Improve safety and the perception of safety for bicyclists.

Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include infrastructure, enforcement, and education.

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities.
- Improve bicyclists' perception of safety when using Montebello's circulation network with protected bicycle facilities where feasible.

- Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

GOAL 3: ENCOURAGEMENT

Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also help foster a sense of local identity, increase the visibility of bicycling in the city, and ingrain bicycling as part of Montebello's culture. In addition to educational campaigns, the physical modifications can help achieve this goal and put bicycling at the forefront of the city's identity.

- Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello.
- Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events.
- Utilize the City's resources (such as social media channels) to promote bicycling.



03

BICYCLING IN
MONTEBELLO
TODAY





Source: Streetsblog/Joe Linton

Bicycling in Montebello Today

This chapter examines the existing bicycling conditions in Montebello, including travel patterns, current bicycle facilities and programs, and barriers to bicycling within the city. This chapter summarizes work and research completed to establish the baseline bicycling conditions in the city, which in turn informed the recommendations developed for the BMP. The full existing conditions analysis deliverables are provided in the appendices.

Mode Share and Demographics

According to the 2019 US Census American Community Survey (ACS) 5-Year Estimates, approximately 0.2% of Montebello resident workers commute to work via bicycle (Table 2). This is lower than the countywide average and lower than the nearby cities of Bell Gardens and Monterey Park; however, bicycle commuting in Montebello is higher than the nearby cities of Commerce, Downey, and Pico Rivera. In addition, 7% of households in Montebello do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations. In comparison, 8.6% of households countywide do not own a car.

TABLE 2. LOCAL BICYCLE COMMUTING AND VEHICLE OWNERSHIP STATISTICS

Location	Percent commuting on bicycle	Households without vehicles
City of Montebello	0.2%	7.0%
Los Angeles County	0.6%	8.6%
City of Bell Gardens	0.8%	7.5%
City of Commerce	0.0%	10.6%
City of Downey	0.2%	4.8%
City of Monterey Park	0.8%	10.1%
City of Pico Rivera	0.2%	6.9%

Source: 2019 US Census American Community Survey 5-year estimate

According to the ACS, while men make up 54% of the city’s employed population, approximately 0.4% of male workers take a bicycle to work while 0.0% (accounting for a margin of error) of female workers bicycle to work. This represents a significant gender imbalance in access and/or willingness to bicycle in Montebello. Research shows that the lack of adequate bicycling infrastructure in the US is one of the largest reasons women choose not to bicycle, and that they would bicycle more if the amount of protected bike lanes were increased.²

In Montebello, 21.7% of the population is under 17 years of age, and 16.3% of the population is over 65. Both age groups represent a population that may have limited access to a vehicle or limited mobility.

2. Dill, Jennifer; Goddard, Tara; Monsere, Christopher; and McNeil, Nathan, “Can Protected Bike Lanes Help Close the Gender Gap in Cycling? Lessons from Five Cities” (2014). Urban Studies and Planning Faculty Publications and Presentations. <http://archives.pdx.edu/ds/psu/16603>

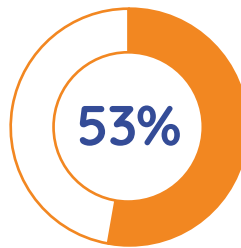
DISADVANTAGED COMMUNITIES

Disadvantaged communities often face barriers to accessing safe and efficient transportation options, and neglecting their needs can exacerbate existing inequities such as a lack of access to jobs and education. There are multiple metrics that can be used to determine if a community is disadvantaged, based on various state and federal criteria. These criteria include median household income, the percentage of students that qualify for free or reduced-price meals, Disadvantaged Communities as defined by Senate Bill 535, communities that are less healthy according to California's Healthy Places Index, and areas of persistent poverty and historically disadvantaged communities as defined by the federal government.

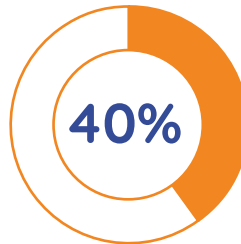
Based on these various definitions, Montebello residents generally fall under the definition of disadvantaged. However, the areas that appear to be frequently highlighted under multiple metrics are communities living south of Beverly Boulevard and east of Wilcox Avenue. This indicates that the City may need to especially focus on meeting the nonmotorized transportation needs of these communities.

Bicycling Activity Levels and Patterns

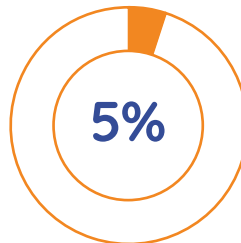
Bicycling counts provide a baseline understanding of how people are already getting around Montebello by bicycle. Counts help inform the BMP by providing an understanding of residents', employees', and visitors' general bicycling patterns and areas of the city that may require additional focus based on demand. As part of the SGVCOG Regional ATP and Greenway Network Study, bicycle counts were collected throughout the city during the weekday morning (7:00 a.m. – 9:00 a.m.) and weekday evening (4:00 p.m. – 6:00 p.m.) peak periods. These counts revealed the following:



53% of riders were on arterial streets, with 28% riding on streets with a posted speed limit of 35 miles per hour.



40% were observed riding on sidewalks.



5% were observed riding in the wrong direction and/or on the wrong side of the road.

MONTEBELLO BICYCLE MASTER PLAN

These counts were supplemented with additional bicycle counts for this BMP taken at 14 locations across the city, as shown in **Figure 5**. Bicycle turning movement counts were collected on a Thursday from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. and on a Saturday from 11:00 a.m. to 1:00 p.m. These bicycle counts are shown in **Table 3**.

As shown in **Table 3**:

- Overall, bicycle activity levels across the city were highest during the weekday p.m. period, followed by weekday a.m. and Saturday midday.
- Bicycle activity to and from the Rio Hondo River Trail was higher at northern access points compared to the south.
- Key biking routes (based on relative volumes) include Beverly Boulevard, Garfield Avenue, Whittier Boulevard, Mines Avenue, Greenwood Avenue, and Washington Boulevard.

TABLE 3. JUNE 2023 BICYCLE COUNTS

Location		Thursday 7 a.m.- 9 a.m.	Thursday 4 p.m.- 6 p.m.	Saturday 11 a.m.- 1 p.m.	TOTAL
#1 - Beverly Blvd. / Beverly Terrace / Rea Dr. / Rio Hondo Path Entrance	North leg - Rea Dr.	2	6	5	13
	West leg - Beverly Blvd.	10	23	22	55
	South leg - Beverly Terrace	0	0	0	0
	Rio Hondo Path Entrance	4	10	11	25
	East leg - Beverly Blvd.	8	29	21	58
	TOTAL	24	68	59	151
#2 - Bluff Rd. / Roosevelt Ave. / Rio Hondo Path Entrance	North leg - Bluff Rd.	3	4	2	9
	West leg - Roosevelt Ave.	7	3	9	19
	South leg - Bluff Rd.	3	4	5	12
	East leg - Rio Hondo Path Entrance	7	3	12	22
	TOTAL	20	14	28	62
#3 - Bluff Rd. / Rio Hondo Path Entrance	North leg - Bluff Rd.	0	3	4	7
	South leg - Bluff Rd.	1	2	0	3
	East leg - Rio Hondo Path Entrance	1	5	2	8
	TOTAL	2	10	6	18

MONTEBELLO BICYCLE MASTER PLAN

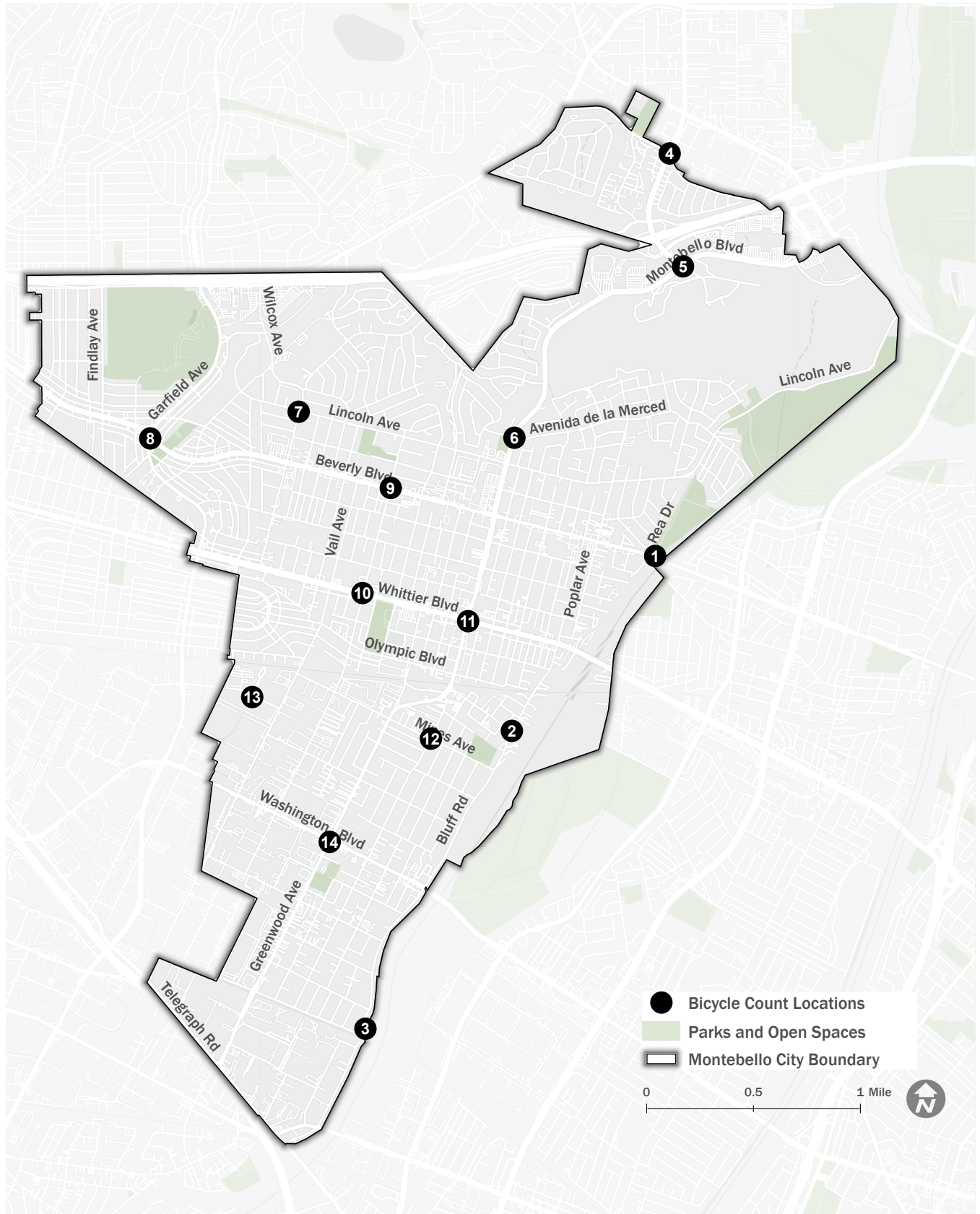
	Location	Thursday 7 a.m.- 9 a.m.	Thursday 4 p.m.- 6 p.m.	Saturday 11 a.m.- 1 p.m.	TOTAL
#4 – Paramount Blvd. / Arroyo Dr.	North leg – Paramount Blvd.	3	2	0	5
	West leg – Arroyo Dr.	2	2	0	4
	South leg – Paramount Blvd.	4	1	0	5
	East leg – Arroyo Dr.	1	3	0	4
	TOTAL	10	8	0	18
#5 – Paramount Blvd. / Montebello Blvd.	North leg – Paramount Blvd.	1	9	0	10
	West leg – Montebello Blvd.	2	15	0	17
	East leg – Montebello Blvd.	1	6	0	7
	TOTAL	4	30	0	34
#6 – Montebello Blvd. / Ave. De La Merced	North leg – Montebello Blvd.	4	7	1	12
	West leg – Ave. De La Merced	0	0	3	3
	South leg – Montebello Blvd.	3	3	1	7
	East leg – Ave. De La Merced	5	4	3	12
	TOTAL	12	14	8	34
#7 – Wilcox Ave. / Lincoln Ave.	North leg – Wilcox Ave.	3	5	0	8
	West leg – Lincoln Ave.	1	1	2	4
	South leg – Wilcox Ave.	4	5	1	10
	East leg – Lincoln Ave.	0	1	3	4
	TOTAL	8	12	6	26
#8 – Garfield Ave. / Beverly Blvd.	North leg – Garfield Ave.	8	10	7	25
	West leg – Beverly Blvd.	8	8	6	22
	South leg – Garfield Ave.	7	11	8	26
	East leg – Beverly Blvd.	7	7	5	19
	TOTAL	30	36	26	92
#9 – Maple Ave. / Beverly Blvd.	North leg – Maple Ave.	1	4	1	6
	West leg – Beverly Blvd.	6	4	2	12
	South leg – Maple Ave.	1	3	1	5
	East leg – Beverly Blvd.	6	5	2	13
	TOTAL	14	16	6	36

MONTEBELLO BICYCLE MASTER PLAN

	Location	Thursday 7 a.m.- 9 a.m.	Thursday 4 p.m.- 6 p.m.	Saturday 11 a.m.- 1 p.m.	TOTAL
#10 – Maple Ave. / Whittier Blvd.	North leg – Maple Ave.	5	1	0	6
	West leg – Whittier Blvd.	16	17	9	42
	South leg – Maple Ave.	5	1	0	6
	East leg – Whittier Blvd.	16	17	9	42
	TOTAL	42	36	18	96
#11 – Montebello Blvd. / Whittier Blvd.	North leg – Montebello Blvd.	1	5	4	10
	West leg – Whittier Blvd.	11	11	16	38
	South leg – Montebello Blvd.	1	9	5	15
	East leg – Whittier Blvd.	11	9	17	37
	TOTAL	24	34	42	100
#12 – Montebello Blvd. / Mines Ave.	North leg – Montebello Blvd.	4	4	3	11
	West leg – Mines Ave.	4	8	8	20
	South leg – Montebello Blvd.	5	6	5	16
	East leg – Mines Ave.	5	14	12	31
	TOTAL	18	32	28	78
#13 – Metrolink Access / Flotilla St.	North leg – Metrolink Access	6	4	1	11
	West leg – Flotilla St.	7	5	1	13
	East leg – Flotilla St.	11	7	2	20
	TOTAL	24	16	4	44
#14 – Greenwood Ave. / Washington Blvd.	North leg – Greenwood Ave.	10	6	10	26
	West leg – Washington Blvd.	7	12	6	25
	South leg – Greenwood Ave.	10	6	10	26
	East leg – Washington Blvd.	7	12	6	25
	TOTAL	34	36	32	102
TOTAL		266	362	263	891

MONTEBELLO BICYCLE MASTER PLAN

FIGURE 5. JUNE 2023 BICYCLE COUNT LOCATIONS



Key Destinations

The city’s land uses are primarily residential and industrial, followed by retail. The area of the city north of the railroad tracks is predominantly residential, while the area south of the railroad tracks is generally split between industrial to the southwest and residential to the southeast.

Important destinations for bicyclists in Montebello include parks and recreation, schools, transit stations, retail establishments, and community and civic uses, as shown in **Figure 6**. Safe and convenient connections to these types of destinations are important to individuals who are reliant on public transit and active transportation, including youths, older adults, people who do not own automobiles, and people with disabilities. Each destination type has unique needs shaped by their surrounding physical environment and the groups they serve.

- **Parks and recreation:** Along with numerous local city parks located in residential neighborhoods, recreation destinations include the Montebello Barnyard Zoo and City-run community centers. In addition, the Rio Hondo River Trail borders the city of Montebello to the east. The path runs from South Gate to Arcadia. Within Montebello, there are access points at Lincoln Avenue, Rea Drive, Beverly Boulevard, Whittier Boulevard, Roosevelt Avenue, and Bluff Road.
- **Schools:** There are 15 K-12 schools in Montebello, including elementary schools, middle and intermediate schools, and high schools, as well as private and charter schools.
- **Public transit stations:** There is currently one rail station within the city, the Montebello/Commerce Metrolink Station. In addition, there are two rail stations to the west of the city: the Atlantic Metro L Line Station (in East Los Angeles) and the Commerce Metrolink Station (in Commerce). The future Metro L Line extension will include a station in Montebello at the intersection of Greenwood Avenue and Washington Boulevard. Currently, bus stops are available at major roadways within the city, including Garfield Avenue, Beverly Boulevard, Wilcox Avenue, Montebello Boulevard, Whittier Boulevard, Mines Avenue, and Washington Boulevard.
- **Retail establishments:** Shopping areas in the city include both large shopping centers as well as smaller strip malls. Key retail areas are clustered around the following intersections: Montebello Boulevard and Paramount Boulevard; Montebello Boulevard and Montebello Town Center; Via Campo and Wilcox Avenue; Montebello Boulevard and Beverly Boulevard; and Montebello Boulevard and Whittier Boulevard (Downtown Montebello). Except for Downtown Montebello, retail is generally not street-facing, meaning that bicyclists and pedestrians must navigate parking lots to access these establishments.
- **Community and civic uses:** The City provides several centers and other gathering locations for its residents, including recreation centers, community centers, the Montebello Civic Center, the Montebello Library, and the Senior Citizens Center.

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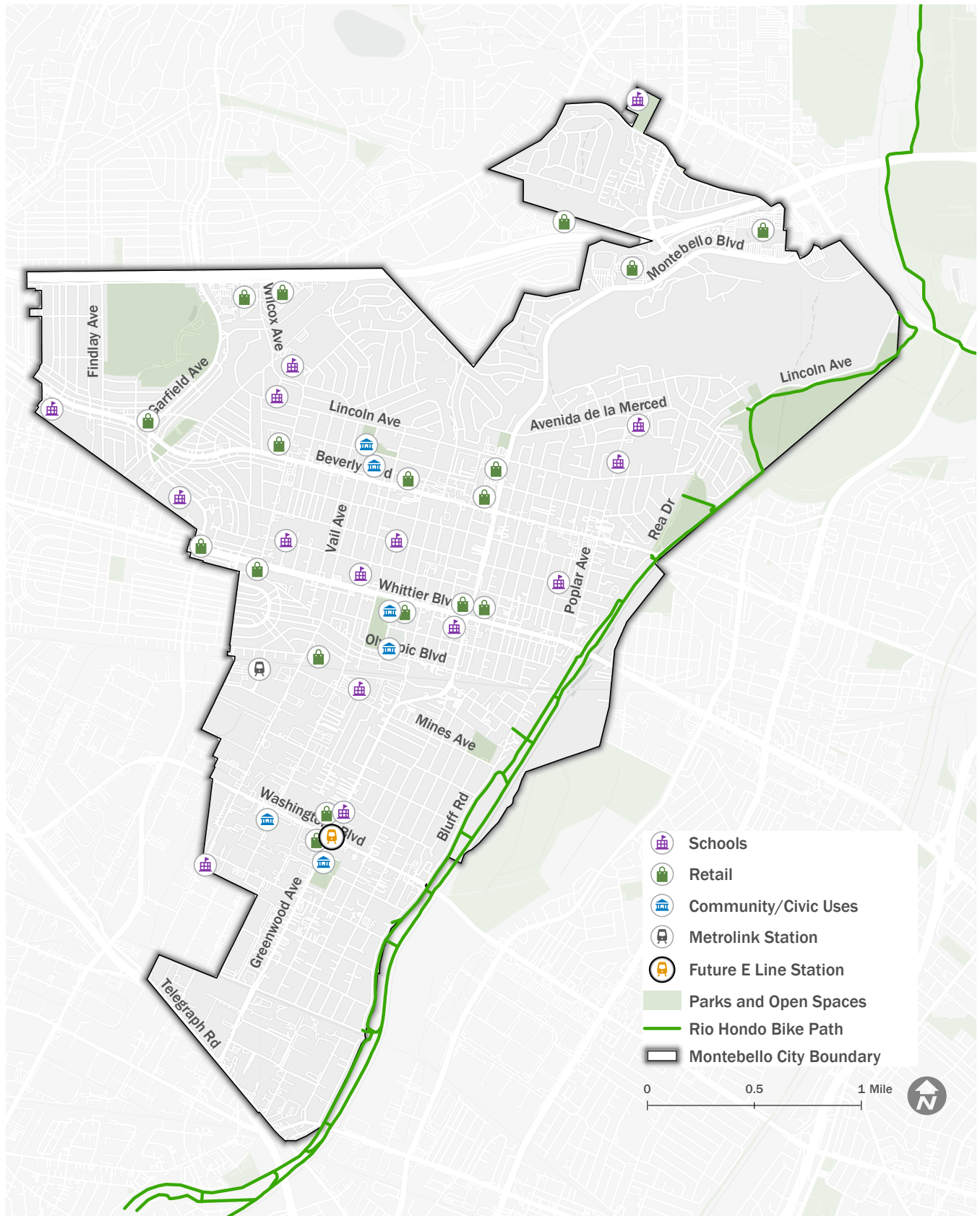


MONTEBELLO/COMMERCE METROLINK STATION



MONTEBELLO REGIONAL LIBRARY

FIGURE 6: KEY DESTINATIONS



Existing Bicycle Network

This section discusses existing on-street bikeways, off-street bikeways, and other bicycle facilities within Montebello. This information is based on an infrastructure inventory conducted in the early stages of the plan development process, as well as information from previous studies, data provided by the City, and site visits.

EXISTING BICYCLE FACILITIES

Bikeways are generally categorized into four types, as described and depicted below.

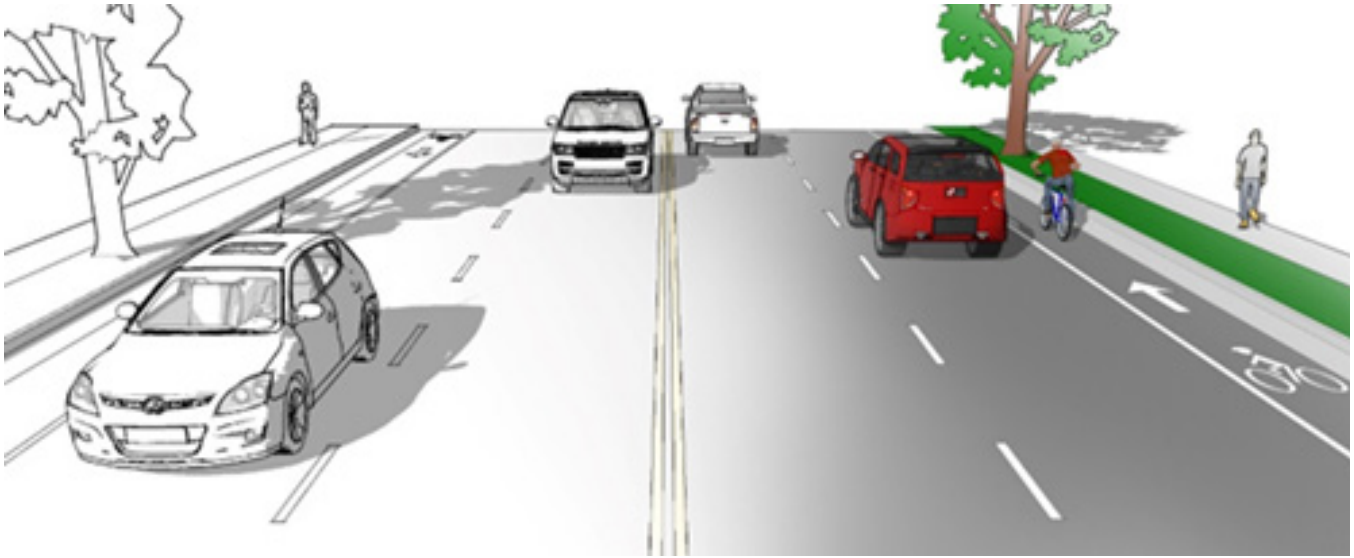
Bike path

Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



Bike lane

Also known as a Class 2 bicycle facility, a bike lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



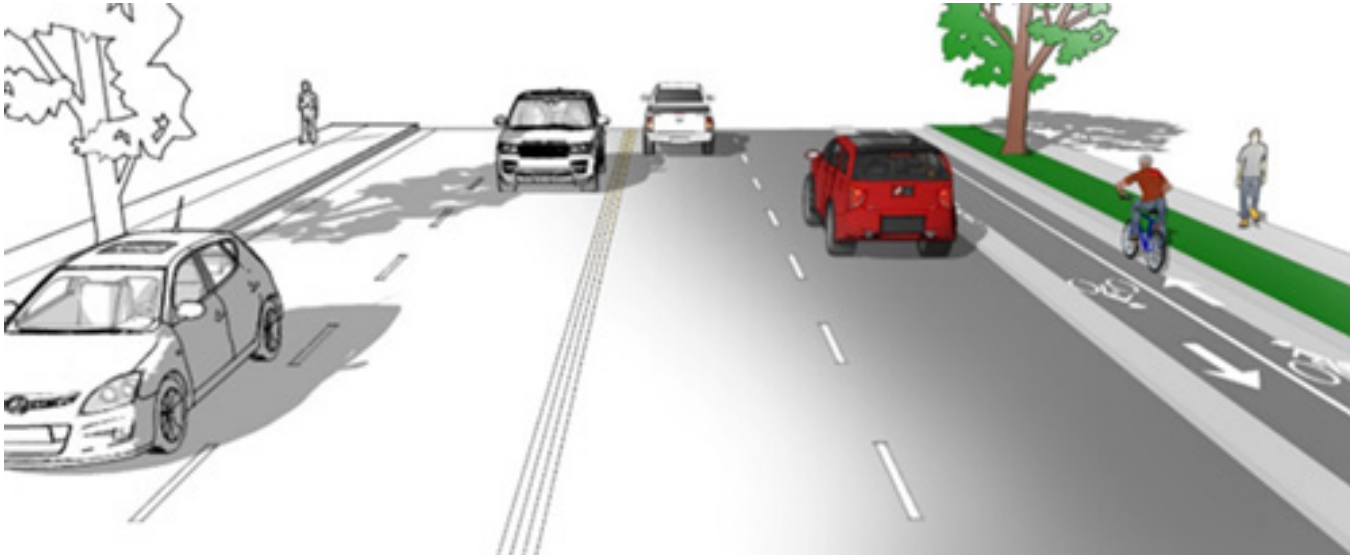
Bike route

Also known as a Class 3 bicycle facility, a bike route is a signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bike boulevard, can include traffic calming treatments to slow down vehicles.



Separated bike lane

Also known as a Class 4 bicycle facility, a cycle track, or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A separated bike lane can be one-way or two-way.



Existing bicycle facilities within Montebello are shown in **Figure 7** and described below:

- The Rio Hondo River Trail, which runs along the Rio Honda Channel and Whittier Narrows Reservoir, is located on the east side of the city and lacks local bikeways that directly connect major roadways and key destination to the trail. There are access points at Lincoln Avenue, Rea Drive, Beverly Boulevard, Whittier Boulevard, Roosevelt Avenue, and Bluff Road.
- There are bike lanes along Montebello Boulevard north of Lincoln Avenue. Painted buffers are included for both directions of bicycle travel between Paramount Boulevard and Jefferson Boulevard, and in the southbound direction between Jefferson Boulevard and Avenida De La Merced.
- There are parking-adjacent bike lanes along Avenida De La Merced between Montebello Boulevard and Sanchez Street.
- There is a northbound bike lane on Paramount Boulevard at the SR-60 westbound ramps, as well as an eastbound bike lane and westbound bike route along Market Place Drive west of the ramps.
- Bike lanes are partially provided within the Montebello/Commerce Metrolink Station, but they do not connect to Flotilla Street.

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Currently, there are a limited number of bikeways in and around the city, and the network is generally disconnected. For example, bicycle facilities may end at an intersection. This lack of connectivity can discourage people from bicycling. Additionally, there are no established bicycle connections to the Rio Hondo River Trail or to bicycle facilities in neighboring cities, which are also shown in **Figure 7**.

In addition to bike lanes, paths, and routes, bicycle parking facilities increase the convenience of bicycling to local destinations. Short-term bicycle parking options, such as bicycle racks, can be found at various important destinations within the city including the following City-operated facilities:

- City Hall
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holifield Community Center

While bicycle parking for private (e.g., retail) establishments is limited, bicycle racks are provided along the sidewalk on Whittier Boulevard within Downtown Montebello.

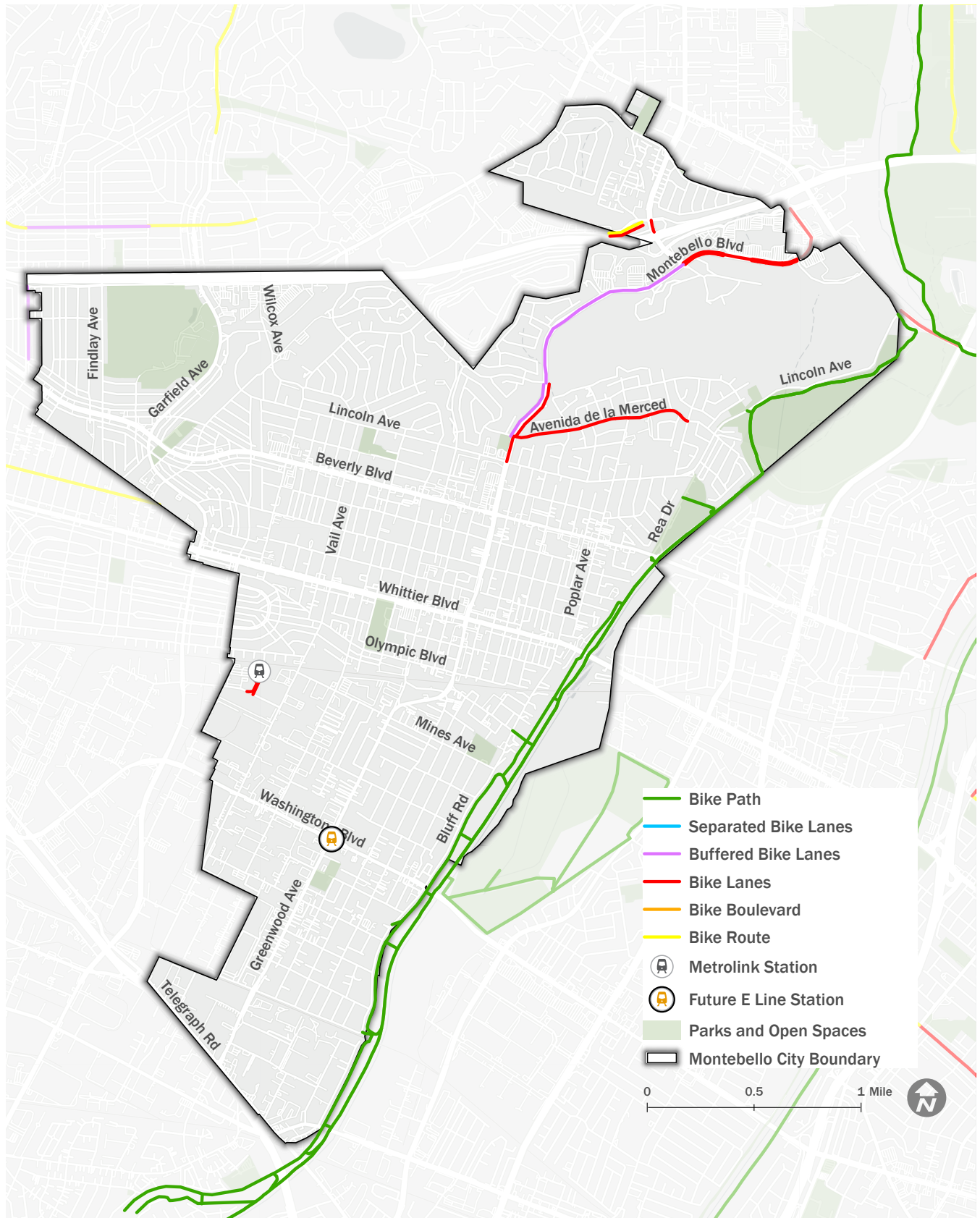
Long-term parking in the form of secure and covered bicycle lockers is available near the Atlantic Metro Gold Line Station located just outside Montebello's city limits.



Downtown Montebello bicycle rack

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FIGURE 7: EXISTING BICYCLE NETWORK



MONTEBELLO BICYCLE MASTER PLAN



Rio Hondo bike path



Avenida de la Merced bike lanes



Montebello Boulevard buffered bike lanes



OTHER PLANNED BIKEWAY IMPROVEMENTS

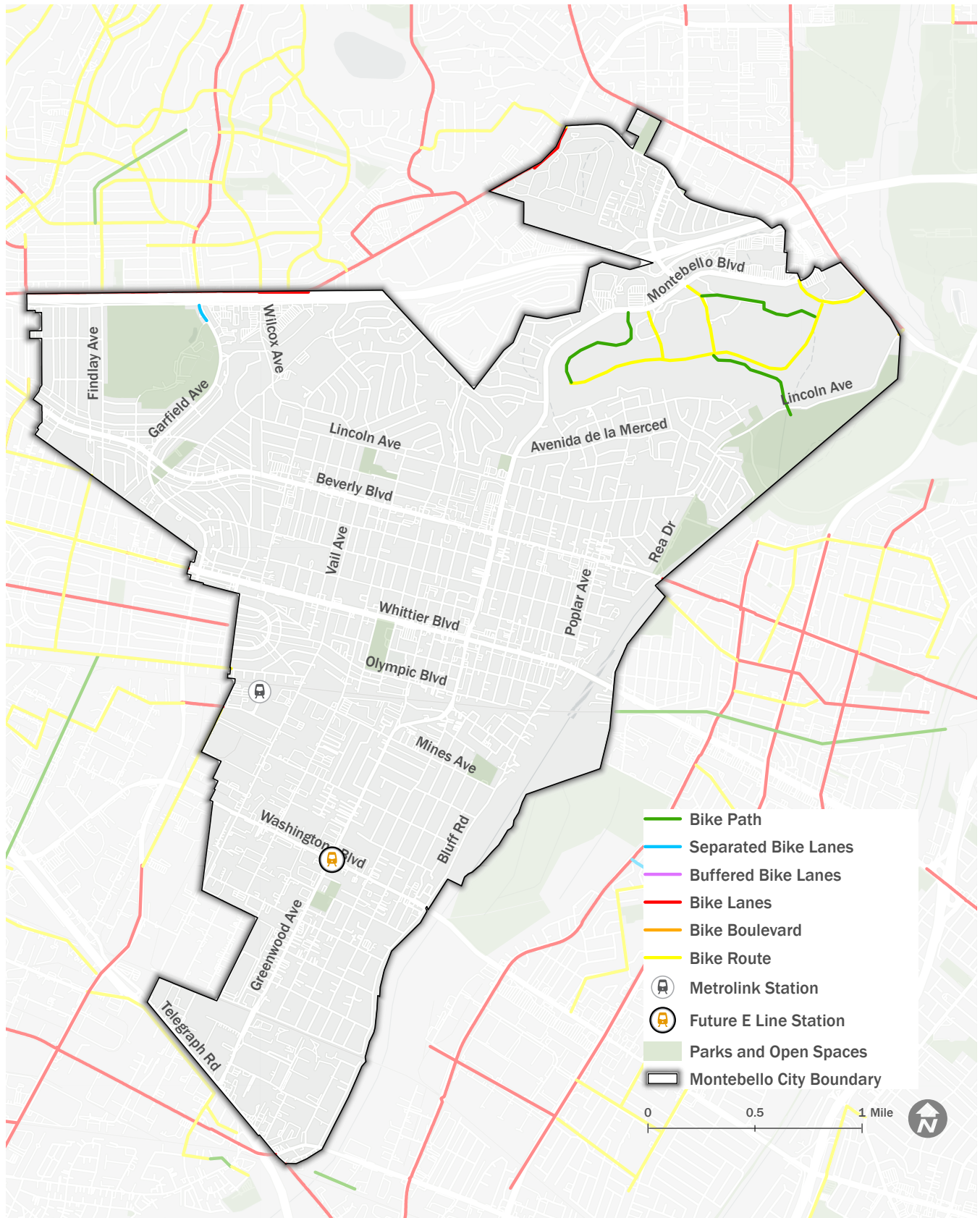
Other planned bikeways within the city of Montebello are shown in **Figure 8**. These bikeways have been proposed and are being implemented as part of planning efforts separate from this BMP. However, they are being included in the BMP's assumed baseline conditions to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city. The following bikeway projects have been proposed in the city as part of other planning efforts:

- **Montebello Hills Specific Plan (2015):** The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of SR-60. The specific plan's bicycle circulation plan includes off-street, multiuse trails and shared collector streets.
- **Garfield Avenue & Via Campo bus turnout lane:** Part of the City's capital improvement program (CIP), this project includes a separated bike lane along Garfield Avenue between Via Campo and Via San Clemente only in the southbound direction, with no northbound bike lane.

Anticipated bicycle facilities outside the city are also shown in **Figure 8**, based on respective jurisdictions' bicycle plans and/or ATPs. As shown, several bike lanes and bike routes are proposed on streets that meet Montebello's city limits. This BMP strives to recommend a network of bicycle facilities within Montebello that provides consistency and comfort for bicyclists crossing city boundaries.

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FIGURE 8: OTHER PLANNED BIKEWAYS



Existing Programs

Existing City programs and policies to encourage bicycling are described below. These include existing code requirements and policies related to bicycling-supportive facilities, such as bicycle parking.

- **Senior efforts:** The City of Montebello Senior Center offers Dial-A-Ride services to senior residents. The Senior Center works with the Montebello Bus Line Transportation Citizen Advisory Committee to work on passenger advocacy and senior public transportation safety.
- **Crossing guards:** The City of Montebello Police Department, in coordination with the Montebello Unified School District, has identified five locations as areas of need for crossing guards at various locations citywide. Through a memorandum of understanding between the police department and the school district, the former supplies crossing guards at the five identified locations through a service vendor. The latter supports the initiative through funding ten percent of the annual cost of services.
- **Transportation demand management (TDM):** The City’s Municipal Code includes TDM requirements for nonresidential developments, including bicycle-related requirements as follows:
 - **Nonresidential developments that are 25,000 square feet or larger** shall provide an information kiosk that includes bicycle route and facility information, including regional and local bicycle maps, bicycle safety information, and a listing of facilities available for bicyclists at the site.
 - **Nonresidential developments that are 50,000 square feet or larger** shall provide bicycle racks or other secure bicycle parking to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional fifty thousand square feet of nonresidential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bicycle from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City.
 - **Nonresidential developments that are 100,000 square feet or larger** shall provide safe and convenient access from the external circulation system to bicycle parking facilities on site.

Barriers to Bicycling

This section details existing barriers to safe and comfortable bicycling in Montebello. Barriers to bicycling can take several forms such as perceived lack of safety, high vehicle volumes and speeds, physical barriers, and a lack of dedicated facilities which reduce opportunities for direct routes to destinations. These can create conditions that are unfavorable to bicycling and can increase a bicyclists' level of stress while using those facilities. The barriers and needs discussed in this section informed the recommended improvements in this BMP.

BICYCLIST SAFETY

Bicycling-related crash history data in Montebello was collected for the 5-year period from 2015 through 2019 as part of the Montebello Safe Travel Plan, as shown in **Figure 9**. Note, the Safe Travel Plan examined pre-2020 data to account for potential effects of the COVID-19 pandemic on travel patterns. Key safety findings related for bicyclist-involved crashes are summarized below:

- Bicyclist crashes occurred frequently along major arterials such as Beverly Boulevard, Whittier Boulevard, and at the intersection of Montebello Boulevard and Greenwood Avenue.
- There was a concentration of crashes around Montebello City Park, which includes a paved walkway throughout the park.
- Bicycle-involved crashes were three times more likely to result in a fatality or severe injury compared to vehicle-only crashes.
- The most common crash type recorded for bicycle crashes was broadside crashes.
- Traveling on the wrong side of the road was one of the most common primary crash factors reported for bicyclist-involved crashes.

- The most common age group reported in these crashes was ages 18 and under (27%). Compared to drivers, bicyclists aged 18 to 24 years old were overrepresented in the data compared to their share of the total population (21%).

These statistics illustrate some of the conditions which may discourage people from bicycling in the city, which can be exacerbated by a lack of dedicated bicycle facilities that reduce intermodal conflicts.

PHYSICAL BARRIERS

There are several physical barriers to bicycling in Montebello. These barriers can hinder bicycling access to the destinations mentioned above and should be addressed by bicycle facilities improvements to support safe and comfortable travel in the city. Barriers to bicycling and/or to implementing bicycle facilities are documented below:

- **Lack of bicycle facilities or supportive infrastructure for bicycling:** Given the lack of facilities, bicyclists must share the road with vehicles or share sidewalks with pedestrians to get to destinations within the city or regional destinations such as the Rio Hondo River Trail. This is paired with a lack supportive infrastructure such as convenient bicycle parking at destinations.
- **Lack of connectivity between bicycle facilities:** While there are some bicycle facilities currently in the city, they are not part of a connected network. Therefore, people who wish to ride a bicycle may not have a consistent, comfortable end-to-end trip between their origin and destination. For example, bicyclists traveling south along Montebello Boulevard must transition from dedicated bike lanes to no bicycle facilities (which requires sharing the road or the sidewalk).

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- **Uncomfortable, vehicle-oriented streets with high speeds and volumes:** The primary transportation network within the city consists of arterial roads with an emphasis on vehicles throughput. Arterial roads tend to have higher speeds than local streets and serve tens of thousands of vehicles per day. These facilities create stressful conditions which could discourage bicycling. In addition, some intersections can be barriers for bicycling, as bicyclists must traverse multiple lanes of vehicle traffic to cross the intersection or make a left turn.
- **Lack of transit accessibility via bicycle:** Currently, there are no bicycle facilities connecting people to the Montebello/Commerce Metrolink Station or train stations in adjacent cities. In addition, there are no bicycle facilities connecting to the site of the future L Line Station.
- **Railroad tracks and lack of convenient or comfortable crossing locations:** Two sets of freight and passenger rail tracks run through the city. The northern set of tracks, which run parallel to and south of Olympic Boulevard and serve the Montebello/Commerce Metrolink Station, cross the city at-grade and serve as an east-west barrier across multiple north-south streets. The southern set of tracks, which run parallel to and south of Sycamore Street, also crosses the city at-grade and restricts north-south travel in the portion of the city south of Greenwood Avenue.
- **Presence of vehicle parking:** Major retail centers such as Montebello Plaza and the Shops at Montebello are surrounded by parking lots, meaning that bicyclists must navigate parking spaces and drive aisles to access retail establishments. In addition, on-street parking serving commercial establishments could serve as a barrier to implementing on-street bike lanes if there is opposition to reallocating curb-to-curb space.
- **Hilly topography:** In the northernmost areas of the city, the topography may serve as a barrier to bicycling. An example of this condition is along Montebello Boulevard north of Lincoln Boulevard. Bicycling up steep terrain can be uncomfortable for some bicyclists, especially when a separation from vehicle lanes is not provided. While buffers are provided for the bike lanes along the incline segment, speeding downhill vehicles may dissuade people from bicycling along this road. Topography also affects other roads in this area of the city such as Lincoln Avenue.
- **Freeway ramps:** SR-60 runs in the east-west direction along the city's northern limits. Bicyclists who wish to access destinations north of the freeway must often pass at least one set of freeway ramps. These ramps can be barriers for bicyclists to cross, most significantly the multiple ramps along Paramount Boulevard. It should be noted that these facilities are under Caltrans' jurisdiction, which must be addressed when planning bicycle facilities at these locations. In addition, freeway overpasses (such as those at Vail Avenue, Wilcox Avenue, Garfield Avenue, and Findlay Avenue) can be dark, noisy, and uncomfortable for bicyclists and can also serve as a constraint to implementing bike lanes along intersecting arterials.

These physical barriers can discourage people from bicycling in Montebello, which could contribute to a lack of bicycling culture and visibility and further play a part in discouraging potential new bicyclists.

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Montebello Plaza parking lot



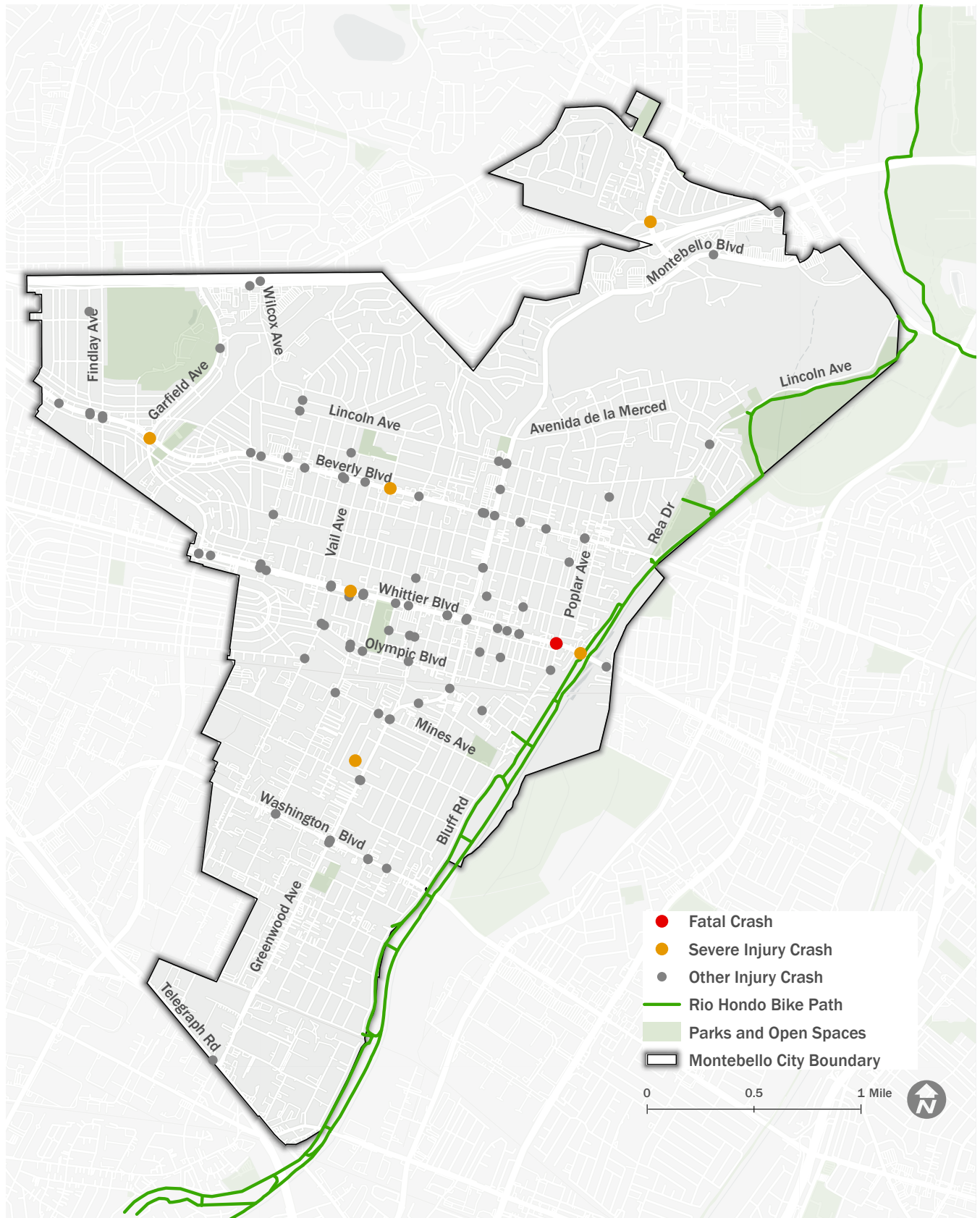
Montebello Boulevard incline



Wilcox Avenue underpass

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FIGURE 9: BICYCLIST-INVOLVED CRASHES (2015-2019)





Source ODOT

04

COMMUNITY
ENGAGEMENT



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Source: Kittelson & Associates, Inc.

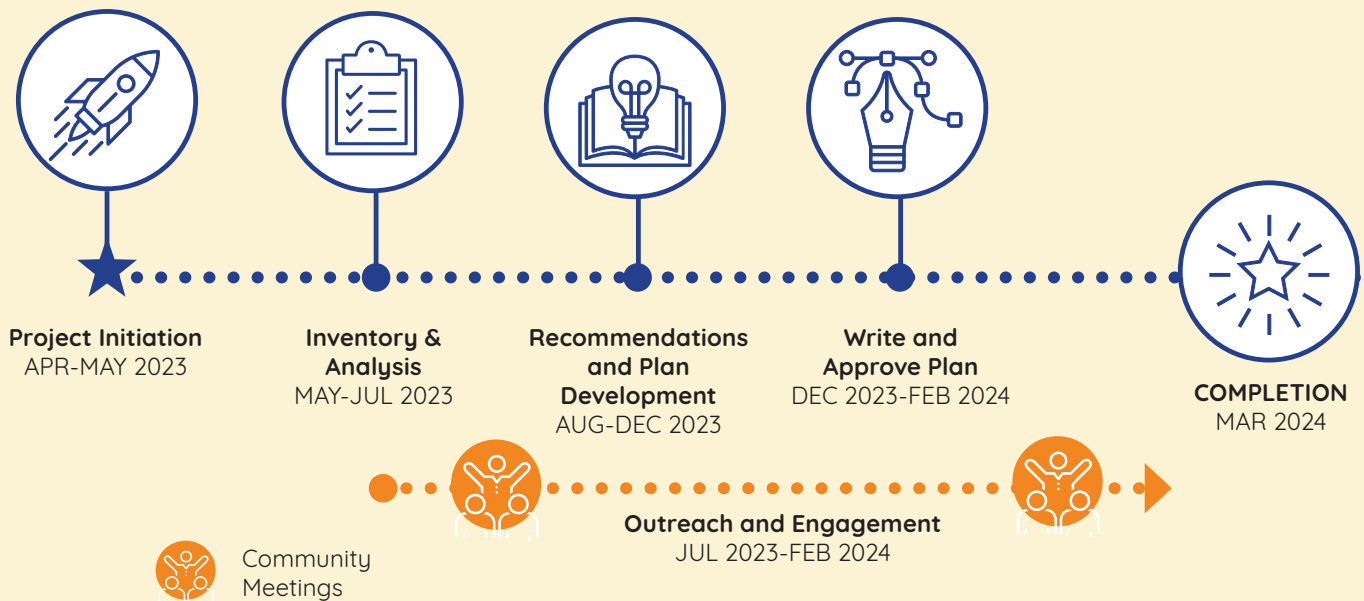
Community Engagement

Community outreach was a vital part of the BMP development process to ensure the plan identifies community needs and provides useful and implementable recommendations that the community supports. Comprehensive community input included a multifaceted outreach effort to learn more about transportation habits in Montebello, establish route preferences, and ascertain levels of comfort with different facility types and location-specific treatments. This chapter summarizes the BMP’s outreach strategy, including the findings and community feedback.

Overview

The purpose of the community outreach process was to share information about the development of the BMP, solicit feedback from the community, and provide a transparent decision-making process.

Overall, four different community outreach strategies were used to engage with the public and relevant stakeholders: a partner agency meeting, a pop-up booth at Downtown Street Fest, two community workshops, and an online survey and interactive map.



PARTNER AGENCY MEETING

A focused meeting with partner agencies was held to obtain their input on key issues to address as part of this BMP. The following agencies and groups participated in the meeting on August 15, 2023:

- Caltrans
- LA Metro
- Montebello Bus Lines
- Montebello Unified School District
- Montebello Fire Department
- Montebello Traffic Commission

Feedback received during this meeting included the following:

- LA Metro has initiated a first/last mile plan for the proposed L Line Station at Greenwood Avenue and Washington Boulevard, with a half-mile focus area for pedestrians and a three-mile radius for bicycle and other wheeled modes. LA Metro intends to fold in existing local plans into their station area planning.
- The plan should consider conflict zone green striping, high visibility crosswalks, separated bikeways, and raised crosswalks.
- The bicycle plan should explore bicycle and pedestrian leading traffic signal intervals at the underpass of the SR-60 and at major intersections.
- Slip lanes are an issue for pedestrians and bicyclists in the city and should be examined as part of the BMP.
- Driver speeding is a common issue throughout the city, including on Beverly Boulevard, Wilcox Avenue, Whittier Boulevard, and Garfield Avenue.
- The City should develop mobility hubs in popular areas, near development such as the golf course, downtown, and Metro

Heights. Mobility hubs would include things such as bicycle parking and other supportive amenities such as bicycle repair stations.

- The plan should examine enforcement and education, including programs such as walking buses to school.

POP-UP BOOTH

The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The event offered a day of live bands, food, a beer garden, artisan and craft vendors, and kids' zone. Whittier Boulevard between Montebello Boulevard and 4th Street was closed to vehicle traffic.

The City's Planning and Community Development booth included information about the City's BMP. The purpose of the booth was to inform the public of the upcoming community workshop on August 10, 2023, as well as the BMP's ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.

COMMUNITY WORKSHOPS

Two community workshops were held at key project milestones (existing conditions analysis and infrastructure recommendations). Information regarding each workshop (including a project flyer) was shared on the City's social media channels and distributed to local groups and other interested parties.

The first community workshop was held on Thursday, August 10, 2023, from 6:00 p.m. to 8:00 p.m. at Holifield Park Community Center. The purpose of the first workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programs that should be included in the plan.

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DOWNTOWN STREET FEST BOOTH

Feedback obtained at this first workshop is summarized below:

- Participants cited perceived driver speeding issues at multiple locations throughout the city, including Lincoln Avenue, Beverly Boulevard, Whittier Boulevard, Hay Street, and Bluff Road. They supported installing traffic circles to calm traffic, as well as discourage cut-through traffic through residential neighborhoods.
- Participants highlighted corridors that experienced changes in elevation (such as Montebello Boulevard) and streets with high volumes of traffic and high posted speed limits (such as Beverly Boulevard) as candidates for vertical separation.
- Direct pathways to key destinations on major roadways were preferred, as opposed to indirect routes on residential streets.
- Participants voiced a need for bicycle access to destinations such as the Montebello/Commerce Metrolink Station, Downtown Montebello, the future L Line Station, middle and high schools, and the Rio Hondo River Trail.
- Participants wanted to see bicycle facilities on streets such as Wilcox Avenue, Lincoln Avenue, Beverly Boulevard, Whittier Boulevard, Garfield Avenue, Maple Avenue, Bluff Road, and Greenwood Avenue.
- Other needs that were raised included intersection improvements, bicycle-oriented wayfinding signage, bicycle parking, and programs such as bicycle repair classes, open street events, community rides, and safety education.

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A second community workshop was held on Thursday November 9, 2023, from 6:00 p.m. to 8:00 p.m. at the Montebello Senior Center. The purpose of this second workshop was to present the preliminary infrastructure recommendations to the community, to ensure that the plan's recommendations addressed the community's needs both in terms of locations

and facility types. Attendees were supportive of the draft bicycle network that was presented and helped the project team refine and update the recommendations along additional roads. The community input was incorporated and led to the development of the final recommended bicycle network that is presented in this BMP.



FIRST COMMUNITY WORKSHOP GROUP DISCUSSION



SECOND COMMUNITY WORKSHOP MAPPING ACTIVITY

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WEBSITE AND SOCIAL MEDIA OUTREACH

Throughout the BMP development process, the City of Montebello hosted information about the project on a dedicated project webpage on the City's website, including information about the project, a link to the online survey, and announcements regarding upcoming public workshops. In addition to the project website, the City's social media accounts (Facebook, Instagram, and X, formerly known as Twitter) were used to share bilingual project flyers announcing workshops and the project survey.

To supplement the online outreach, the City sent emails advertising the online survey and workshops to a database of individuals who had expressed interest during the BMP development process.

ONLINE SURVEY AND MAP

An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience bicycling in Montebello, key bicycling destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. The survey was available in both English and Spanish. In total, 87 people responded to the survey.



The flyer features the Montebello logo at the top, which consists of a stylized 'M' with blue and orange geometric shapes and the text 'MONTEBELLO ELEVATE'. Below the logo, the title 'MONTEBELLO BICYCLE MASTER PLAN' is centered in a blue banner. A large orange banner contains the headline 'The City of Montebello is developing its first Bicycle Master Plan!'. Below this, a white banner with a blue diamond separator contains the text 'WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING SAFER AND MORE COMFORTABLE IN MONTEBELLO.' The bottom section is a dark blue area with white text: 'Join us for a community workshop: When: Thursday, August 10, 6:00 PM to 8:00 PM Where: Holifield Park Community Center, 1060 S. Greenwood Ave.' Below the text are two white bicycle icons. At the bottom center, it says 'You can also use the online survey: tinyurl.com/MontebelloBikeSurvey'. At the very bottom, it provides contact information: 'For more information, please email mmrodriguez@montebelloca.gov'.

Online Survey Feedback

Feedback was collected throughout the multiple workshops and meetings and was summarized in the preceding section. In addition, the online survey and map provided valuable insights into the public’s preferences for bicycle improvements in the city and supplemented the input collected during the in-person outreach events. Survey responses are illustrated in **Figure 10** with specific feedback summarized below:

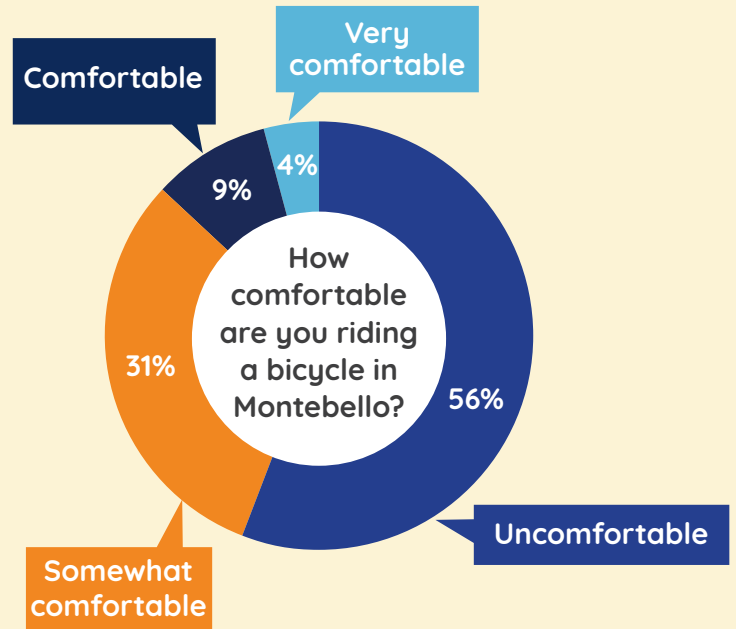
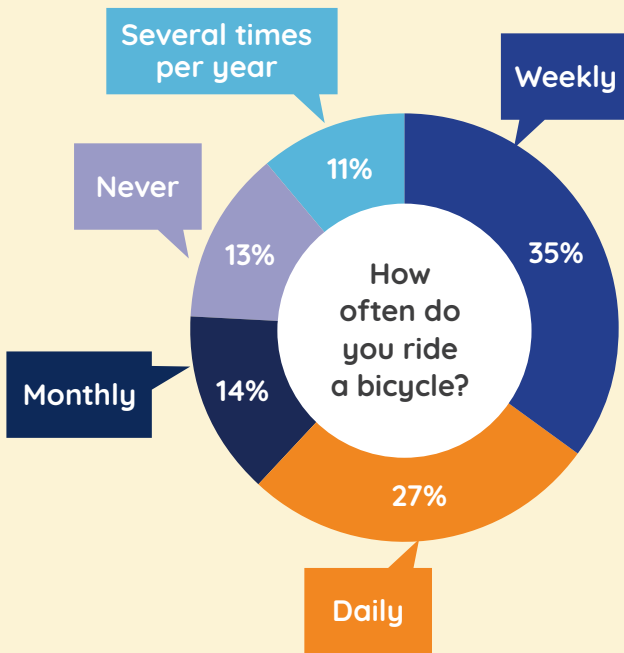
- Participants were asked which destinations are challenging to bicycle to and/or which destinations they wish to access by bicycling. The most common locations were general retail and shopping, major streets, Downtown Montebello, parks, LA Metro Atlantic Station, BLVD MRKT, Montebello Town Center/the Shops at Montebello, the Rio Hondo River Trail, Mart of Montebello, and City Hall.
- Participants were asked which streets should be improved with bikeways. The most common response included Beverly Boulevard, Whittier Boulevard, Montebello Boulevard/Greenwood Avenue, Lincoln Avenue, Garfield Avenue, and Washington Boulevard.

In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. Feedback generally aligned with what was provided through the open survey questions. In total, 74 comments were provided on the map, with the most common categories summarized below:

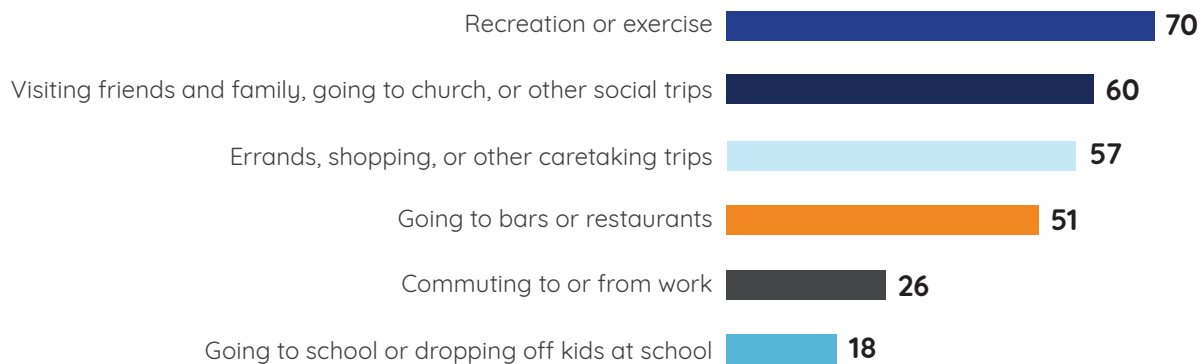
- Beverly Boulevard should be improved with a dedicated bicycle facility as it is currently uncomfortable or unsafe for bicyclists. This includes providing a better connection to the Rio Hondo River Trail, Beverly Hospital, shops and restaurants, City Hall, and Montebello Library. (12 responses)
- Slip lanes present safety issues for bicyclists. (6 responses)
- Implement a protected bikeway along Whittier Boulevard and improve access to Downtown Montebello. Speed is an issue and could be addressed through traffic calming measures. (6 responses)
- Improve access to the Rio Hondo River Trail via roads such as Beverly Boulevard, Bluff Road, Maiden Lane, and Lincoln Avenue. (5 responses)
- Implement a bikeway such as protected bike lanes along Lincoln Avenue and improve intersection timing. (5 responses)
- Some speed bumps in the city are ineffective at slowing vehicles down along minor streets (for example, on Findlay Avenue, San Antonio Drive, and Hay Street), including for discouraging cut-through traffic. Additional stop signs are needed on Merle Drive. (3 responses)
- Garfield Avenue has high speeds and parked cars; the City should implement traffic calming and reduce speeds. (3 responses)
- Implement protected and/or green bike lanes along Montebello Boulevard as it is currently unsafe for bicyclists. (3 responses)
- Improve bicycle access to Montebello Town Center and the Shops at Montebello (including reduced vehicle speeds) and increase the number of bicycle racks. (3 responses)

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FIGURE 10: ONLINE SURVEY RESPONSES



Where would you like to ride a bicycle to?



Top reasons for not bicycling more frequently



Lack of bicycle paths and lanes



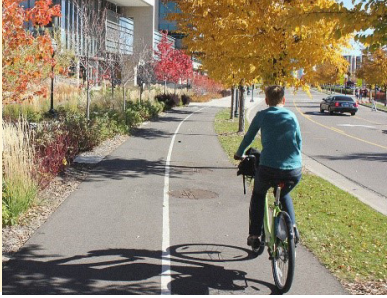
Lack of safe and secure bicycle parking



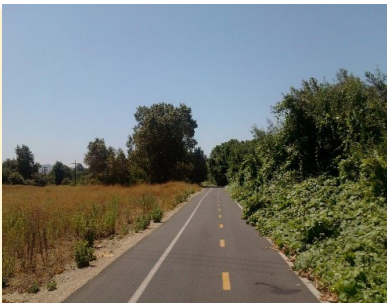
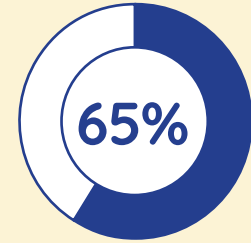
I feel unsafe

MONTEBELLO BICYCLE MASTER PLAN

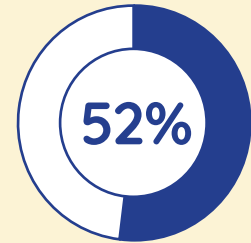
Of the following bicycle facilities, where would you feel safe and comfortable riding a bicycle?



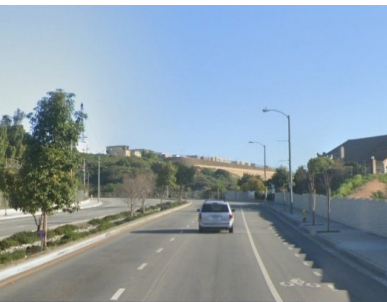
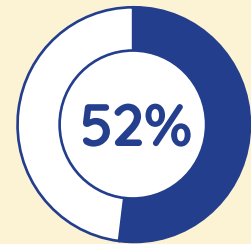
Street-adjacent landscape-separated bike path



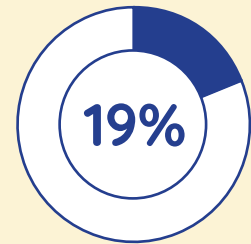
Off-street bike path or trail



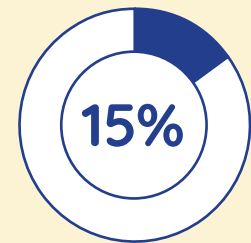
Parking or post-separated bike lane



Painted bike lane



Bike route on residential street



MONTEBELLO BICYCLE MASTER PLAN



Source: Kittelson & Associates, Inc.

05

RECOMMENDED
BICYCLE NETWORK





Recommended Bicycle Network

This chapter presents the recommended citywide bicycle network. This network represents the City's vision for bicycling in Montebello, with new and improved facilities to create safe and comfortable connections to key destinations for users of all ages and abilities. The recommendations in this chapter were developed based on the findings of the existing conditions analysis, as well as feedback obtained through the public outreach process.

Recommended Bicycle Improvements

Safe and comfortable bikeways in Montebello can help create an environment that accommodates bicyclists of all comfort levels. The recommended network includes a range of bicycling facilities that provide safe bicycle connections to neighborhoods and destinations in Montebello.

RECOMMENDED BIKEWAYS

The recommended bikeway network is shown in **Figure 11** and detailed in this section. Individual recommended bikeway maps are provided in Appendix H. This network includes a focus on providing bike routes and bike boulevards on low-volume, low-speed roadways, as well as separated and/or buffered bike lanes on major streets to create a connected network that serves people living across the city. The recommended bicycle network establishes a set of bicycle facilities to serve both experienced and less-experienced bicyclists. This combination of facilities will help the City construct a bikeways network that connects

neighborhoods and important destinations for bicyclists of all ages and abilities. This approach takes advantage of Montebello's neighborhood streets running parallel to major roadways to establish lower stress routes. Connecting neighborhoods to schools and shopping centers through parallel low-vehicle-speed routes helps facilitate commuting and household-supporting bicycle trips. Such connections also create new opportunities and linkages for recreational riding along on-street facilities and for access to the Rio Hondo River Trail.

On-street bike routes and bike boulevards (where bicyclists share a travel lane with vehicles) include vehicle speed management as an important element of design, since vehicles and bicyclists share a travel lane. Along the recommended bike boulevards, vehicle speed management can be achieved through physical traffic calming measures, traffic diversion, advisory signs, and striping, as well as education and enforcement programs aimed at managing vehicle speeds. In addition, bike boulevards should include intersection treatments at arterial road intersections where cross-traffic does not stop, such as pedestrian hybrid beacons (PHB) and rectangular rapid flashing beacons (RRFB).

For the recommended standard, buffered, and separated bike lanes, high quality intersection treatments, such as bicycle boxes or protected intersections, should be provided at major streets. Focused improvements such as green conflict zone markings would also be required for bicyclists to safely navigate freeway on-ramps in northern Montebello. While buffered

bike lanes are recommended along several corridors and roadway segments in the city instead of protected bike lanes due to the presence of closely-spaced driveways and the desire to maintain consistent bikeway types along a corridor, the City may choose to implement separated facilities with low-cost flexible posts along specific sections if deemed feasible during final design and implementation.

Note, while this BMP details recommended roadways, facility types, and facility features for a complete citywide bicycle network, additional considerations during final design and construction may result in modifications to the bicycle facility types and features recommended for the streets along the network. In addition, while the recommendations laid out in this BMP can generally be accommodated within existing City-owned right-of-way, there is the potential for the City to coordinate with local property owners to dedicate property. This could be required to implement or improve bicycle facilities based on existing public-right-of-way.

Montebello Boulevard and Greenwood Avenue

Montebello Boulevard travels north-south through Montebello before becoming Montebello Way and then Greenwood Avenue. It provides uninterrupted north-south connectivity through the city and destinations outside the city limits. Currently, there are bike lanes and buffered lanes in both directions between Lincoln Avenue and Montebello Town Center. There is also an incline along that segment of Montebello Boulevard. A bikeway along this complete corridor would provide north-south bicycle access through the city and to destinations such as multiple retail establishments, the future LA Metro L Line Station, and recreational areas north of the city.

The recommended facility along this corridor is to install separated bike lanes between Plaza Drive and Whittier Boulevard, buffered bike lanes between Whittier Boulevard and Mines Avenue, parking-adjacent bike lanes between Mines Avenue and Washington Boulevard, and parking-adjacent buffered bike lanes between Washington Boulevard and Date Street. Specific segments of the Montebello Boulevard/ Greenwood Avenue corridor are discussed below. Unless otherwise noted, improvements can be implemented without affecting vehicle throughput or parking (e.g., by reducing lane widths).

- **Plaza Drive to Paramount Boulevard:** Install separated bike lanes. This involves improving the existing bike lanes with physical separation.
- **Paramount Boulevard to Avenida De La Merced:** Install separated bike lanes. This involves improving the existing bike lanes and buffered bike lanes with physical separation and modifying to the median south of Jefferson Boulevard.
- **Avenida De La Merced to Lincoln Avenue:** Install southbound separated bike lanes, which would involve removing parking on the west side of the road. The recommended approach for the northbound direction is to leave the existing facility as is (parking-adjacent bike lane).
- **Lincoln Avenue to Beverly Boulevard:** Install southbound separated bike lanes. In the northbound direction, remove parking between Beverly Boulevard and Victoria Avenue to install a separated bike lane; north of Victoria Avenue, retain on-street parking and install a buffered bike lane.
- **Beverly Boulevard to Cleveland Avenue:** Install separated bike lanes. This involves removing on-street parking.

- **Cleveland Avenue to Whittier Boulevard:**
Install separated bike lanes. This involves removing on-street parking.
- **Whittier Boulevard to Mines Avenue:**
Install buffered bike lanes.
- **Mines Avenue to Washington Boulevard:**
Install parking-adjacent bike lanes. This would require the removal of a vehicle travel lane and the addition of a center turn lane.
- **Washington Boulevard to Elm Street:**
Install parking-adjacent buffered bike lanes. This would require a road diet.

The recommended improvements for Greenwood Avenue have been developed within the constraints of existing City-owned right-of-way along the corridor as well as existing conditions such as the number and location of driveways, which affect the type of bicycle facility that is appropriate. However, as the City's long-term General Plan buildout is undertaken, the nature and characteristics of Greenwood Avenue can shift. In addition, there may be opportunities for the City to coordinate with existing or new property owners to dedicate property. Therefore, this BMP recommends separated bike lanes south of Whittier Boulevard as a long-term improvement to coincide with the City's long-term buildout.

Montebello Boulevard (Southern Segment)

Montebello Boulevard south of Montebello Way until Sycamore Street provides north-south access through residential areas. A bicycle facility on this street would provide alternative bicycle access to Greenwood Avenue.

The recommended facility for Montebello Boulevard south of Montebello Way is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling

along Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

Poplar Avenue and Bluff Road

As a single uninterrupted corridor, Poplar Avenue and Bluff Road provide continuous north-south access through the city, connecting destinations such as the Rio Hondo Trail, parks, Downtown Montebello, and retail. A bikeway along this complete corridor would provide north-south bicycle access through the city and serve as an alternative to the Montebello Boulevard and Greenwood Avenue corridor.

The recommended facility for the Poplar Avenue and Bluff Road corridor is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through the city's eastern neighborhoods.

Maple Avenue

Maple Avenue travels between Lincoln Boulevard and Washington Boulevard and provides north-south access through the city and neighborhoods to destinations such as schools, parks, and retail. A bikeway along this street would provide alternative access to bicycling along Montebello Boulevard and Greenwood Avenue.

The recommended facility for Maple Avenue is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding along this residential street.

Wilcox Avenue

Wilcox Avenue provides north-south access to destinations such as multiple schools and retail destinations, including in the city of Monterey Park to the north of SR-60. A mix of standard and buffered bike lanes can be implemented along this street. The recommended facilities along specific segments are discussed below:

- **Via Campo to Beverly Boulevard:** Install buffered bike lanes. This requires the removal of vehicle travel lanes while retaining on-street parking.
- **Beverly Boulevard to Whittier Boulevard:** Install parking-adjacent bike lanes.

Lincoln Avenue

Lincoln Avenue provides east-west access to destinations such as schools, parks, retail, Juan Matias Sanchez Adobe Museum, and the Rio Hondo River Trail. Recommended facilities along this street include both separated bike lanes and bike boulevards, as detailed for specific segments below:

- **Via Paseo to 18th Street** Install a bike boulevard, which would include traffic calming components. This would also include a short segment along Via Paseo to connect Lincoln Avenue with Wilcox Avenue.
- **18th Street to Montebello Boulevard:** Install separated bike lanes, which would require removal of a travel lane.
- **Montebello Boulevard to Avenida de la Merced:** Install a bike boulevard, which would include traffic calming components.
- **Avenida de la Merced to Rio Hondo River Trail (dam):** Install separated bike lanes. This can be achieved by converting the striped shoulders to separated bike lanes to implement one-way separated bike lanes in each direction, which would require

crossing improvements at the bike path parking lot entrance. Alternatively, two-way separated bike lanes could be implemented along the south side of the road to avoid the need for bicyclists to cross the street and to navigate the parking lot to access the bike path. Both approaches would help provide access to the Rio Hondo River Trail entrance where there is an incline. This segment will require coordination with the Army Corp of Engineers.

Beverly Boulevard

Beverly Boulevard provides east-west access to destinations such as City Hall and the Civic Center, parks, Montebello Barnyard Zoo, Montebello Library, shops, restaurants, and the Rio Hondo River Trail. A mix of separated and buffered bike lanes can be implemented along this street. The recommended facilities along specific segments are discussed below:

- **Gerhart Avenue to Montebello Boulevard:** Install separated bike lanes. The recommended approach is to either remove the outer parking lane to make space for separated bike lanes, or to remove the center turn lane to implement parking-separated separated bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.
- **Montebello Boulevard to Rio Hondo River Trail:** Install buffered bike lanes. This would require removal of either the outer travel lane or removal of the center turn lane.

Madison Avenue

Madison Avenue provides east-west access through residential neighborhoods to multiple schools. A bikeway along this street would provide alternative bicycle access along busier streets such as Beverly Boulevard and Whittier Boulevard.

The recommended facility for Madison Avenue is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along busier streets, this facility can help discourage vehicle speeding and cut-through traffic through neighborhoods.

Whittier Boulevard

Whittier Boulevard provides east-west access to destinations such as Downtown Montebello, the Rio Hondo River Trail, schools, and Montebello City Park. A mix of separated bike lanes, an on-street bike route, and an off-street bike path can be implemented along this street. The recommended facilities along specific segments are discussed below:

- **Garfield Avenue to Montebello Boulevard:** Install parking-separated bike lanes. This would require a removal of a travel lane.
- **Montebello Boulevard to Bluff Road:** Install a bike route. This would be consistent with the General Plan's and Downtown Specific Plan's vision for this roadway segment and should include its traffic calming components through Downtown Montebello to facilitate shared bicycle and automobile use of travel lanes.
- **Bluff Road to Rio Hondo River Trail:** Install a bike path to connect Downtown Montebello to the Rio Hondo River Trail. A bike path can be implemented on the south side of the road through a combination of reallocating excess curb-to-curb right-of-way and widening the sidewalk. This segment will require inter-jurisdictional coordination.

Olympic Boulevard and Roosevelt Avenue

Olympic Boulevard provides east-west access to destinations such as Montebello City Park,

shops, and restaurants. It also serves as an alternative route to Whittier Boulevard.

The recommended facility for Olympic Boulevard between Concourse Avenue and Montebello Boulevard is to install buffered bike lanes. This would require the removal of the outer travel lanes to retain residential on-street parking and the middle turn lane. In addition, a bike route should be provided along Roosevelt Avenue to connect riders on Olympic Boulevard with the existing Rio Hondo River Trail access point.

Washington Boulevard

Washington Boulevard provides east-west access to shops, restaurants, and other destinations. The planned LA Metro L Line extension would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard.

Separated bike lanes (or another type of dedicated bicycle facility) can help to improve first/last mile access to the planned station and increase the convenience of using transit. Therefore, it is recommended that the City coordinate with LA Metro to determine the feasibility and inclusion of separated bike lanes as part of the planned multimodal improvements along this corridor. This includes coordinating with LA Metro to determine if vehicle lanes or other roadway elements can be narrowed or adjusted to include bicycle facilities in each direction.

Mines Avenue, Beach Street, Vail Avenue, and Flotilla Street Loop

Mines Avenue provides east-west access through residential neighborhoods to destinations such as parks, the Rio Hondo River Trail, and the Metrolink station, and can

serve as an alternative parallel route compared to busier streets such as Whitter Boulevard. Beach Street also provides east-west access through residential neighborhoods, connecting to other proposed bikeways and serving as an alternative parallel route to Washington Boulevard, especially as the appropriate bicycle facility along Washington Boulevard still needs to be determined and coordinated with LA Metro. Both streets connect to Vail Avenue, which travels in the north-south direction. Bicycle facilities along both streets connecting to a facility along Vail Avenue can help provide a way for bicyclists to access the Metrolink station from adjacent neighborhoods and via proposed bikeways on other streets that connect to this area. Furthermore, a bicycle facility along Flotilla Street would bridge the gap to connect to the station. The recommended improvement for each segment along this “loop” is discussed below:

- **Mines Avenue and Beach Street:** Install a bike route from Bluff Road to Maple Avenue and install bike lanes between Maple Avenue and Vail Avenue (the latter of which requires the removal of on-street parking).
- **Vail Avenue (Mines Avenue to Beach Street):** Install buffered bike lanes, which would require the removal of on-street parking. Given the industrial uses and accompanying trucks along this street, a bike route or bike boulevard is not recommended.
- **Flotilla Street (Yates Avenue to Vail Avenue):** Install bike lanes. Currently, there are no bikeways providing access to and from the Montebello/Commerce Metrolink Station. Therefore, to improve access to the station, installing bike lanes for Flotilla Street between Yates Avenue and Vail Avenue would require either removing the parking lane, or remove the center turn lane

to implement parking-adjacent bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.

- **Mines Avenue to Rio Hondo River Trail:** Install a bike path to connect the intersection of Mines Avenue and Bluff Road to the Rio Hondo River Trail. A path can be implemented east of the T-intersection but would require inter-jurisdictional coordination to connect to the Rio Hondo River Trail.

While Mines Avenue and Beach Street are generally low-speed and low-volume residential streets which can be converted to a bike route with shared bicycle and vehicle use of travel lanes, both streets west of Maple Avenue are utilized by industrial uses and trucks; therefore, dedicated bike lanes are recommended for those segments.

Findlay Avenue

Findlay Avenue provides north-south connectivity and can serve as an alternative to bicycling along Garfield Avenue. The recommended facility for Findlay Avenue is to install a bike boulevard.

Garfield Avenue and Via Altamira

Garfield Avenue provides north-south access to destinations such as green spaces and retail. Given the constrained curb-to-curb right-of-way along Garfield Avenue, there are opportunities to implement various types of bicycle facilities to provide north-south bicycle connectivity in this area, as follows:

- **City-owned property (golf course):** Incorporate plans for an off-street bike path into the City’s vision for the property west of Garfield Avenue. The bike path could run along the northern and eastern edges of the property (along Via Campo and Garfield Avenue, respectively) as shown in **Figure 11**.

- **Garfield Avenue from Via Campo to Via San Clemente:** Install a separated bike lane in the northbound direction to complement the City's existing plans for a southbound separated bike lane along this segment. This requires modifications to on-street parking.
- **Via Altamira from Garfield Avenue to Beverly Boulevard:** Install a bike route.

These proposed facilities will improve access for north-south bicyclists accessing destinations along Garfield Avenue and to the north of Montebello. The bike path on City property will provide a low-stress off-street facility for bicyclists; the bike route along Via Altamira will bridge the gap between the bike path and proposed bicycle facilities along Beverly Boulevard. In addition, providing the northbound separated bike lane to complement the planned southbound separated bike lane provides a connection between the proposed bike path and Via Campo.

Hay Street, Westmoreland Drive, and Vail Avenue

Hay Street provides north-south access to schools as well as to multiple proposed bikeways. The recommended facility for Hay Street is to install a bike route.

Northeast of Wilcox Avenue, bicycle facilities should be provided along Westmoreland Drive and Vail Drive to provide continuous north-south access in this area of the city, as follows:

- **Westmoreland Drive from Wilcox Avenue to Vail Avenue:** Install a bike route.
- **Vail Avenue north of Westmoreland Drive:** Install buffered bike lanes. This would require removal of a travel lane to retain existing on-street parking.

Rea Drive

Rea Drive, which runs between Beverly Boulevard and Lincoln Avenue, provides a connection between other proposed bikeways and access to the Rio Hondo River Trail, Grant Rea Park, and the Montebello Barnyard Zoo. The recommended facility for Rea Drive is to install bike lanes.

Avenida De La Merced Gap Closure

Currently, there are parking-adjacent bike lanes along Avenida De La Merced between Montebello Boulevard and Sanchez Street. With the network of proposed bikeways outlined in this section, there is a gap in the network along Avenida De La Merced between Sanchez Street and Lincoln Avenue. Therefore, it is recommended that parking adjacent bike lanes be installed along this segment, continuing the same bicycle lane design currently utilized along this street.

Paramount Boulevard

Paramount Boulevard provides north-south access to retail destinations both within and outside the city, as well as provides access across SR-60. The recommended facility for Paramount Boulevard between Montebello Boulevard and Arroyo Drive is to install separated bike lanes. This may require removal of the third southbound lane north of the freeway and removal of the third northbound lane south of the freeway. In addition, implementation of separated bike lanes crossing the SR-60 on- and off-ramps will require coordination with Caltrans.

Arroyo Drive and Potrero Grande Drive

Arroyo Drive and Potrero Grande Drive both run along the northern edge of the city, north of SR-60. These streets connect to existing and planned bikeways outside of Montebello.

The recommended facility for both Arroyo Drive and Potrero Grande Drive is to install parking-adjacent bike lanes. Implementation of bicycle facilities along Arroyo Drive will require coordination with the County of Los Angeles; implementation of bicycle facilities along Potrero Grande Drive will require coordination with the City of Monterey Park.

Date Street and Elm Street

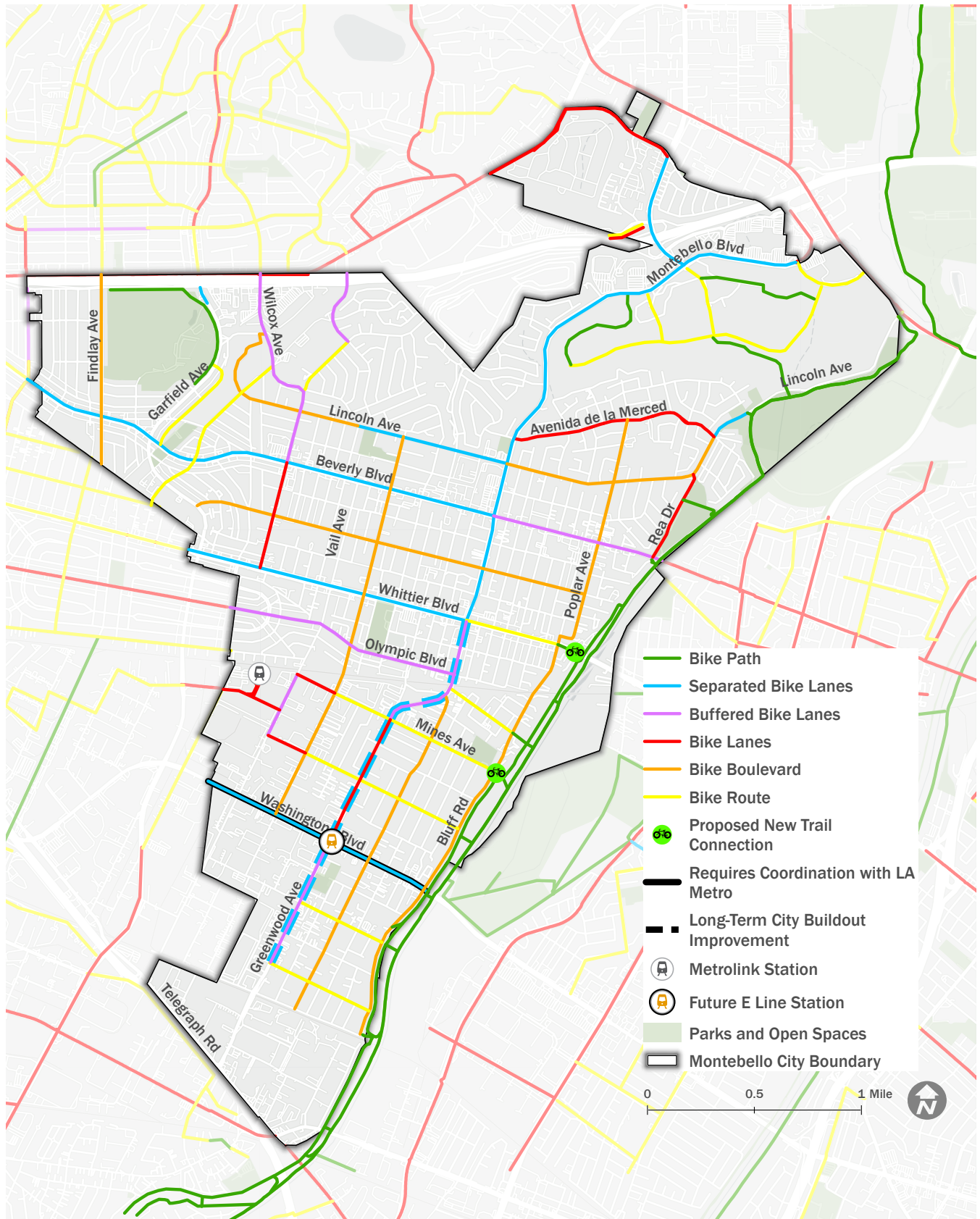
Date Street and Elm Street both travel east-west through residential areas and can serve to connect proposed bikeways along Greenwood Avenue, Montebello Boulevard, and Bluff Road. The recommended facility for both streets between Greenwood Avenue and Bluff Road is to install bike routes.



Image Source: [Wikimedia Commons/Sharon Mollerus](#)

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FIGURE 11: RECOMMENDED BICYCLE NETWORK



KEY INTERSECTIONS

Intersection design for bicyclists is an important focal point for the development of a citywide bikeway network. Designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Adequate sight distance should be maintained for all street crossings and driveway access points. Pavement color treatments help highlight conflict points on the approach to and through the intersection, and they further define the bikeway relative to the vehicle travel lanes. Large intersections with high vehicle activity and complex movements can be intimidating for people bicycling and these intersections should be designed to make potential conflicts visible and improve comfort for all users.

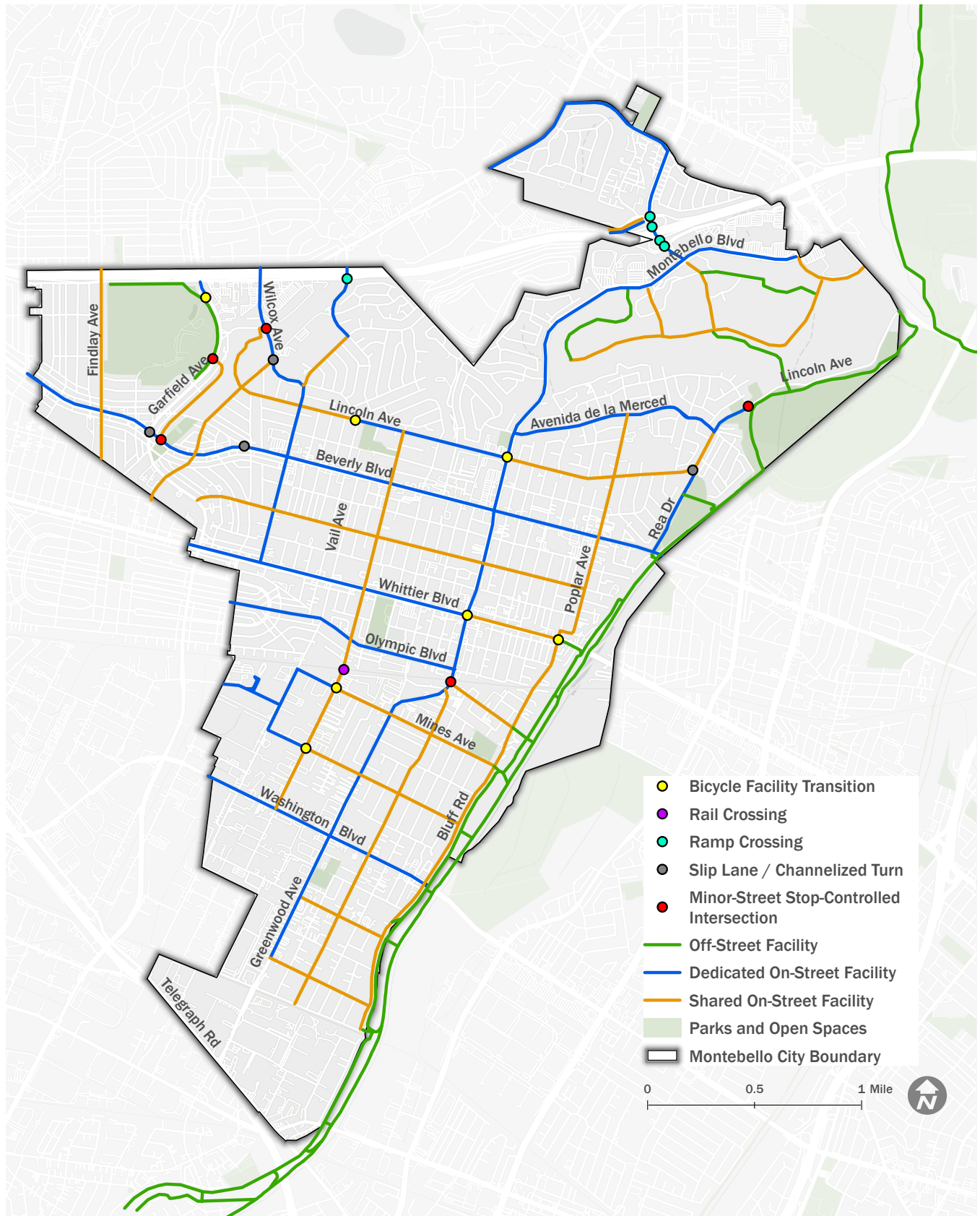
Most intersections along the recommended bicycle network consist of signalized arterial roadway intersections along bike lanes or stop-controlled residential streets along bike routes and boulevards. Signalized intersections along the bicycle network should undergo treatments to increase bicyclist visibility and facilitate their crossings; this can include bicycle boxes, green conflict zone markings, and bicycle detection at signals. Along bike boulevards on residential streets (including at stop-controlled residential intersections) traffic circles and other physical traffic calming can serve to improve comfort for bicyclists and other road users. Additional guidance and references for intersection and crossing design are provided in **Section 6: Recommended Programs and Policies**.

However, several intersections would require special considerations during the final design process due to factors such as unique geometries or a lack of traffic controls. Applicable intersection treatments at these locations and their considerations are discussed below and shown in **Figure 12**.

- **Facility transition:** Some of this BMP's recommendations for corridors consist of multiple facility types, as some roads experience changes in context and characteristics (such as changes in right-of-way). This includes transitions from dedicated bike lanes to shared bike routes at intersections. At such locations, the intersection design should strive to reduce intermodal conflicts as bicycles merge with vehicle traffic (e.g., transition markings, leading bicycle signal intervals, and dedicated bicycle signals).
- **Rail crossing:** There are multiple at-grade rail crossings in Montebello, including along the proposed Vail Avenue buffered bike lanes. Bicycle- and pedestrian-scaled signage and barriers can address safety concerns, as well as pavement improvements across the rail crossing to reduce physical impediments to bicycling.
- **Freeway ramp crossing:** High-volume freeway ramps can serve as barriers to bicycling and can benefit from increased conflict zone markings and signage to increase visibility. Such locations will require coordination with Caltrans for implementation.
- **Slip lane or channelized turn:** Turns and other movements which minimize the level to which vehicles must slow down can impact bicyclist safety, including at night or other periods of limited visibility. Generally, physical improvements such as tightening turning radii can serve to reduce vehicle turning speeds.
- **Minor-street stop-controlled intersection:** Bike routes and boulevards along residential streets may cross arterial roads at locations where cross-traffic along the major street is uncontrolled. These locations can benefit from bicyclist-actuated controls such as PHBs and RRFBs.

MONTEBELLO BICYCLE MASTER PLAN

FIGURE 12: KEY INTERSECTIONS FOR IMPROVEMENTS



MONTEBELLO BICYCLE MASTER PLAN



Vail Avenue rail crossing



SR-60 ramp at Paramount Boulevard



Beverly Boulevard/Via Acosta slip lane



Minor-street stop-controlled Montebello Boulevard/
Roosevelt Avenue intersection

BIKE PARKING AND WAYFINDING

Bicycle parking is critical because many people's decision to ride a bicycle is affected by security concerns for their property. In fact, during the first community workshop, several participants indicated that a lack of convenient bicycle parking at local retail destinations discouraged them from bicycling for shopping or dining trips. Convenient and secure parking allows people bicycling to know that there will be somewhere to safely store their bicycle when they arrive at their destination. Increasing the amount of secure and reliable bicycle parking can reduce the occurrence of bicycle theft and may even incentivize more people to ride a bicycle.

Currently, the City's parking requirements do not include bicycle parking requirements for residential developments, while new nonresidential development projects 50,000 square feet or larger must provide four bicycle parking spaces per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of development.

This BMP recommends that the City continue to install secure and convenient bicycle parking at key City-owned destinations. To facilitate bicycle parking at retail destinations, the City should update bicycle parking requirements to meet the need for short- and long-term bicycle parking, as well as work with local retailers to install convenient short-term parking on City sidewalks, as has already taken place in Downtown Montebello.

Figure 6 highlights key destinations where the City should either install parking or work with retail establishments to do so. Locations that are candidates for improved bicycle parking include:

- Public K-12 schools;
- Parks, community centers, and recreation centers;
- Retail shopping centers; and
- Retail strip malls and individual establishments.

Similar to bicycle parking, bicycle-oriented wayfinding signage is a critical component in ensuring the citywide bicycle network is usable and convenient. A bicycle wayfinding system encompasses both signage and pavement markings that are designed to assist bicyclists in reaching their destinations via preferred bicycle routes and enhance the bicycling experience. Typically, signs are installed at critical decision points along bikeways, such as where two or more bikeways intersect or at other strategic locations along the bicycle routes. During the first community workshop, participants indicated a desire for more bicycle signage and wayfinding to help navigate the city while also promoting bicycle culture and increasing its visibility.

A consistent bicycle wayfinding system within the city of Montebello will benefit residents and visitors by:

- Providing information about destinations, direction, and distance to key destinations.
- Enhancing users' ability to navigate the bikeway network and find key attractions.
- Reinforcing the visual identity of the city.
- Promoting community awareness of trails and the bikeway network.

The City should initiate a focused bicycle wayfinding study and carry out a bicycle wayfinding program. As the bicycle improvements in this BMP are constructed, the City should strategically place wayfinding

signage to enhance their visibility and direct bicyclists to important destinations such as the following:

- On-street bikeways along local City streets;
- Regional bikeways such as the Rio Hondo River Trail;
- Commercial centers such as Downtown Montebello or the various shopping centers in the city;
- Public transit centers and stations such as the Montebello/Commerce Metrolink Station and the future L Line Greenwood Station;
- K-12 schools;
- Civic and community destinations such as City Hall, Hollifield Park Community Center, the Senior Citizens Center, and Montebello Regional Library; and
- Parks and recreation centers such as Montebello City Park and Grant Rea Park.

As part of the wayfinding system planning, the City can work with local stakeholders and residents to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. Based on this community input, a particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as Downtown Montebello) may be included on signage up to five miles away. Secondary destinations (such as the Metrolink Station) may be included on signage up to two miles away. Tertiary destinations (such as a local park) are more local in nature and may be included on signage up to one mile away.

Additional guidance and references for implementing citywide bike parking and wayfinding programs is provided in **Section 6: Recommended Programs and Policies**.

Priority Projects

All the projects identified in this BMP play a role in creating a connected and safe network for people bicycling in and through Montebello. However, certain projects will provide more benefits in terms of helping improve safety, meeting demand, expanding access, and connecting activity centers. To identify the projects that will help to achieve these benefits, the recommended projects were prioritized using a prioritization framework that aligned with the BMP's goals and developed based on the technical analysis and outreach conducted earlier in the plan process. This section details the methodology and results, including additional information pertaining to each priority project.

METHODOLOGY

The evaluation criteria developed for this project was based on the City's goals, as well as needs expressed during the public outreach process. The criteria were divided into four categories:

- Connectivity
- Bicyclist comfort and safety
- Multimodal operations
- Other (access for disadvantaged communities, implementation and right-of-way acquisition, and cross-jurisdictional and -agency coordination)

The recommended citywide network was divided into 21 distinct projects. Thirteen metrics were used to rate each project. In addition, a weight of low, medium, or high was applied to each metric, based on the relative importance of the criterion when compared to the City's goals and objectives. The prioritization metrics and descriptions are provided in **Table 4**.

MONTEBELLO BICYCLE MASTER PLAN

TABLE 4: PRIORITIZATION METRICS

Category	Metric	Why metric is important	Weight
Connectivity	Connectivity to Rio Hondo River Trail	Residents indicated a desire for improved connections to the trail.	High
	Connectivity to existing and future rail transit stations	Residents indicated a desire for improved connections to transit.	High
	Connectivity to key local and regional destinations	Residents want improved connections to key destinations including schools and town square.	High
	Connectivity to existing or planned bicycle facilities	Connectivity to a larger regional network improves access to destinations outside the city.	Medium
Bicyclist comfort and safety	Bikeway design	The community indicated a preference for more bikeway separation on arterial roads and cited a feeling of being physically unsafe while bicycling.	High
	Bicyclist safety	Contributes to perception of safety and comfort.	Medium
	Traffic calming	Vehicle speeding is a commonly cited concern among the community.	High
Multimodal operations	Effects on public transit buses	Minimizing effects on transit can help improve overall multimodal conditions in the city.	Low
	Effects on automobiles	Effects on vehicle capacity and convenience affect feasibility of bikeway projects, as well as public and stakeholder support; these effects also affect ease of implementation.	Low
Other	Access for disadvantaged Communities	Several areas of the city qualify as disadvantaged and have lower levels of mobility and access.	Medium
	Implementation and right-of-way acquisition	Implementation feasibility.	Low
	Cross-jurisdictional and -agency coordination	Implementation feasibility.	Low
	Complete and connected priority network	Ensure complete priority network that limits gaps.	High

PRIORITY PROJECTS FOR IMPLEMENTATION

Based on the weighted scores for each project, the following 11 projects are designated as priority projects for the City that balance and fulfill the various priority criteria and are highlighted in **Figure 13**. The projects below have been ranked by priority score – some projects share a rank due to having identical prioritization scores.

1. Poplar Avenue/Bluff Road bike boulevard
2. Mines Avenue/Beach Street/Vail Avenue/Flotilla Street loop
3. Maple Avenue bike boulevard
4. Lincoln Avenue bike lanes and bike boulevard
5. Olympic Boulevard/Roosevelt Avenue bike lanes and bike route
6. Beverly Boulevard bike lanes
6. Whittier Boulevard bike lanes, route, and path
6. Avenida De La Merced bike lanes gap closure
9. Montebello Boulevard/Greenwood Avenue bike lanes
10. Rea Drive bike lanes
11. Wilcox Avenue bike lanes

Detailed prioritization analysis matrices are provided in the appendices.

As part of the prioritization process, additional information was prepared for each of the 11 priority projects to supplement project descriptions provided earlier in this chapter found in **Table 5**. This information can be

utilized by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The following information is provided for each priority project below:

- **Average weekday daily users for each priority project** were estimated using the California Air Resources Board (CARB) benefits calculator tool for the AHSC Program. This tool was developed to estimate the net greenhouse gas (GHG) benefit and selected co-benefits of projects receiving state grant funding, such as active transportation projects. This tool calculates the benefits of bicycle projects using factors such as facility type, facility length, adjacent roadway volumes, and number of activity centers within walking and bicycling distance of the proposed facility.
- **Annual vehicle miles traveled (VMT) reductions and total GHG reductions for the life of the project** were also estimated for each priority project using the CARB spreadsheet tool. VMT reductions were estimated using the average daily trip estimates and average trip lengths for bicycle and pedestrian trips. The annual VMT reductions are then converted to net GHG emission reductions in terms of metric tons of carbon dioxide equivalent (MTCO_{2e}); this represents the total GHG reduction for the life of the project assuming a 15- to 20-year design life based on the facility type.
- **Planning-level construction cost estimates** were prepared for the construction of each priority project, using the Caltrans cost estimating spreadsheet tool. This tool includes unit costs for various bicycle treatments specific to Caltrans District 7, which includes Los Angeles County.

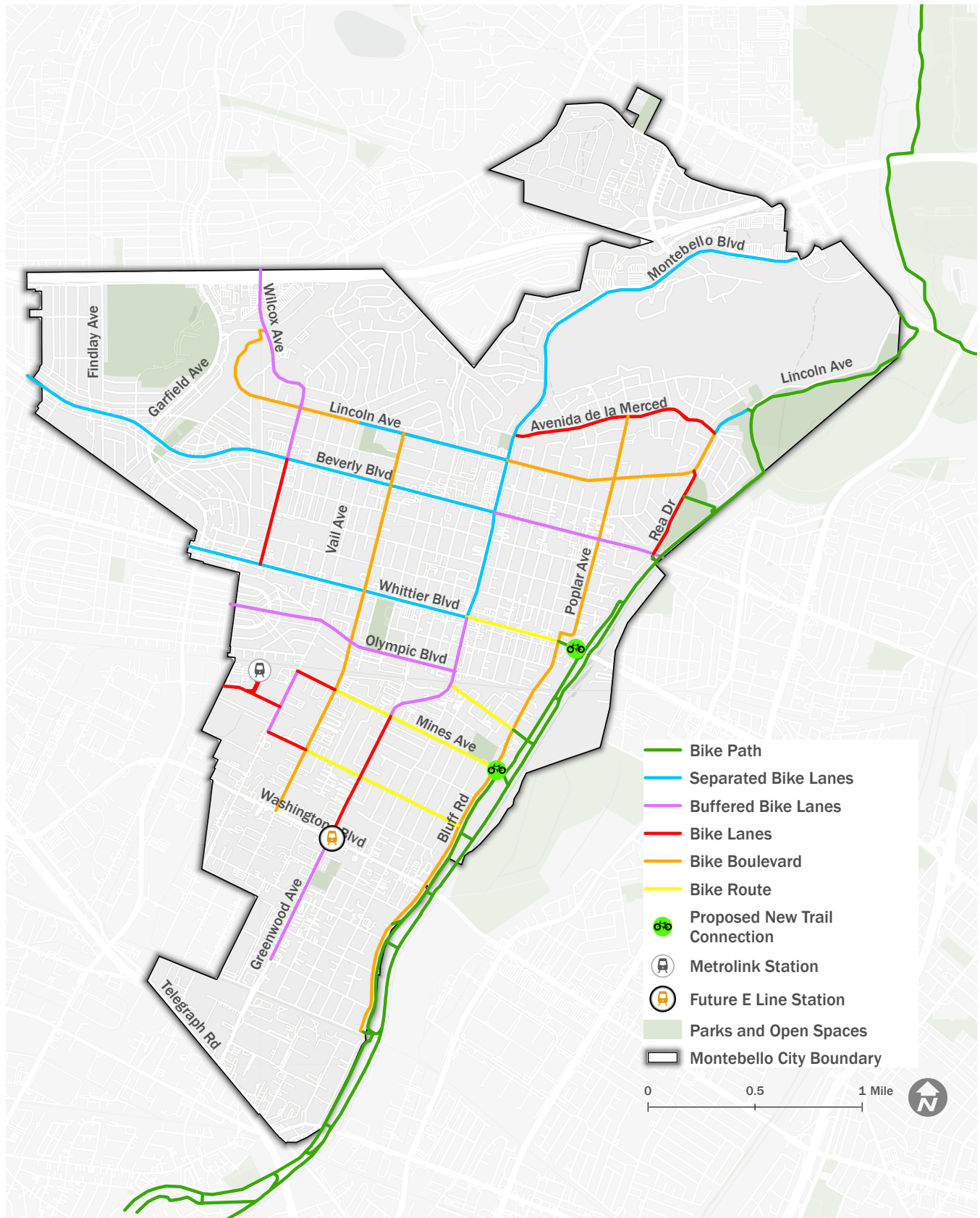
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In addition, example aerial conceptual designs and typical cross sections for key projects intended to improve bicycling in Montebello are provided in Appendix K. These illustrations are intended to assist in future grant funding applications and project development, illustrating key connections in the priority network that could greatly enhance multimodal activity and help address key barriers in the city. Note, these concepts are provided for illustrative purpose; project implementation will require full surveying and design at a later stage.



MONTEBELLO BICYCLE MASTER PLAN

FIGURE 13: PRIORITY BICYCLE NETWORK



MONTEBELLO BICYCLE MASTER PLAN

TABLE 5: PRIORITY PROJECT INFORMATION

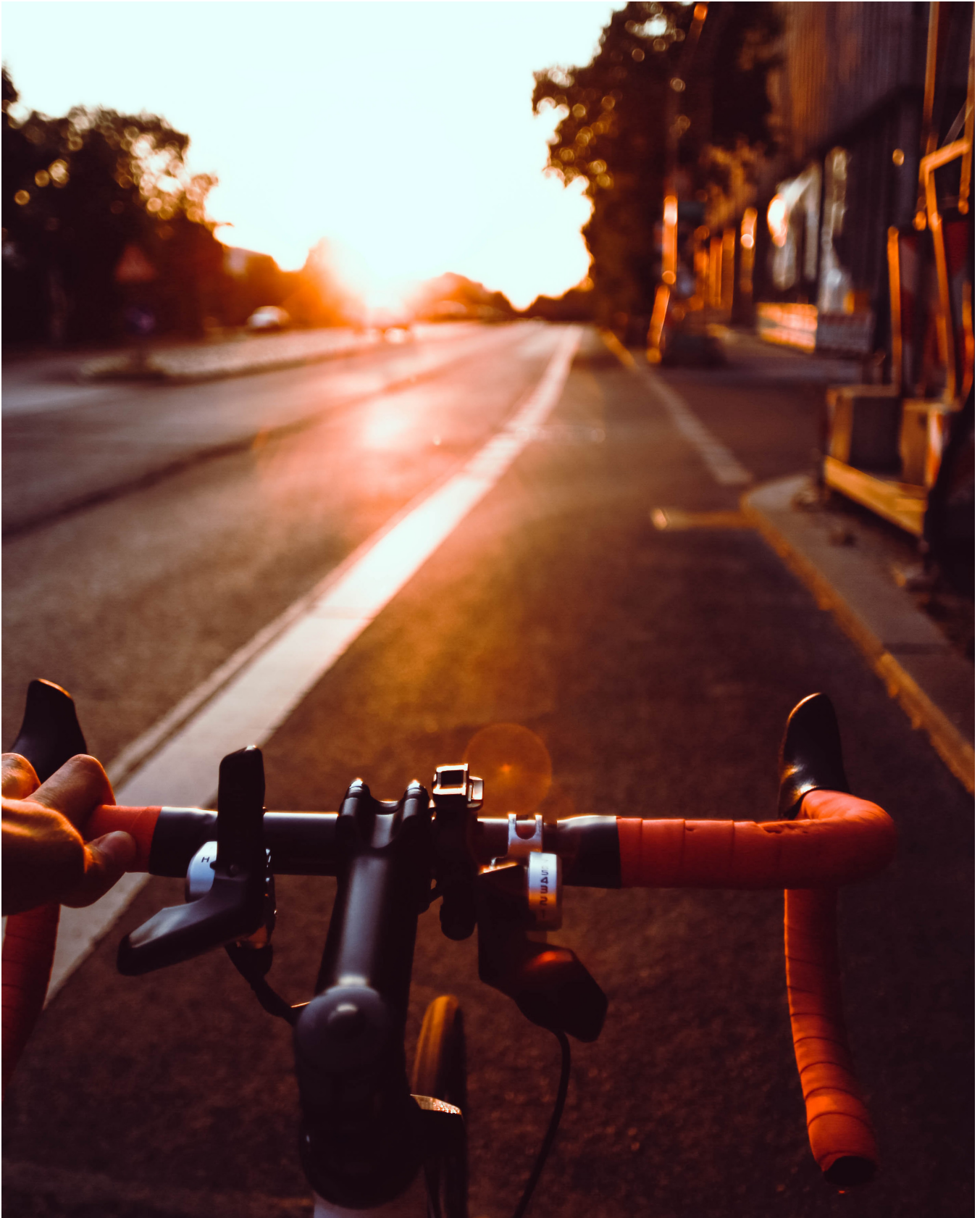
Project	Type(s) of Improvements	Average Weekday Daily Users	Average Annual VMT Reduced	Lifetime GHG Emission Reduction	Construction Cost Estimate
Poplar Avenue/ Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO _{2e}	\$633,000
Mines Avenue/ Beach Street/Vail Avenue/ Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO _{2e}	\$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO _{2e}	\$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO _{2e}	\$2,228,000
Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO _{2e}	\$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO _{2e}	\$3,939,000
Whittier Boulevard bike lanes, route, and path	Separated bike lanes, bike route, and bike path connection	1,310 users	675,000 miles	269 MTCO _{2e}	\$2,482,000
Avenida De La Merced bike lanes gap closure	Bike lanes	360 users	184,000 miles	74 MTCO _{2e}	\$30,000
Montebello Boulevard/ Greenwood Avenue bike lanes	Separated bike lanes, buffered bike lanes, and bike lanes	860 users	442,000 miles	176 MTCO _{2e}	\$4,325,000
Rea Drive bike lanes	Bike lanes	80 users	39,000 miles	16 MTCO _{2e}	\$73,000
Wilcox Avenue bike lanes	Buffered bike lanes and bike lanes	620 users	317,000 miles	126 MTCO _{2e}	\$649,000

06

RECOMMENDED
PROGRAMS &
POLICIES



MONTEBELLO BICYCLE MASTER PLAN



Source: Kittelson & Associates, Inc.

Recommended Programs and Policies

In addition to the recommended infrastructure improvements for the bicycle network, the City can employ programs, policies, and strategies to improve bicycling conditions, as listed in **Table 6**. The elements discussed in this chapter were developed based on information obtained from the City, partner agencies, stakeholders, and the community, as well as a review of best practices, prior local and regional plans, and existing programs and policies in Montebello.

The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and operations
- Planning and evaluation
- Funding
- Implementation
- Education and enforcement

TABLE 6: RECOMMENDED PROGRAMS AND POLICIES

Category	Topic area	Recommendations
Infrastructure and operations	Bicycle facility and roadway design	Follow national and statewide best design practices (such as those documented by NACTO) when designing and implementing dedicated and shared bicycle facilities on City streets.
		Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bike routes at unsignalized arterial crossings.
		Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.
		Continue to monitor research and guidance pertaining to e-bikes and incorporating their needs when designing bicycle facilities in the city.
		Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.
	Bicycle-supportive amenities	Update the City transportation demand management (TDM) and parking ordinances for new development projects and increase bicycle parking requirements to reflect changes in short and long-term bicycle parking needs for various land uses.
		Continue to provide sufficient and well-designed bicycle parking at City properties using the most up-to-date design practices.

MONTEBELLO BICYCLE MASTER PLAN

Category	Topic area	Recommendations	
Infrastructure and operations (continued)	Bicycle-supportive amenities (continued)	Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City rights-of-way.	
		Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporate their needs into the City's bicycle parking and municipal requirements.	
		Develop and implement a citywide bicycle wayfinding program to guide bicyclists to important destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.	
		Implement bicycle hubs at important destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.	
Planning and evaluation	Roadway network planning	Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.	
		Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics, per the City's Transportation Study Guidelines.	
		Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.	
	Data collection and monitoring	Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at City properties.	
		Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.	
		Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.	
	Community participation and input	Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and bicycling conditions; use City events and social media as additional opportunities to further gather community input.	
	Funding	Grant funding	Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, Southern California Association of Governments (SCAG), Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
			Pursue grant funding from SCAG, LA Metro, and other organizations (such as the Metro Open Streets Grant Program) for carrying out open street events and demonstration projects.

MONTEBELLO BICYCLE MASTER PLAN

Category	Topic area	Recommendations		
Funding (continued)	Grant funding (continued)	Maintain competitiveness for LA Metro grant assistance and funding and build off the City's Complete Streets-oriented General Plan by formally adopting a complete streets policy or ordinance.		
	Sustainable funding sources	Include BMP projects as part of the City's capital improvement program (CIP).		
Implementation	Quick-build and interim facilities	Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.		
		Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic, including as part of this BMP's recommended bike boulevards.		
		Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.		
	Inter-agency coordination	Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.		
		Collaborate with Caltrans on implementing bicycle facilities along SR-60 ramps and over and underpasses.		
		Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.		
		Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.		
		Explore partnerships with the San Gabriel Valley Council of Governments (SGVCOG), LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.		
		Education and enforcement	Safety and awareness	Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
				Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses, and to develop a Safe Routes to School Plan.
Partner with community-based organizations to host activities such as open street events and community bicycle rides.				
Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.				

MONTEBELLO BICYCLE MASTER PLAN

Category	Topic area	Recommendations
Education and enforcement (continued)	Equitable enforcement	Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.
		Deprioritize enforcement of bicycling and walking infractions, and update the City's Municipal Code to allow bicycling on the sidewalk.
		Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

Key Topic Areas

While the above referenced policies, programs, and strategies are important for improving the bicycling environment in Montebello, the following key topic areas are recommendations that have been developed as a starting point.

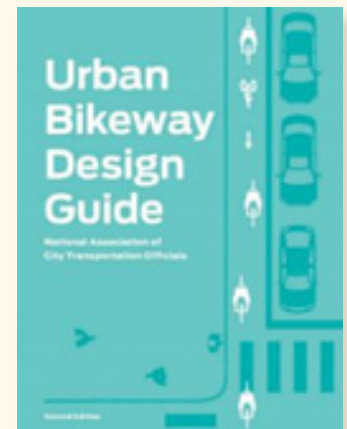
BIKEWAY DESIGN

Bikeway design is a rapidly evolving area of roadway design, and several national and statewide guidance documents are now available with varying update cycles and frequencies. The City of Montebello should adopt and utilize these design standards as it moves forward with the infrastructure projects, continually referencing them for updated information as newer versions are released.

Best Practice Resources for Bikeway Design

URBAN BIKEWAY DESIGN GUIDE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) | 2014

NACTO is comprised of the transportation departments of many major and mid-sized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the Urban Bikeway Design Guide sometimes provide additional bikeway design options than those found in the American Association of State Highway and Transportation Officials (AASHTO) guide, although they are mostly in agreement. NACTO also offers a number of other free best practice and design guides which may be useful as the City works to meet its current and future transportation needs.



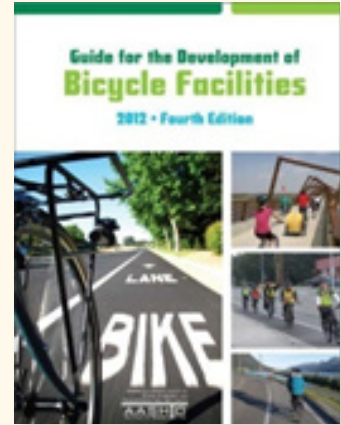
The Urban Bikeway Design Guide may be viewed for free at:

<https://nacto.org/publication/urban-bikeway-design-guide/>

GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES AASHTO | 2012

AASHTO is a nonprofit, nonpartisan body representing state transportation departments. AASHTO's Guide for the Development of Bicycle Facilities is a widely used bikeway planning and design tool. This guidebook was last published in 2012. It does not contain guidance on some bicycle facility types and treatments that are widely in use by transportation agencies such as protected bike lanes. A revision that will include the latest in bicycle facility design and contextual guidance is in process.

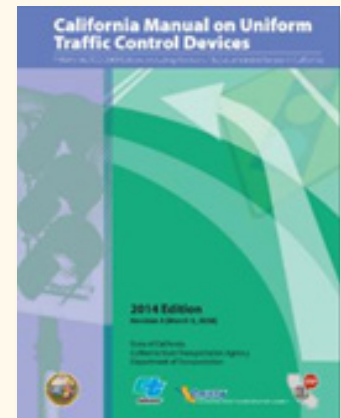
The 2012 version is available for purchase at: <http://transportation.org>.



CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CALTRANS | 2024

The California Manual on Uniform Traffic Control Devices (CA-MUTCD) defines the standards used by road managers in California to install and maintain traffic control devices on all public streets, highways, and bikeways. The CA-MUTCD was last updated by Caltrans in 2024. It includes the 2014 edition with eight rounds of revisions. Its main contributions to bikeway design are the provision of signage and striping standards. Design Information Bulletin 89 provides information of the design for separated bikeways in California.

The CA-MUTCD is available for free download at: <https://dot.ca.gov/programs/traffic-operations/camutcd>



BIKEWAY SELECTION GUIDE FEDERAL HIGHWAY ADMINISTRATION (FHWA) | 2019

The Bikeway Selection Guide provides guidance for selecting bicycle facilities based on existing roadway context and intended design users. It provides step-by-step information for planners and engineers seeking to implement the appropriate bikeway for a specific context.

The Bikeway Selection Guide is available for free download at: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf



CROSSING AND INTERSECTION DESIGN

Street intersections and driveways are principal conflict points for bicyclists. As a result, improving street crossings to increase the predictability and visibility of bicyclists is a key principle for improving intersections. Intersections should be designed to provide visibility for all users and to create a consistent, predictable environment where the movements of people walking, bicycling, or driving are intuitive to other road users as they approach or enter the intersection. In addition to this overarching approach to improving safety and comfort at intersections, the following more specific principles should be considered when implementing bicycle facilities at intersections:

- Reduce vehicular turn speed to improve driver yielding by reducing turn radii, installing hardened centerlines, or eliminating right turns on red.
- Minimize the intersection footprint to be as compact as possible.
- Make bicycles more visible by setting back the bikeway crossing, installing early stop lines for drivers, and building raised bikeway crossings.
- Separate bicycles from vehicles or give bicycles priority by installing protected or dedicated intersections, letting bicycles move past stopped vehicles while waiting for a signal, and implementing bike signals.

Sample Crossing and Intersection Treatments

There are many ways to address crossing and intersection issues. The following examples reflect potential solutions to concerns raised by Montebello residents in the outreach process or to issues uncovered in the analysis phase of this project.



Bicycle Box (Source: NACTO)

MAJOR STREET CROSSINGS

Montebello has a network of minor streets, many of which are already comfortable to bicycle on. However, concerns arise when people are required to cross a major street. Some potential interventions include the following, which are also illustrated in accompanying images:

- **Bicycle boxes at signalized intersections:** This allows bicyclists to get ahead of the vehicle queue when the light is red. By placing bicyclists in front of cars, they can travel through the intersection earlier, thus reducing potential conflicts with turning vehicles.

MONTEBELLO BICYCLE MASTER PLAN

- **Intersection crossing markings:** Also called “cross-bikes,” these operate similar to a crosswalk and show the intended path of travel for a bicyclist through the intersection. They indicate to drivers the prioritization of bicyclists and a need to watch for bicyclists crossing the street.
- **Through bike lanes:** These can be used where a bike lane approaches a right-turn lane to allow bicyclists to correctly position themselves to travel through the intersection, avoiding conflicts with turning vehicles. The bike lane is placed between the through vehicle lane and the right-turn lane.
- **Hybrid or active warning beacons:** These can facilitate the crossing of a busy street where a conventional signal is not warranted due to traffic volumes.



Pedestrian Hybrid Beacon (PHB) (Source: FHWA)



Bike Crossing Markings (Source: Adapted by Kittelson & Associates, Inc. from FHWA Separated Bike Lane Planning and Design Guide)



Through Bike Lane (Source: NACTO)



Bicycle Signal (Source: NACTO)

SIGNALIZATION

Signals provide an opportunity to mitigate conflicts between people who walk, bicycle, and drive. Some signal options include:

- **Bicycle signal heads:** These are used in conjunction with existing conventional traffic signals or hybrid beacons and provide guidance for all road users at intersections where bicyclists follow different traffic patterns, such as where bicycle only movements, leading bicycle intervals, and other bicycle specific signal phases and timing strategies are present.
- **Signal phasing:** Prioritizes bicycle movements through an intersection to reduce conflict potential. Some options include protected bicycle phases, where vehicular turns across the bikeway are prohibited, and leading bike intervals, where people on bicycles are allowed to enter the intersection a few seconds before drivers.
- **Bicycle push buttons:** These are used for bicycle detection at signalized intersections. Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either using push buttons or by automated means (e.g., in-pavement loops, video, microwave, etc.).



Protected Intersection (Source: People for Bikes))

PROTECTED AND DEDICATED INTERSECTIONS

These types of intersections provide physical separation between bicyclists and drivers, helping to reduce the potential for conflicts.

- **Protected intersections:** These include the use of corner refuge islands to set the bicyclist back from parallel vehicular traffic and manage vehicle turning movements. They should be designed to allow enough room for a cyclist to wait at a red light.
- **Dedicated intersections:** This can be installed when there is not enough space for a protected intersection but where there is still a desire to provide some separation between drivers and bicyclists and to reduce turning speeds. They employ techniques like corner wedges and hardened centerlines to slow down drivers.

Best Practice Resources for Crossing and Intersection Design

In addition to the guidance listed in the Bikeway Design section, the following guidance is aimed specifically at creating safe and comfortable intersections and crossings for people who bicycle:

DON'T GIVE UP AT THE INTERSECTION NACTO | 2019

Expanding on the Urban Bikeway Design Guide, NACTO's Don't Give Up at the Intersection provides detailed guidance on intersection design treatments intended to reduce conflicts between people who drive, bicycle, and walk. It covers infrastructure such as protected and dedicated intersections, minor street crossings, and signalization strategies.

Don't Give Up at the Intersection may be viewed for free at: <https://nacto.org/publication/dont-give-up-at-the-intersection/>



FREEWAY CROSSINGS

Interchanges are complex intersections that require special design considerations to ensure that people who are on a bicycle can cross the on- or off-ramp movements safely. The following obstacles common to freeway ramp crossings can create uncomfortable and unsafe environments for bicyclists:

- Crossings of free-flow motor vehicle movements.
- Exposure to higher-speed traffic.
- Weaving movements across a bicyclist's path of travel and other traffic.
- Designs which require circuitous travel paths which may result in routing confusion.
- Multistage crossings or transitions which can increase travel time or delay.
- Long crossings which increase exposure, potentially trapping bicyclists where signal timing cannot accommodate bicyclists traveling on the roadway.

- Bicycle facilities with constrained widths adjacent to higher speed traffic.
- Requiring bicyclists to operate with pedestrians in crosswalks and other shared facilities.

Where interchanges accommodate high volumes of vehicles and allow drivers' operating speeds to exceed 25 to 30 mph, only experienced bicyclists may feel able or willing to navigate in shared lanes or bike lanes at these locations. Crossings of uncontrolled high-speed ramps, merging, and weaving areas can present safety problems for people bicycling, resulting in people avoiding the intersection. In locations where alternative routes are not available or practical, these locations become major barriers to bicycling.

A variety of crossing treatments can be used to enhance the comfort and safety of pedestrians and bicyclists at interchanges. Traffic signals with bicycle phases or timing to accommodate bicyclists, adjustments to signal phasing, PHBs, RRFBs, raised crosswalks, median refuge

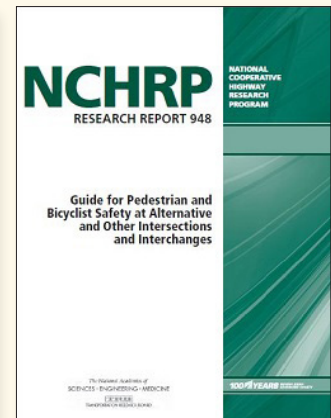
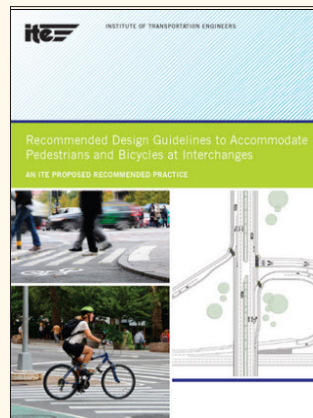
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islands, advance yield and stop lines, and other pavement markings, such as extensions of bike lanes through intersections, can all be used at interchanges to improve crossings for pedestrians and bicyclists.

While freeway ramp intersections act as critical crossings for the City's bicycling network, they are owned and operated by Caltrans. Therefore, the City should coordinate directly with Caltrans to implement improvements at these locations, including providing comments and review of plans and projects.

Best Practice Examples and Resources for Interchange Crossing Design

- Mitman, Meghan F., and Matthew D. Ridgeway. Recommended design guidelines to accommodate pedestrians and bicycles at interchanges: A recommended practice of the Institute of Transportation Engineers. Washington, DC: Institute of Transportation Engineers, 2016.
- Guide for pedestrian and bicyclist safety at alternative and other intersections and interchanges. Washington, DC: Transportation Research Board, 2020.



TRAFFIC CALMING

Traffic calming refers to the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for nonmotorized street users. Implementing traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and bicyclists. As a result, pedestrian and bicycling activity can also increase.

The following are safety and operational benefits for vehicles, bicyclists, and pedestrians that can result from implementing traffic calming measures :



Neighborhood Traffic Circle (Source: FHWA)

- Decreasing vehicle travel lanes for pedestrians to cross,
- Providing room for a pedestrian crossing median,

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- Improving safety for bicyclists when bicycle lanes are added,
- Providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- Reducing rear-end and side-swipe crashes,
- Improving speed limit compliance, and
- Decreasing crash severity when crashes do occur.

Quick-build traffic calming improvements such as traffic circles on residential streets help to reduce a bicyclist's level of stress and discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.

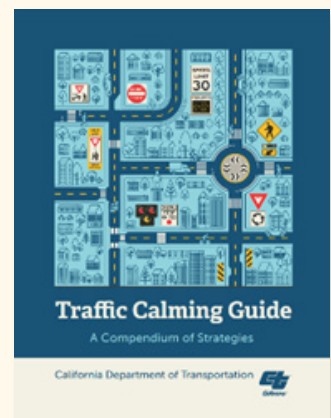
Best Practice Resources for Traffic Calming

TRAFFIC CALMING GUIDE: A COMPENDIUM OF STRATEGIES CALTRANS | 2021

The Traffic Calming Guide may be viewed for free at: https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf

TRAFFIC CALMING EPRIMER US DEPARTMENT OF TRANSPORTATION, FHWA

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>



E-BIKES

With the rising popularity of e-bikes, cities are beginning to incorporate this new mode into their transportation strategies. It is important to consider their impact on non-electric bicyclists and the overall transportation network. For example, e-bike riders have a higher risk of being involved in collisions than traditional bicycle riders due to their higher speeds compared to non-electric bicycles; crash severity may also be higher due to traveling at higher speeds. During this BMP's community engagement events, participants indicated a strong desire for the BMP to address e-bikes in

the city, including unsafe riding by people under the age of 18, who may be novice e-bike users.



E-bike (Source: LA Metro)

Assembly Bill (AB) 1096 and California Vehicle Code 312.5 define e-bikes as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. They provide the following classifications for policy making and planning.

- **Class 1 electric bicycle:** An e-bike, other than a Class 3 e-bike, equipped with a motor that assists only when the rider is pedaling and ceases to provide assistance when the speed of the bicycle reaches or exceeds 20 mph.
- **Class 2 electric bicycle:** An e-bike equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the speed of the bicycle reaches or exceeds 20 mph.
- **Class 3 electric bicycle:** An e-bike equipped with a motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when the speed of the bicycle reaches or exceeds 28 mph.

There are several factors to consider when planning for e-bikes:

- **Adequate infrastructure:** This means constructing bike lanes and paths that are safe for e-bikes to use. These bike lanes and paths should be wide enough to accommodate the larger size of e-bikes, clearly marked, and well lit.
- **Safety of e-bike riders:** This means helping riders obtain helmets and other protective gear, as well as making sure that roads are well maintained and free of debris. Additionally, cities should implement a network of dedicated bike lanes to reduce the risk of collisions with cars and other motorized vehicles. Education and outreach to all age groups should pair infrastructure improvements. While these issues are not

unique to e-bikes, they serve to benefit both e-bike and standard bike users.

- **Cost of using e-bikes:** This includes the cost of purchasing an e-bike, as well as maintenance and repair costs, which may not be accessible for all users. Cities aiming to support the use of e-bikes can potentially address this through local, regional, or statewide programs that offer incentives to encourage riders to purchase and use e-bikes. This could include subsidies, tax credits, or other forms of financial support.

Speed Management

E-bike riders have a higher risk of being involved in collisions than traditional bicyclists due to their high speed. E-scooters can reach up to 15 mph while e-bikes can go as high as 30 mph. Regulations related to the operation and use of personal electronic vehicles (PEVs) is primarily focused on the unit itself and the limits to its operational speed and stopping distance, while the operators of PEVs must comply with local regulations concerning the speed limit and facility on which they permitted to ride in. In the case of low volume bicycle and pedestrian paths and trails, the users are likely to ride the PEVs at higher speeds due to the lack of vehicular traffic. The mixing of this type of traffic with nonmotorized bikes, pedestrians, or individuals in wheelchairs may result in collisions. Implementing e-bike speed limits on streets and trails can help reduce the likelihood of collisions and encourage e-bike riders to ride at safe speeds.

Off-Street Path/Trail and Bicycling Etiquette

As an alternative to implementing formalized restrictions on trail users, the City of Portland's Share the Path Campaign emphasizes trail etiquette. Guidelines advising to "use safe speeds at all times" and reminding that "slower traffic has the right of way" stress to faster

users that it is their duty to slow down and be mindful of others. This approach allows for more flexibility, and it accommodates the varying traffic of the trail throughout different seasons, times, and days. It does not restrict fast riding entirely, but instead allows for higher speeds when the conditions are appropriate.

E-Bike Ordinances

Some cities have begun actively planning for e-bikes through the adoption of e-bike ordinances to address issues and concerns in the near-term. An example of this is the city of Irvine, which observed a sharp increase in e-bike collisions; 34% of bicycle collisions in 2022 involved an e-bike as compared to only 10% in 2021. Eighty percent of the accidents occurred within 1,000 feet of a school, and close to half involved bikes proceeding on sidewalks against the flow of street traffic. The City adopted an e-bike ordinance in 2023. Key components of their updated Municipal Code include the following:

- A rider must be 16 years of age or older to operate a Class 3 electric bicycle.
- All people operating or riding as a passenger upon a Class 3 electric bicycle shall wear a properly fitted and fastened bicycle helmet.

- E-bike riders will have to follow a speed limit of 28 miles per hour on streets and 20 miles per hour on bike paths and trails.
- Riders are required to travel in the same direction as vehicle traffic. This also applies to sidewalks that are less than eight feet wide, unless there is no accompanying sidewalk on the opposite side of the street.
- Passengers are not permitted unless the e-bike is designed to accommodate both an operator and a passenger.
- E-bike operators are required to yield the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bike path, or sidewalk.

Best Practice Examples and Resources for E-Bikes

Guidance pertaining to e-bike planning is limited at this time. However, the FHWA recently conducted a literature review that examines relevant sources from North America, Europe, and Asia to develop a baseline understanding of e-bikes, their emerging role in the transportation sector, and how they may advance federal transportation goals.

- FHWA. Electric Bicycle (E-bike) Trends, Impacts, and Opportunities: Literature Review Summary. 2023. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/e-bikes/ebikes_lit_review.pdf

BICYCLE PARKING

Bicycle parking is critical because many people's decision to bicycle is affected by security concerns for their property. Ensuring its effectiveness requires careful consideration. If bicycle parking is not more attractive to users than the closest signpost, it may remain unused. Even a small installation error can render a high-quality rack unusable. With the growing variety of bicycle sizes, shapes, and attachments, it is essential for good bicycle parking to be able to accommodate all types of bicycles effectively. During this BMP's community engagement events, several participants indicated that a lack of convenient parking at local retail destinations discouraged them from bicycling for shopping or dining trips.

To cater to the diverse needs of bicyclists, both short-term and long-term parking solutions are necessary. Short-term parking addresses immediate requirements, such as quick stops for errands or visits to establishments, while long-term parking provides secure options for extended periods (e.g., transit trips or a workday). Long-term parking can also be attractive to users in various situations (e.g., caught in bad weather or owning an expensive bike) due to it being more secure and covered. By understanding and accommodating these needs, Montebello can encourage more individuals to embrace bicycling and enhance the overall bicycling experience.

Bicycle Parking Supply

California state law leaves rules on minimum numbers of bicycle parking spaces to local jurisdiction discretion. Typically, cities establish provisions for both short-term and long-term bicycle parking facilities. Short-term parking caters to brief visitors, while long-term secure bike parking is primarily intended for building tenants such as employees or residents. In 2016, the California Green Building Standards

Code introduced mandatory bicycle parking requirements for nonresidential structures. These regulations offer valuable guidance for determining the recommended minimum combination of short- and long-term secure bicycle parking spaces in nonresidential buildings.

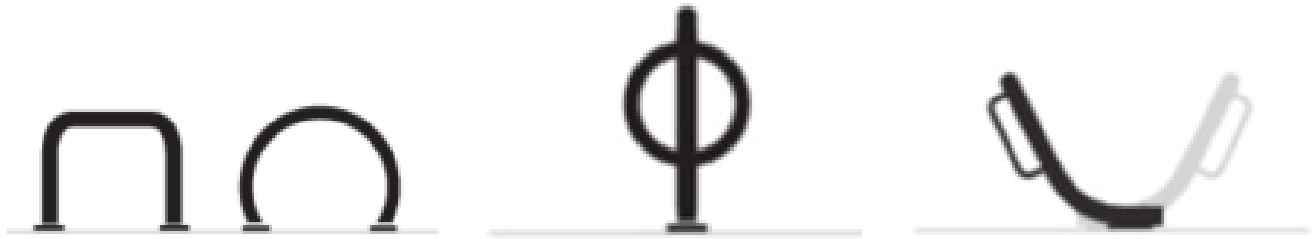
The Association of Pedestrian and Bicycle Professionals (APBP) provides sample parking rates that may be suitable for a variety of community contexts and sizes with varying levels of bicycle use. The City of Montebello can refer to these rates as a starting point to developing minimum bicycle parking rates for new developments to incorporate into the municipal code, based on local needs and relevant land uses.

Short-Term Bicycle Parking Design

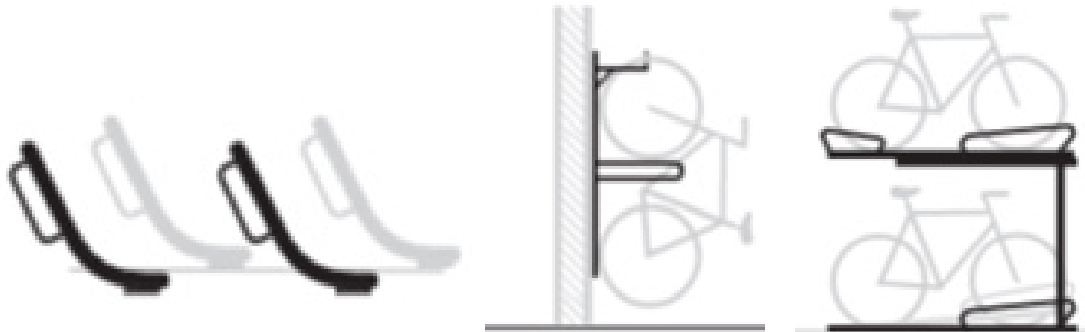
According to APBP, there are generally three categories of short-term bicycle racks:

- **Racks for all applications:** When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.
- **High-density racks:** These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations. High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bicycles that are not compatible with two-tier or vertical racks.
- **Racks to avoid:** Because of performance concerns, APBP recommends selecting other racks instead of these.

MONTEBELLO BICYCLE MASTER PLAN



Inverted U, Post and Ring, and Wheelwell-Secure Racks (Source: APBP)



Staggered Wheelwell-Secure, Vertical, and Two-Tier Racks (Source: APBP)

APBP's guidance includes dimensions and descriptions of racks for all applications (such as inverted U, post and ring, and wheelwell-secure racks), high-density racks (such as staggered wheelwell-secure, vertical, and two-tier racks), and racks to avoid (such as wave, wheelwell, and bollard racks).

Note that APBP's guidance is currently undergoing an update to incorporate new bicycle rack designs and compatibility with other types of bicycles such as hand bicycles, folding bicycles, and electric cargo bicycles.

Ultimately, the appropriate short-term (or long-term) bicycle parking type should be evaluated and selected based on the performance measures most important to the City of Montebello and its residents. Examples of key performance criteria for bicycle racks which can be used to assess types of racks are provided below:

- **Supports bicycle upright without putting stress on wheels:** The rack should provide two points of contact with the frame—at least 6 inches apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32 inches.
- **Accommodates a variety of bicycles and attachments:** The racks recommended above serve nearly all common bike styles and attachments—if installed with proper clearances (more detail is provided in the APBP guidance). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
- **Allows locking of frame and at least one wheel with a U-lock:** A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bicycle frame. Rack tubes with a cross section larger than 2 inches can complicate the use of smaller U-locks.

- **Provides security and longevity features appropriate for the intended location:** Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. The rack finish must be appropriate to the location (more detail is provided in the APBP guidance).
- **Rack use is intuitive:** First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Bicycle Parking Siting and Location

Bicycle parking for short-term users should be near their destination and easy to use. Users generally need the bicycle rack for up to two hours, when visiting destinations such as businesses and institutions. Considerations for short-term parking site planning include:

- **Location:** Short-term bike parking should be visible from and close to the entrance it serves—50 feet or less is a good benchmark.
- **Security:** All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor.
- **Quantity:** APBP offers complete recommendations for the amount and type of parking required in various contexts, to aid cities that currently do not have supply requirements.

Long-term parking users generally place the most value on security and weather protection, and generally consist of employees, residents, and public transit users, who may leave their bicycles parked for several hours at a time. Considerations for long-term parking site planning include:

- **Location:** Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility.
- **Security:** Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures).
- **Quantity:** APBP offers complete recommendations for the amount and type of parking required in various contexts.

Best Practice Examples and Resources for Bicycle Parking

- Association of Pedestrian and Bicycle Professionals. Essentials of Bike Parking. 2015.
- Association of Pedestrian and Bicycle Professionals. Bicycle Parking Guidelines. 2010.

BICYCLE WAYFINDING

A bicycle wayfinding system encompasses both signing and pavement markings that are designed to assist bicyclists in reaching their destinations via preferred bicycle routes and enhance the bicycling experience. Typically, signs are installed at critical decision points along bikeways, such as where two or more bikeways intersect or at other strategic locations along the bicycle routes. During this BMP’s community engagement events, participants indicated a desire for more bicycle signage and wayfinding to help navigate the city while also promoting bicycle culture and increasing its visibility.

A coordinated, thoughtfully designed signage system improves the coherency of a bikeway network. It also provides a greater sense of security and comfort for users by confirming that riders are on the correct route and are aware of how far they will have to travel to reach their destination. On-street bicycle wayfinding signs also provide visual cues to drivers that people on bicycles may be present and they should drive with caution.

Wayfinding Principles

There are six core principles that the City of Montebello should keep in mind when developing a bicycle wayfinding program to create a clear wayfinding experience and achieve a more navigable bicycle network.

1. CONNECT PLACES

Wayfinding signs typically only allow for a maximum of three destinations per sign. Destinations for inclusion on signs can be categorized within three levels:

- **Level 1:** Recognizable districts and neighborhoods, included on signs up to 3–4 miles away.
- **Level 2:** Specific landmarks or major attractions, included on signs up to two miles away.
- **Level 3:** Local destinations, included on signs up to one mile away.

2. PROMOTE ACTIVE TRAVEL

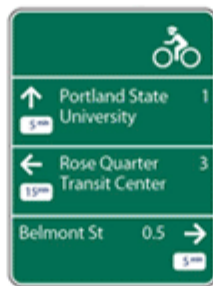
The presence of wayfinding signs should help to communicate that walking and bicycling to many destinations is possible and help reduce physical barriers to using these modes for all types of trips.

3. MAINTAIN MOTION

Bicycling and walking require physical effort, and frequent stopping and starting to check directions may lead to frustration and discouragement. Consistent, clear, and visible wayfinding elements allow people walking and bicycling to navigate while maintaining their state of motion. To help users maintain motion, wayfinding information also needs to be presented so that it can be quickly read and easily comprehended. According to the



Oakland, CA



Concept



Portland Metro Cities, OR

Examples of Bike Wayfinding (Source: NACTO)

NACTO Urban Bikeway Design Guide, this can be achieved through three general types of wayfinding signs (confirmation signs, turn signs, and decision signs) supplemented by other navigational elements such as pavement markings, mile markers, and map kiosks.

4. BE PREDICTABLE

Effective wayfinding systems are predictable. A key component of predictability is strategic sign placement that is consistent and logical.

5. SIMPLIFY INFORMATION

For a wayfinding network to be effective, information needs to be presented clearly and logically. It is important to provide information

in manageable amounts. Too much information can be difficult to understand; however, too little information can make decision-making impossible.

6. BE ACCESSIBLE

Wayfinding signage should be accessible and be designed to be comprehensible by a wide range of users, including people of all ages and ability levels. As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to consider technical guidance from the ADA to implement wayfinding signs and other elements that do not impede travel or create unsafe situations for pedestrians, bicyclists, and/or those with disabilities.

Best Practice Examples and Resources for Bicycle Wayfinding

Many cities and regions prefer to develop their own wayfinding guidance, including branding. The NACTO Urban Bikeway Design Guide includes a section titled Bike Route Wayfinding Signage and Markings System which synthesizes key elements of bike wayfinding.

FUNDING ELIGIBILITY

Projects intended to create safe and comfortable facilities and networks for bicycling are generally very competitive for grant funding. However, to be eligible for some grant assistance and funding, especially that available from LA Metro, the City must be brought into compliance with Metro Complete Streets Policy 6.2, which requires compliance with the 2008 California Complete Streets Act. Additionally, another competitive grant program, the Highway Safety Improvement Program (HSIP), which is administered by Caltrans, will require agencies to have an adopted Local Road Safety Plan (LRSP) or its equivalent to be eligible for funding.

California Complete Streets Act

The California Complete Streets Act of 2008 requires cities and counties to include in the circulation elements of their general plans into the policies and programs that support the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age, ability, or travel mode.

LRSP Requirement for HSIP Funding

HSIP Cycle 11 (in 2023) and beyond will require an LRSP or its equivalent, such as a Systemic Safety Analysis Report or Vision Zero Action Plan, to be adopted by any agency wishing to apply for funding. LRSPs create a framework

for local agencies to systemically identify and analyze safety problems and recommend safety improvements. They are intended to foster a collaborative process and result in a prioritized list of proactive improvements and actions to safety challenges.

Best Practice Examples and Resources for Funding Eligibility

- American Planning Association. Complete Streets: Best Policy and Implementation Practices. (2010). <https://www.planning.org/publications/report/9026883/>
- Caltrans. Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP). <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>



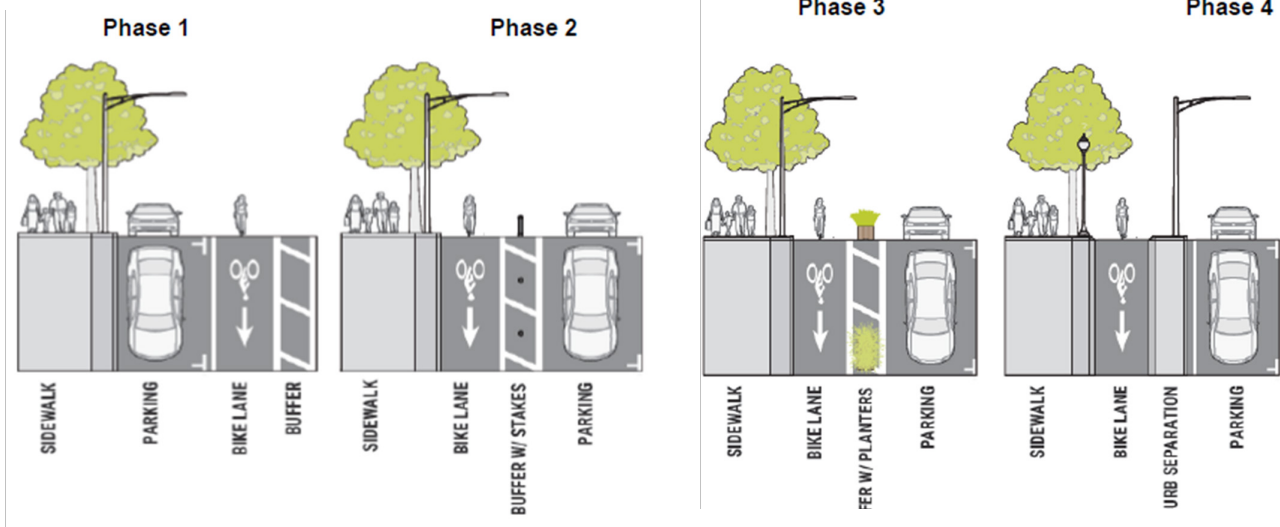
Source: Kittelson & Associates, Inc.

QUICK-BUILD AND INTERIM FACILITIES

The primary goal of rapid network implementation projects is to build out a low-stress bikeway network using lower-cost installation options. Facilities such as Class IV separated bike lanes can be implemented rapidly at low-cost with parking-protected bikeways or with striping and bollards. The graphic below shows how Class IV facilities can evolve over time, starting with low-cost materials and ending with full concrete

separation. This provides jurisdictions with the rapid implementation opportunity for more miles of bikeway while locating funding for more permanent streetscape design elements.

Many local jurisdictions have started to develop strategies and standards for rapid network implementation. The City of Montebello can build on these strategies, as well as the bikeway design best practice standards mentioned previously to develop a strategy for rapid network implementation and interim design treatments that fit the local context and needs.



EVOLUTION OF A CLASS IV SEPARATED BIKEWAY

Best Practice Examples and Resources for Rapid Implementation of Bikeways

- The Street Plans Collaborative & Knight Foundation, Tactical Urbanist's Guide to Materials and Design (2016). tacticalurbanismguide.com
- FHWA, Incorporating On-Road Bicycle Networks into Road Resurfacing Projects (2016). https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf
- City of Bellevue, WA Rapid Implementation Program. <https://bellevuewa.gov/city-government/departments/transportation/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/rapid-implementation-plan>
- People for Bikes Quick Builds for Better Streets. https://prismic-io.s3.amazonaws.com/peopleforbikes/c421f116-acfc-451c-aae7-16ed4349e33e_quick-builds-for-better-streets.pdf
- City of San Jose Better Bikeway SJ. <https://nacto.org/wp-content/uploads/2018/07/Better-Bikeway-San-Jose.pdf>
- City of Oakland 2019 Three-Year Paving Plan. <https://www.oaklandca.gov/projects/2019-paving-plan>

OUTREACH AND EDUCATION

Outreach and education programs can help to improve safety for all users of the transportation system. These can take the form of marketing, partnerships with schools or businesses, open street events, and other elements.

Marketing & SCAG's Go Human Campaign

The SCAG Go Human Community Streets Grant Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation, Black, Indigenous, and People of Color; people with disabilities; and elders, particularly those walking and bicycling. The program provides a minimum of 12 eligible applicants with up to \$30,000 in grant funding to support projects that implement

traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment, or resource distribution.

In addition to hosting workshops and events, SCAG has prepared outreach and education materials that local cities can use. Cities can request materials from SCAG which can be co-branded with both SCAG and local agency logos for distribution. Materials include physical signs, as well as social media graphics and flyers. Cities can also borrow the "Kit of Parts" for temporary pop-up demonstrations. The kit contains pop-up materials to temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer and more inviting public spaces. The street treatment includes a parklet, curb extension (bulb-out), median refuge island, artistic crosswalk, and separated bike lane.

Metro Open Street Events

LA Metro currently administers the Metro Open Streets program. The Open Streets initiatives temporarily close streets to automobile traffic and open them to bicyclists, pedestrians, and other modes of nonmotorized transportation. Open Streets is an innovative way to encourage mode shift to sustainable modes of transportation, reduce traffic congestion, and achieve economic and public health improvement.

The Metro Open Streets Grant Program has the following goals:

- Provide opportunities for riding transit, walking, and riding a bicycle, possibly for the first time.

- Encourage future mode shift to more sustainable transportation modes.
- Promote civic engagement to foster the development of multimodal policies and infrastructure at the city and community level.

Cities in Los Angeles County can apply for funding each cycle for their Open Street events. LA Metro encourages applicants to propose events with a strong focus on equity, and additional application points are awarded to events proposed in resource-challenged communities as defined by CalEnviroScreen and LA Metro's Equity Focused Communities Map.

Best Practice Examples and Resources for Outreach and Education

- LA Metro Open Streets Grant Program. <https://www.metro.net/about/metro-open-streets-grant-program/>
- Southern California Association of Governments (SCAG). Go Human Campaign. <https://scag.ca.gov/go-human>
- SCAG Go Human Advertising Campaign. <https://scag.ca.gov/go-human-safety-campaign>
- SCAG Kit of Parts. <https://scag.ca.gov/borrow-kit-parts>



[SCAG Go Human bus stop advertisement](#)



[SCAG Go Human kit of parts deployment](#)

SAFE ROUTES TO SCHOOLS

Many students live within walking or bicycling distance from their school. The City should implement a citywide education and encouragement program to inform people about bicycling and walking routes. This program could be supplemented with targeted enforcement efforts to reduce bicyclist- and

pedestrian-involved conflicts with vehicles along key routes to local K-12 schools. Safe Routes to School programs are opportunities to create fun and social activities for school children and their families while helping to improve their health and well-being.

Best Practice Examples and Resources for Safe Routes to Schools

- Safe Routes to School Partnership. <https://www.saferoutespartnership.org/>
- National Center for Safe Routes to School. <https://www.saferoutesinfo.org/>

07

FUNDING &
IMPLEMENTATION



MONTEBELLO BICYCLE MASTER PLAN



image Source: [Streetsblog/Joe Linton](#)

Funding & Implementation

The BMP’s infrastructure and programmatic recommendations provide strategies and actions to assist Montebello in improving citywide bicycling conditions. Based on financial realities, implementation of the proposed bicycle network and programs will occur over time, dependent on available funding sources. This chapter provides an overview of potential funding sources, identifies implementation strategies, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

Funding Sources

To implement the BMP, the City will need to identify additional funding sources beyond the general fund. Most funding for the improvements recommended in the BMP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. To help determine the most competitive grants, the most common federal, state, and regional grant funding programs have been summarized below.

FEDERAL FUNDING SOURCES

Congestion Management & Air Quality, FHWA

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides flexible funding for state and local governments’ transportation projects and programs to meet the requirements of the Clean Air Act and its amendments. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the US

Environmental Protection Agency (EPA) to be in non-attainment or maintenance of the national ambient air quality standards.

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

Land and Water Conservation Fund, National Park Service

The Land and Water Conservation Fund (LWCF) matches grants for states and local governments to acquire and develop public outdoor recreation areas and facilities. The LWCF has provided more than \$16.7 billion to state and local governments to acquire new federal recreation lands. Projects can include open space acquisition, small city and neighborhood park development, and trail or greenway construction.

<https://www.nps.gov/subjects/lwcf/index.htm>

Rebuilding American Infrastructure with Sustainability and Equity Grant, United States Department of Transportation

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program provides a unique opportunity for United States Department of Transportation (USDOT) to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Better Utilizing Investments to Leverage Development and Transportation Investment Generating Economic Recovery Discretionary Grants, the eligibility requirements of RAISE allow project sponsors at the state and local levels to obtain funding for multimodal, multi-jurisdictional projects that are more difficult

to support through traditional department of transportation programs.

<https://www.transportation.gov/RAISEgrants>

Infrastructure Jobs and Investment Act, USDOT

The bipartisan Infrastructure Jobs and Investment Act (IIJA) provides the basis for FHWA programs and activities through September 30, 2026. The IIJA makes a once-in-a-generation investment of \$350 billion in highway programs and includes the largest dedicated bridge investment since the construction of the interstate highway system. New programs under the law focus on rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity. Many of the new programs include eligibility for local governments, metropolitan planning organizations (MPOs), tribes, and other public authorities.

One program, the Safe Streets for All (SS4A) Grant Program, has appropriated \$5 billion over the next five years, with up to \$1 billion available in fiscal year 2022. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program provides funding for two types of grants:

- **Planning and demonstration grants:** Provides federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, tribe, or region. Planning and demonstration grants also fund supplemental planning and/or

demonstration activities that inform the development of a new or existing action plan. The Department encourages including demonstration activities in an application.

- **Implementation grants:** Provides federal funds to implement projects and strategies identified in an action plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible action plan to apply. The Department encourages including demonstration activities in an application.

Funding is available for the following activities:

- Comprehensive safety action plans
- Planning, design, and development activities in support of an action plan
- Projects and strategies identified in an action plan

<https://www.transportation.gov/bipartisan-infrastructure-law>

STATE FUNDING SOURCES

Senate Bill 1

Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, is a long-term transportation reform and funding package. The bill includes new revenues that address a variety of transportation projects, such as road safety improvements, street repair, transit, and roadway and bridge construction. SB1 provides more than \$5 billion annually to transportation projects throughout California.

<https://dot.ca.gov/programs/sb1>

HSIP, Caltrans

The HSIP is a federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. In California, Caltrans' Division of Local Assistance manages the local agency share of HSIP funds. California's local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors. Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means. To be eligible for HSIP grant funds, local agencies must have an adopted LRSP or equivalent. HSIP calls for project cycles are released biennially during odd years, with funding adopted the following year.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

Regional Early Action Planning Grants, California Department of Housing and Community Development

Regional Early Action Planning Grants (REAP 2.0) built upon a former program, REAP 2019, but expanded the program focus by integrating housing and climate goals and allowing for broader planning and implantation investments. REAP 2.0 funds will accelerate infill housing development, reduce VMT, increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. The REAP 2.0 application period is now closed and award announcements were made for all funding allocations throughout summer 2023.

<https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021>

Active Transportation Program Grants, California Transportation Commission

California's Active Transportation Program (ATP) Grants through the California Transportation Commission (CTC) consolidated multiple existing federal and state funding sources into a single program aimed at encouraging increased use of active transportation in the state. The ATP aims to encourage active transportation by increasing the proportion of trips made by bicycle or on foot; increasing nonmotorized user safety; reducing GHG; enhancing public health; and ensuring that disadvantaged communities share fully in program benefits. ATP calls for project cycles are released biennially during even years, with funding adopted the following year.

<https://catc.ca.gov/programs/active-transportation-program>

Sustainable Transportation Planning Grant Program, Caltrans

With the passage of SB1, the Road Repair and Accountability Act of 2017, Caltrans grant funding has expanded as provided in the Sustainable Transportation Planning Grant program. In particular, the Sustainable Communities competitive and formula grants are relevant as potential funding sources for this project. The Sustainable Communities grant program funds local and regional multimodal projects that advance the region's SCS goals, contribute to GHG reduction goals, and align with grant program objectives. Up to \$1 million is available per agency, and a 20% local match is required.

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

State-Local Partnership Program, CTC

Created by the Road Repair and Accountability Act of 2017 through SB1, the Local Partnership Program (LPP) annually appropriates \$200 million from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees. Funds are awarded for road maintenance and rehabilitation, sound walls, and other transportation improvement projects. LPP also funds local and regional agency projects that improve aging infrastructure, road conditions, active transportation, and health and safety. Consistent with the intent behind SB1, the CTC intends this program to balance the need to direct increased revenue to the state's highest transportation needs and the need to fairly distribute the economic impact of increased funding.

<https://catc.ca.gov/programs/sb1/local-partnership-program>

Affordable Housing and Sustainable Communities Program, California Strategic Growth Council

The Affordable Housing and Sustainable Communities (AHSC) program aims to reduce GHG emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support related and coordinated public policy objectives. The AHSC program includes transportation focuses related to reducing air pollution, improving conditions in disadvantaged communities, supporting or improving public health, improving connectivity and access to jobs, increasing options for mobility, and increasing transit ridership. Projects eligible for AHSC funding must increase accessibility to affordable housing, employment centers,

and key destinations through low-carbon transportation that reduce VMT. These projects may include transit-oriented development, integrated connectivity, or rural innovation projects. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive cap-and-trade auction proceeds.

<https://sgc.ca.gov/grant-programs/ahsc/>

Office of Traffic Safety Grants, California Office of Traffic Safety

The California Office of Traffic Safety provides grant funding to improve safety with a focus on planning, data records, education, enforcement, and encouragement efforts. Grants are typically released on an annual basis, with applications due in January.

<https://www.ots.ca.gov/grants/>

State Highway Operation and Protection Program, Caltrans

State Highway Operations and Protection Program (SHOPP) is the “fix-it-first” program from the state highway system (SHS). SHOPP funds repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the SHS. Although SHOPP is intended for projects on statutorily designated State-owned roads, highways (including the interstate system), and bridges, it can be used for associated bicycle and pedestrian facilities. Revenues for the SHOPP are generated by federal and State gas taxes and are fiscally constrained by the State Transportation Improvement Program Fund Estimate that is produced by Caltrans and adopted by the CTC.

<https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp>

State Transportation Improvement Program, CTC

The State Transportation Improvement Plan (STIP) is a biennial, five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the CTC to update the STIP biennially, on even-numbered years, with each new STIP adding two new years to prior programming commitments. CTC staff recommendations are based on the combined programming capacity for the Public Transportation Account and State Highway Account as identified in the fund estimate adopted by the CTC. To be included in the STIP that is adopted by the CTC, projects must first be nominated by the MPO in its Regional Transportation Improvement Program, or by Caltrans in its Interregional Transportation Improvement Program.

<https://catc.ca.gov/programs/state-transportation-improvement-program>

Recreational Trails Program, California Department of Parks and Recreation

The Recreational Trails Program (RTP) annually provides federal funds for recreational trails and trail-related projects. The RTP is administered at the federal level by the FHWA and at the state level by the California Department of Parks and Recreation and Caltrans ATP. Eligible nonmotorized projects include acquisition of easements and fee simple title to property for recreational trails and recreational trail corridors; and development or rehabilitation of trails, trailside, and trailhead facilities.

https://www.parks.ca.gov/?page_id=24324

Transformative Climate Communities Program, California Strategic Growth Council

Established by Assembly Bill 2722, the Transformative Climate Communities Program (TCC) program funds development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. The TCC program helps realize the State's vision of vibrant communities and landscapes and demonstrates how meaningful community engagement coupled with strategic investments in transportation, housing, food, energy, natural resources, and waste can reduce GHG emissions and pollution, advance social and health equity, and enhance economic opportunity and community resilience. The TCC program funds both implementation and planning grants. While the program can fund a variety of projects, transportation-related projects can include developing active transportation and public transit projects; supporting transit ridership programs and transit passes for low-income riders; expanding first/last mile connections; building safe and accessible bicycling and walking routes; and encouraging education and planning activities to promote increased use of active transportation modes.

<https://sgc.ca.gov/grant-programs/tcc/>

Environmental Enhancement and Mitigation Grant Program, California Natural Resources Agency

The Environmental Enhancement and Mitigation Grant (EEM) program authorizes the California State Legislature to allocate up to \$7 million each fiscal year from the highway users tax account. EEM projects must contribute to mitigation of the environmental effects of

transportation facilities. The EEM program does not generally fund commute-related trails or similar bicycle and pedestrian infrastructure. However, EEM does fund recreational and nature trails as part of storm water management or green infrastructure projects.

<https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem>

Urban Greening Grant Program, California Natural Resources Agency

Part of the California State Senate Bill 859, the Urban Greening program is funded by the GGRF to support the development of green infrastructure projects that reduce GHG emissions and other benefits. To maximize economic, environmental, and public benefits, priority is given to projects in disadvantaged communities. The Urban Greening program funds projects that reduce GHGs by sequestering carbon, decreasing energy consumption, and reducing VMT while transforming the built environment into places that are more sustainable, enjoyable, and effective at creating healthy and vibrant communities. These projects will establish and enhance parks and open space by using natural solutions to improve air and water quality, reduce energy consumption, and create more walkable and bikeable trails.

<https://resources.ca.gov/grants/urban-greening>

Environmental Justice Small Grants Program, California EPA

Environmental Justice (EJ) Small Grants provide funding to help eligible nonprofit community organizations and federally recognized Tribal governments address environmental justice issues in areas disproportionately affected by environmental pollution and hazards. EJ Small Grants are awarded on a competitive basis with a maximum amount of \$50,000 per grant. EJ Small Grants can be used for a variety

of environmental purposes and to augment community engagement, health, trainings, and programmatic opportunities in underserved communities.

<https://calepa.ca.gov/envjustice/funding/>

REGIONAL AND COUNTY FUNDING SOURCES

Transportation Development Act, Article 3

Transportation Development Act (TDA), Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, LA Metro is responsible for administering the program and establishing its policies.

TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated.

<https://www.metro.net/about/funding-resources/>

SCAG Sustainable Communities Program

The SCAG Sustainable Communities Program (formerly known as Compass Blueprint Grant Program) serves as a resource for local municipalities looking to enhance nonmotorized transportation infrastructure under the principles of mobility, livability, prosperity, and sustainability in ways that enable implementation of the regional SCS. To date, SCAG has allocated over \$12.9 billion for nonmotorized transportation. SCAG grants are available in three categories, including active transportation.

<https://scag.ca.gov/sustainable-communities-program>

Los Angeles Metro Open Streets Grant Funding

The Open Streets Grant Funding is open to local jurisdictions within Los Angeles County to support Open Streets and Slow Streets events, which temporarily close streets to automobile traffic and open them to bicyclists, pedestrians, and other modes of nonmotorized transportation. Open Streets Events are usually larger and last longer throughout the day than Slow Streets. Slow Streets are on an event basis and are multiple days of events. The goals of the Open Streets Grant Program are to:

- Provide opportunities for riding transit, walking, and riding a bicycle, possibly for the first time.
- Encourage future mode shift to more sustainable transportation modes.
- Promote civic engagement to foster the development of multimodal policies and infrastructure at the city and community level.

In the most recent Open Streets Grant funding cycle (Cycle 4), over \$5 million was awarded to new Open and Slow Streets events scheduled through December 2023.

<https://www.metro.net/about/metro-open-streets-grant-program/>

LA Metro Local Return Program

The Proposition A, Proposition C, and Measure R and Measure M Local Return programs are four one-half cent sales tax measures to finance transit development countywide. A portion of these funds are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local transportation infrastructure.

https://www.metro.net/about/local_return_pgm/



Source: Kittelson & Associates, Inc.

Implementation Timeframes

The implementation information presented in **Table 7** was used to develop short-, medium-, and long-term implementation timeframes for the BMP’s proposed infrastructure projects.

TABLE 7: IMPLEMENTATION FACTORS

Project	Priority project	Modifications to vehicle throughput	Modifications to vehicle parking	Inter-jurisdictional coordination
Poplar Avenue/Bluff Road bike boulevard	✓			
Mines Avenue/Beach Street/Vail Avenue/Flotilla Street loop	✓		Vail Avenue (Mines Avenue to Beach Street) and Mines Avenue and Beach Street (Maple Avenue to Vail Avenue)	At Rio Hondo Bike Path connection
Maple Avenue bike boulevard	✓			
Lincoln Avenue bike lanes and bike boulevard	✓	18th Street to Montebello Boulevard		At Rio Hondo Bike Path connection
Olympic Boulevard/Roosevelt Avenue bike lanes and bike route	✓	West of Montebello Boulevard		
Beverly Boulevard bike lanes	✓	Potentially	Potentially	
Whittier Boulevard bike lanes, route, and path	✓	West of Montebello Boulevard		At Rio Hondo Bike Path connection
Avenida De La Merced Bike Lanes Gap Closure	✓			
Montebello Boulevard/Greenwood Avenue Bike Lanes	✓	Partially (Mines Avenue to Elm Street)	Partially (Avenida De La Merced to Whittier Boulevard)	
Rea Drive bike lanes	✓			
Wilcox Avenue bike lanes	✓	Partially (north of Beverly Boulevard)		
Montebello Boulevard (south) bike boulevard				
Madison Avenue bike boulevard				

MONTEBELLO BICYCLE MASTER PLAN

Project	Priority project	Modifications to vehicle throughput	Modifications to vehicle parking	Inter-jurisdictional coordination
Washington Boulevard bike lanes		Potentially	Potentially	LA Metro (L Line Station and right-of-way planning)
Findlay Avenue bike boulevard				
Garfield Avenue/Via Altamira bike path, lanes, and route			Partially (Via Campo to Via San Clemente)	
Hay Street/ Westmoreland Drive/ Vail Avenue bike route and lane		Vail Avenue North of Westmoreland Drive		
Paramount Boulevard bike lanes		Asymmetrical road diet		At Caltrans freeway ramps
Arroyo Drive/Potrero Grande Drive bike lanes				City of Monterey Park and County of Los Angeles
Date Street bike route				
Elm Street bike route				

The recommended bicycle facilities can generally be implemented within the existing curb-to-curb right-of-way except for the project components that connect directly to the Rio Hondo River Trail, which will also require inter-jurisdictional coordination.

NEAR-TERM (5 YEAR) IMPLEMENTATION

To implement projects rapidly, the City’s near-term investments should focus on those projects that have been designated as priority projects that balance connectivity, bicyclist comfort and safety, multimodal operations, and feasibility. However, near-term implementation should also be focused on the priority projects that do not require modifications to vehicle throughput and/or parking, thus less likely to require additional studies and outreach. Near-term implementation projects should also be focused

on projects that do not require coordination with other agencies.

The near-term implementation plan consists of the following priority projects listed below. Note, where necessary, this list includes portions of projects that can be implemented in the near-term, even if the project as a whole cannot.

- Poplar Avenue/Bluff Road bike boulevard
- Maple Avenue bike boulevard
- Avenida De La Merced bike lanes gap closure
- Montebello Boulevard/ Greenwood Avenue bike lanes (conversion of existing bike lanes and buffered bike lanes north of Avenida De La Merced to separated bike lanes)
- Rea Drive bike lanes
- Wilcox Avenue Bike Lanes (bike lanes south of Beverly Boulevard)

MONTEBELLO BICYCLE MASTER PLAN

While the implementation of bike lanes along Washington Boulevard requires coordination with LA Metro as part of the L Line planning and design, it is recommended that the City of Montebello include this project as part of its near-term implementation program. As the L Line extension is expected to be operational by 2035, the City should work with LA Metro at this time to incorporate bicycle facilities into the designs for Washington Boulevard.

MID-TERM (5-10 YEAR) IMPLEMENTATION

Mid-term implementation projects should focus on two tiers of projects:

- Tier 1: Priority projects that may require additional technical studies, designs, and community and stakeholder outreach due to modifications to vehicle throughput and/or on-street parking supply, and/or may require coordination with other agencies.
- Tier 2: Projects that have not been designated as priority projects, but do not require modifications to vehicle throughput and/or parking, thus less likely to require additional studies and outreach. These projects also do not require coordination with other agencies.

Tier 1 mid-term implementation projects are as follows:

- Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop
- Lincoln Avenue Bike Lanes and bike boulevard
- Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route
- Beverly Boulevard bike lanes
- Whittier Boulevard bike lanes, route, and path

- Montebello Boulevard/Greenwood Avenue bike lanes (bike lanes, buffered bike lanes, and separated bike lanes south of Avenida De La Merced)
- Wilcox Avenue bike lanes (buffered bike lanes north of Beverly Boulevard)

Tier 2 mid-term implementation projects are as follows:

- Montebello Boulevard (South) bike boulevard
- Madison Avenue bike boulevard
- Findlay Avenue bike boulevard
- Hay Street/Westmoreland Drive/Vail Avenue bike route and lane (bike route west of Wilcox Avenue)
- Date Street bike route
- Elm Street bike route

LONG-TERM (10+ YEAR IMPLEMENTATION)

Long-term implementation should focus on projects that are not part of the priority bikeway network, require modifications to vehicle throughput and/or on-street parking, and/or will require coordination with other agencies.

- Garfield Avenue/Via Altamira bike path, lanes, and route (as part of the City's master plan for Montebello Golf Course site)
- Hay Street/Westmoreland Drive/Vail Avenue bike route and lane (bike route and buffered bike lanes east of Wilcox Avenue)
- Paramount Boulevard bike lanes
- Arroyo Drive/Potrero Grande Drive bike lanes

MONTEBELLO BICYCLE MASTER PLAN



Performance Measures

The performance measures presented in **Table 8** will be used to evaluate progress toward plan implementation over time. All performance measures are tied back to the plan’s vision and goals. For more information on performance measures, including additional potential measures, data collection techniques, and tracking methodology as well as examples of agencies using these measures, please see the FHWA’s Guidebook for Developing Pedestrian & Bicycle Performance Measures (2016), available at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf.

TABLE 8: MONTEBELLO BMP PERFORMANCE MEASURES

Goal	Performance measure	Measurement
Accessibility	Bicycle network completion	Miles of off-street bike paths installed.
		Miles of bike lanes installed.
		Miles of buffered bike lanes installed.
		Miles of bike routes installed.
		Miles of bike boulevards installed.
		Miles of separated bike lanes installed.
	Bicycle-supportive amenities	Number of bicycle racks installed in the city (including both public and private property).
		Number of bicycle-oriented wayfinding signs installed.
	Transportation-disadvantaged population served	Percent of disadvantaged population (based on census tracts) within 1/2 of an on- or off-street bicycle facility.
	Amount of people that can bicycle to transit	Percent of population within a 2-mile bicycling distance to a transit stop.
Implementation	Dollars of grant funding received for bicycling planning, design, construction, and/or programs.	
Safety	Number of fatal or serious injury crashes involving a bicyclist	Number of fatal or serious injuries of people bicycling over five-year period.
	Number of bicycle-related citations	Number of common traffic violations that affect bicyclist, including failure to yield to pedestrians or bicyclists, speeding, turning, driving under the influence, driving distracted, running a red light/sign, and passing a bicyclist too slowly.
	Traffic calming	Number of traffic calming treatments installed (either as part of a bicycle project or standalone traffic calming treatment).

MONTEBELLO BICYCLE MASTER PLAN

Goal	Performance measure	Measurement
Encouragement	Number of people bicycling	Bicycle commute mode share (ACS five-year estimates). Bicycle volumes at key locations in the city.
	User perceptions	On-site or city-wide user surveys that assess user comfort and perception on bike network.
	Number of outreach events held	Number of outreach and encouragement events held.
	Social media engagement	Number of bicycle- and safety-related social media posts published.



APPENDIX

A

GLOSSARY OF TERMS



B

EXISTING AND BASELINE CONDITIONS REPORT



C

COMMUNITY ENGAGEMENT PLAN AND MATERIALS



D

COMMUNITY AND STAKEHOLDER ENGAGEMENT PHASE 1 SUMMARY MEMO



E

PROJECT VISION, GOALS, AND ACTIONS MEMO



F

BICYCLE-ORIENTED WAYFINDING, PARKING, AND E-BIKES MEMO



G

RECOMMENDED BIKEWAYS, PROGRAMS AND POLICIES MEMOS



H

INDIVIDUAL RECOMMENDED BIKEWAY MAPS





PROJECT PRIORITIZATION METHODOLOGY AND RESULTS



J

PRIORITY PROJECT USER, VMT REDUCTION, AND GHG REDUCTION ESTIMATES



K

EXAMPLE CROSS-SECTIONS AND CONCEPTS





MONTEBELLO

APPENDIX

A

GLOSSARY OF TERMS



KEY TERMS AND ACRONYMS

Active transportation: Active transportation includes non-motorized transportation options such as walking, biking, and rolling. Active transportation is also strongly linked to transit networks. Active transportation options provide affordable and convenient travel options that promote health, economic development, environmental, and safety benefits.

Amenities: Amenities support walking, bicycling, and other modes by improving the pedestrian and bicycling environment. Supporting amenities along walking and bicycling paths of travel can include bike parking, wayfinding signage, benches, shade structures, trash receptacles, and planters/landscaping.

Americans with Disabilities Act (ADA): The ADA is a federal civil rights law to protect people from disabilities from discrimination. As it relates to transportation, the ADA guarantees people with disabilities equal access to public transportation and requires transportation facilities to be accessible and useable by persons with disabilities.

Bend-in/bend-out: A bend-in bends the bike lane toward the motor vehicle lane and away from the sidewalk at an intersection approach, enhancing the visibility of bicycles. Conversely, a bend-out bends the bicycle lane away from motor vehicle lanes and toward the sidewalk at an intersection approach.

Bicycle: A bicycle is a two-wheeled vehicle having a rear drive wheel solely human-powered. In addition to being two wheels tandem, a bicycle includes handlebars for steering, a saddle seat, and pedals by which it is propelled.

Bicycle facilities: A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Bicycle level of stress: Bicycle level of stress, also known as LTS, is an analysis conducted to measure the perceived stress that a bicyclist experiences when biking on a given facility.

Bike lanes and buffered bike lanes: Also known as a Class 2 bicycle facility, a bike lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.

Bike box: A bike box is a dedicated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Bike route: Also known as a Class 3 bicycle facility, a bike route is a signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bike boulevard, can include traffic calming treatments to slow down vehicles.

Bike path: Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

Bike signal: A bike signal is an electrically-powered traffic control device used in combination with an existing conventional traffic signal or hybrid beacon. These provide a dedicated signal phase for bicyclists to cross the intersection and separates bicycle movements from conflicting motor vehicle movements.

Bikeway: A generic term for any road, street, or path that is designated for bicycle travel, regardless of the type of bicycle facility.

Bulbout/curb extension: A bulb out or curb extension is an extension of the sidewalk at a crosswalk into the roadway, typically equivalent to the parking lane adjacent to the sidewalk. This shortens the roadway crossing distance for pedestrians. These improvements reduce pedestrians' exposure to vehicle traffic and increasing visibility of both the pedestrian and approaching vehicles.

Collision Severity: The severity of collisions is classified based on the highest level of injury sustained. The analysis includes the following severity levels, listed in descending order:

- **Fatal:** This category refers to collisions where individuals involved in the incident sustained injuries that resulted in death.
- **Severe Injury:** This category includes collisions where individuals suffered significant injuries such as broken bones, severe lacerations, or injuries beyond what are classified as "visible injuries" according to the reporting officer's assessment.
- **Moderate Injury (Visible Injury):** This category encompasses collisions where individuals sustained injuries that are evident to observers at the collision scene, such as bruises or minor lacerations. These injuries are considered less severe than those in the severe injury category.

- **Minor Injury (Complaint of Pain):** This category pertains to collisions where individuals report experiencing pain or discomfort, even though there may not be any visible injuries. These injuries are categorized as complaints of pain and do not involve severe physical trauma or visible injuries.

Complete streets: Complete street networks are designed considering the full range of user abilities and modes. Complete streets may include sidewalks, bike lanes, transit lanes, frequent pedestrian crossings, median islands, curb extensions, and other transportation facilities. In addition, complete streets are context-sensitive, reflecting the land use and travel needs of users and vehicles at a particular location. While complete streets-sensitive design does not mean that every roadway in the city will have the full suite of multimodal improvements, a city's complete streets network should strive to provide safe and convenient access to key destinations for all modes and users of all ages and abilities in a manner that reduces intermodal conflicts.

Connectivity: This term refers to the extent to which urban forms permit or restrict movement of people or vehicles in different directions.

Electric bicycle (e-bike): Electric bicycles or "e-bikes" are bicycles with electric motors that provide assistance in generating momentum through pedaling or via a hand throttle.

End-of-trip facilities: End-of-trip facilities support convenient bicycle trips and can include bike parking, bike lockers, showers, and personal lockers.

Leading pedestrian interval (LPI)/leading bicycle interval (LBI): Signal timing that provides the walk signal several seconds before vehicles are given a green signal. This provides pedestrians and/or bicyclists with an advanced start so that they are more visible crossing the intersection.

Micromobility: Micromobility devices include any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances

Pedestrian hybrid beacon (PHB): A traffic beacon used to stop road traffic and allow pedestrians to cross safely. The beacon flashes yellow, then steady yellow, then a steady red, then flashes red to make drivers aware to stop. A PHB provides protected pedestrian crossings, stopping road traffic only when a pedestrian is present to cross.

Protected intersection: In a protected intersection design, bicyclists do not have to merge with car traffic at any point. The bicycle lane is extended around the intersection, protected at each corner by a corner island. Bicyclists who want to cross the street pull up past the crosswalk into

a bike queue area that, combined with signal phasing, gives them a head start when the light turns green.

Rectangular rapid flashing beacon (RRFB): A beacon attached to the standard pedestrian crossing sign and activated by pedestrians.

Right-of-way: Public right-of-way is any street, avenue, boulevard, highway, sidewalk or alley or similar place which is owned or controlled by a governmental entity.

Road diet: A road diet reduces the amount of space for motor vehicles through eliminating vehicle lanes. The reclaimed space from a road diet is then re-allocated for other uses, such as more sidewalk space or bike lanes.

Safe Routes to School (SRTS/SR2S): This is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even a school.

Safe Routes to Transit (SR2T): Safe Routes to Transit is an approach that promotes bicycling and walking to transit stations by planning and funding projects that make non-motorized feeder trips easier, faster, and safer. Improving the safety and convenience of bicycling and walking to regional transit provides commuters the opportunity to leave their cars at home.

Safe System Approach: A safe system approach to transportation planning focuses on shared responsibility, recognizing that humans are vulnerable and make mistakes, but those mistakes should never result in deaths or serious injury. Creating safe systems incorporates the following principles to proactively prioritize vulnerable users and aims to prevent crashes before they happen: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Separated bike lanes: Also known as a Class 4 bicycle facility, a cycle track, or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A separated bike lane can be one-way or two-way.

Shared mobility: Shared mobility is the shared use of a vehicle, bicycle, scooter, or other travel mode, allowing users to gain short-term access to transportation modes on an as-needed basis.

Sharrows: A shared-lane marking, also known as a sharrow, is a marking consisting of a bicycle symbol placed in the roadway lane that indicates that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

Speed management: Speed management is an approach that focuses on achieving safe mobility by setting appropriate speed limits, reducing speeding, and reducing and/or mitigating the impact of speeding-related crashes.

Sidewalk: The portion of a street or highway right of-way designed for preferential or exclusive use by pedestrians. Generally, a sidewalk is paved path along the side of a road. A sidewalk is normally separated from the vehicular traffic by a curb.

Through bike lane/intersection crossing markings: Intersection crossing markings indicate where a bicyclist will be travelling through an intersection to clearly mark the intended use, enhance cyclist comfort, increase motorist yielding behavior, and highlight conflict zones. They are generally made up of green “skip striping” paint, green bike lane paint, and/or bicycle lane markings. A through bike lane, or pocket bike lane, provides a path of travel for bicycles approaching the intersection between the vehicle lane for going straight or turning left and the right turn lane.

Traffic calming: Traffic calming measures consist of physical design, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic and to improve safety for pedestrians and cyclists.

Transportation demand management (TDM): Transportation demand management is a set of strategies aimed at maximizing traveler choices. The goal of TDM is to provide travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode.

Two-stage left-turn queue box: Two-stage bicycle turn boxes offer bicyclists a dedicated space to make left turns at multi-lane signalized intersections from a right side cycle track or bike lane or right turns from a left side cycle track or bike lane.

Wayfinding: Directional guidance for road users including bicyclists and pedestrians, including signs, maps, and kiosks.

B

EXISTING AND BASELINE CONDITIONS REPORT



Technical Report

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello
From: Michael Sahimi and Sam Liu – Kittelson & Associates, Inc.
RE: Montebello Bicycle Master Plan – Existing and Baseline Conditions

Kittelson & Associates, Inc. (Kittelson) is helping the City of Montebello (City) prepare their Citywide Bicycle Master Plan (BMP). To facilitate the BMP's development, a review of the existing conditions and relevant local and regional plans was conducted. This report serves to document the existing and planned bikeways in and around Montebello as well as noting key opportunities (or constraints) for bicycle accessibility. The contents of this report will provide guidance for shaping the vision and objectives of the BMP. It will serve as a fundamental point of reference for future BMP initiatives, ensuring a consistent and coordinated approach to bicycle facilities across the City and potentially other jurisdictions.

This report is organized into the following sections:

- Relevant Documents
- Existing Bicycle Conditions
- Opportunities and Constraints
- Planned Improvements

Information in the "Opportunities and Constraints" section is based on ideas and recommendations identified in recent local and regional plans and documents. Information in the "Planned Improvements" section is based on projects that have been identified for implementation in recent plans and studies.

RELEVANT DOCUMENTS

To provide insight into the current state of bicycle infrastructure in and around the City, the following local and regional plans and policy documents were reviewed and referenced throughout the report:

- Montebello Bike Lane Feasibility Study Report (2013)
- Montebello Hills Specific Plan (2015)
- Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan (STP) (2016)
- Los Angeles Metro Active Transportation Strategic Plan (2016)
- San Gabriel Valley Council of Governments (SGVCOG) Regional Active Transportation Plan (ATP) and Greenway Network Study (2019)
- Montebello Parks Master Plan (2021)
- Montebello Safe Travel Plan (2022)
- Draft Montebello General Plan (2023)
- Draft Montebello Downtown Specific Plan (2023)
- Los Angeles Metro Eastside Corridor Phase 2 (Ongoing)
- Montebello First Mile/Last Mile (FMLM) Master Plan (Ongoing)
- Montebello Capital Improvement Program

In addition, the Southern California Association of Governments (SCAG) shapefile of existing and planned bikeways in the region (dated January 2022, and regularly updated based on local agency feedback) was referenced for existing and planned bikeways outside the City limits.

EXISTING BICYCLING CONDITIONS

This section provides an overview of the existing bicycle network and other relevant conditions in and around the City of Montebello, California. The information presented in this section will serve as a foundation for identifying areas of improvement and setting goals for the future of bicycling in the city.

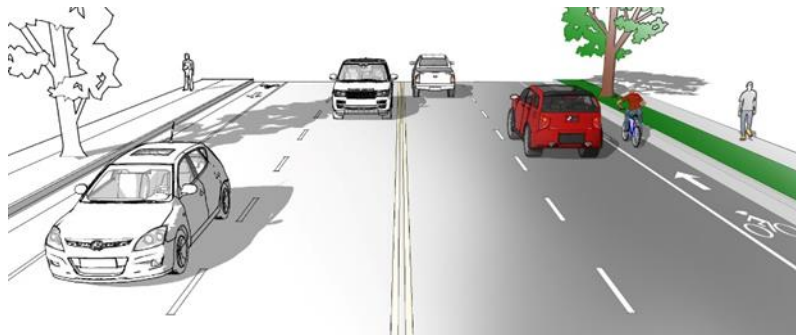
Existing Bike Facilities

Bikeways are generally categorized into four types, as described and depicted in illustrations below.

- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



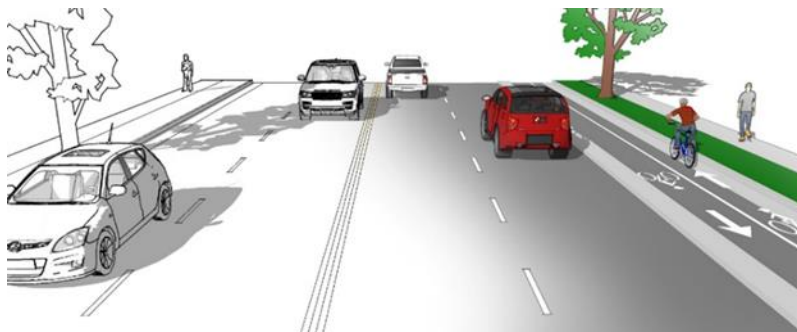
- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.



- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



Biking facilities in Montebello are limited, with bike lanes and buffered bike lanes only available on certain sections of Avenida De La Merced and Montebello Boulevard. Bike lanes are also partially provided within the Montebello/Commerce Metrolink Station, but they do not connect to Flotilla Street. The Rio Honda Bike Path, which runs along the Rio Honda Channel and Whittier Narrows Reservoir, is located on the east side of the City and lacks local bikeways that directly connect major roadways and key destination to the trail. Similarly, there are no established bicycle connections to other regional bike facilities in neighboring cities.

Short-term bike parking options, such as bike racks, can be found at various key destinations within the city including the following City facilities:

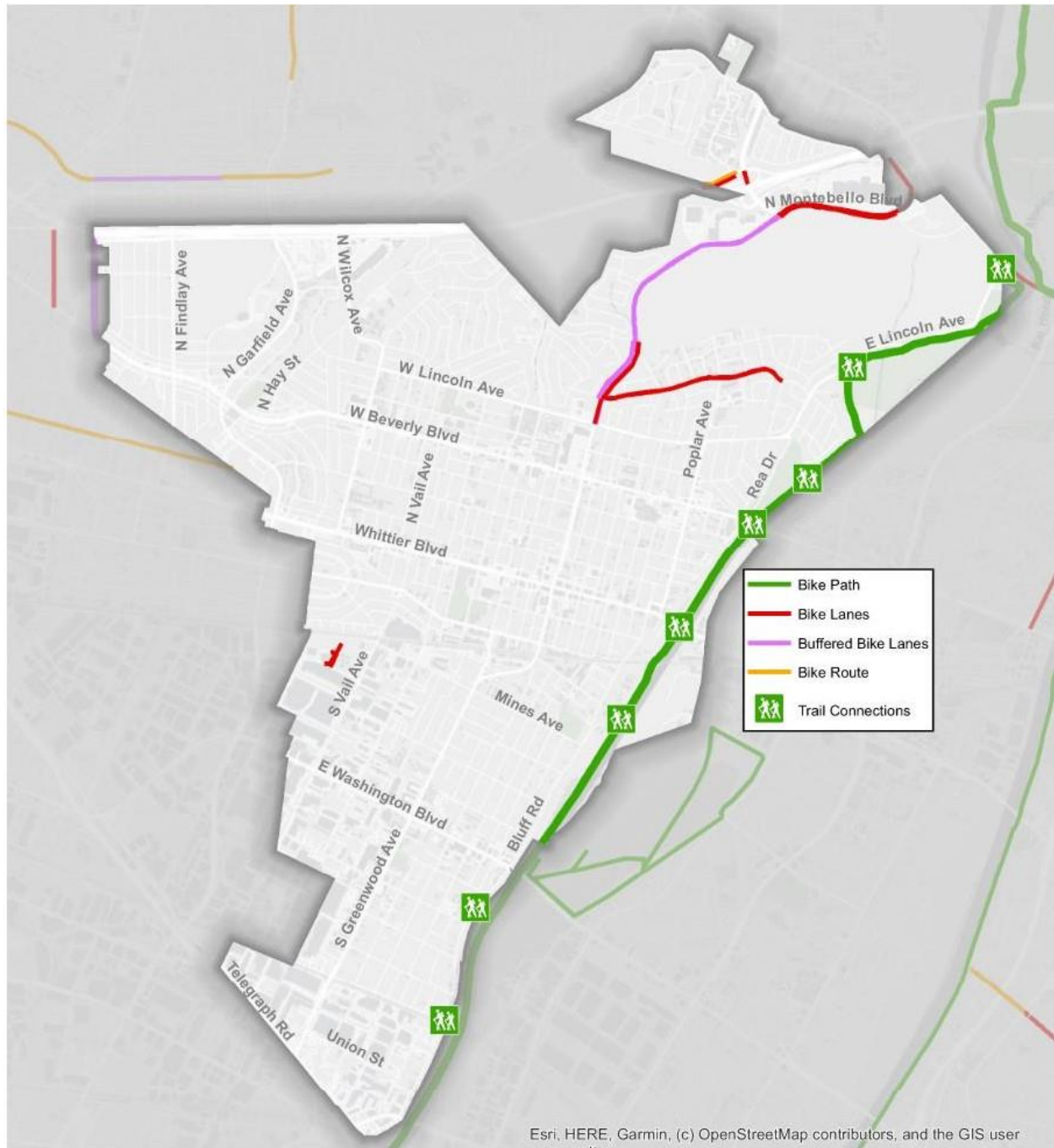
- City Hall
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holfield Community Center

Downtown Montebello, which consists of two main roadways (Montebello Boulevard and Whittier Boulevard), is not served by dedicated bicycle facilities although bike racks are provided along the sidewalk on Whittier Boulevard.

Long-term parking, like bike lockers, is available near the Atlantic Metro Gold Line Station located just outside Montebello's city limits.

Existing bikeways in and around Montebello are shown in **Error! Reference source not found.**, including those just outside and connecting to the City limits. The information in this map is based on the SCAG shapefile of existing and planned bikeways in the region (dated January 2022, and regularly updated based on local agency feedback) and a Google Earth review. As shown in the figure, bikeways are also limited in the areas surrounding the city.

Figure 1: Existing Bikeways



Bicyclist Safety and Comfort

Bicyclist Safety

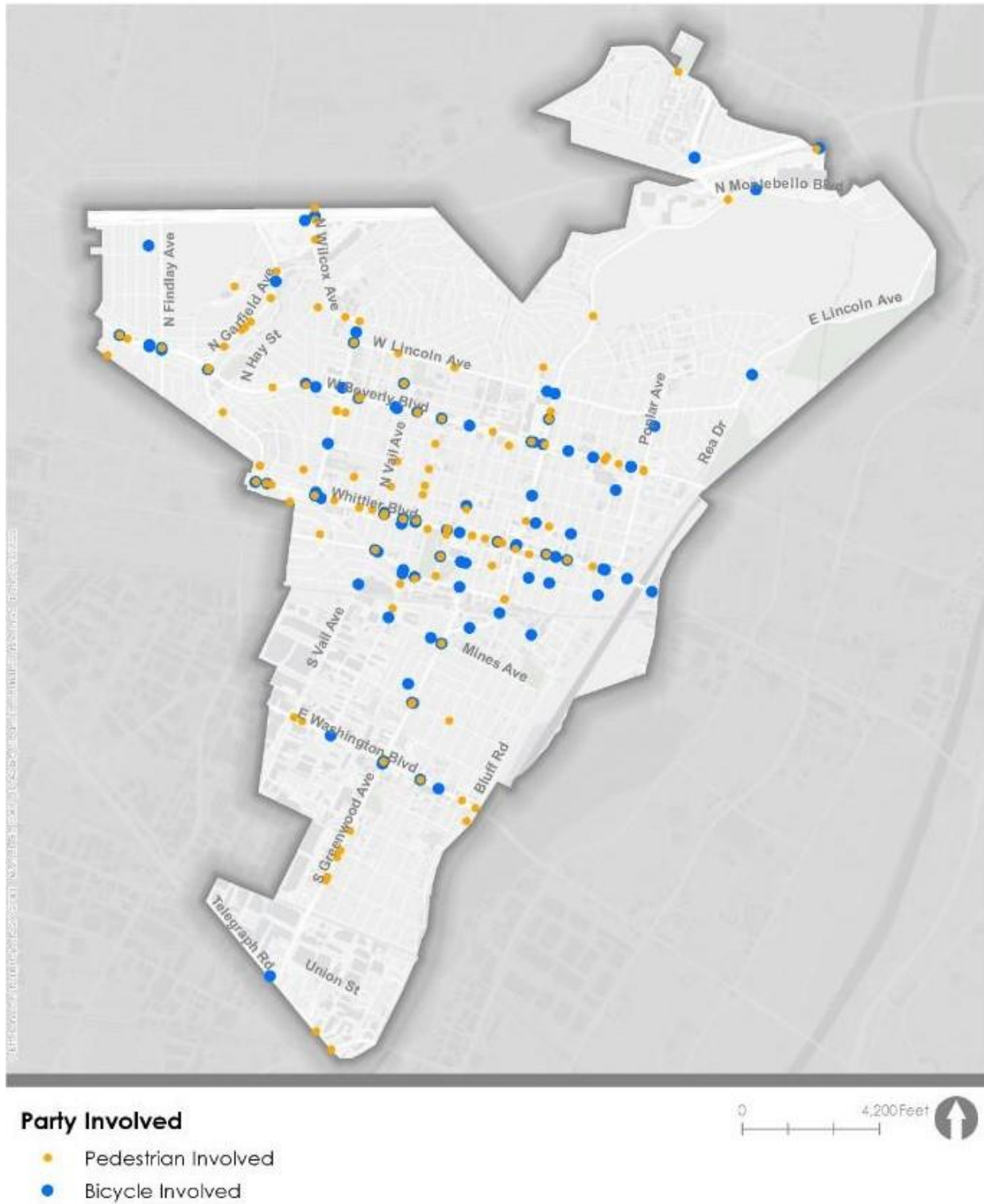
According to the Montebello Safe Travel Plan analysis of 2015-2019 crashes that occurred on City roads, there were a total of 119 bicycle-involved crashes. These crashes occurred frequently along major arterials such as Beverly Boulevard, Whittier Boulevard, and Montebello Boulevard/Greenwood Avenue. Bicycle-involved crashes were three times more likely to result in a fatality or severe injury compared to vehicle-only crashes. Additionally, there was a concentration of crashes around Montebello City Park, which includes a paved walkway throughout the park. Locations of bicyclist- and pedestrian-involved crashes in the city are shown in Figure 2.

The most common crash type recorded for bicycle crashes was broadside crashes, followed by vehicle/pedestrian crashes. For the vehicle/pedestrian crash type, the Statewide Integrated Traffic Records System (SWITRS) classifies bicyclists as pedestrians based on the responding officer report; therefore, there may be a lack of clarity on the specific vehicular movements that precede a bicycle crash that is categorized as a vehicle/pedestrian crash.

The three most common primary crash factors reported for bicycle crashes were traveling on the wrong side of the road, automobile right of way violation, and traffic signals and signs violation.

The most common age group reported in these crashes was ages 18 and under (27%). Compared to drivers, bicyclists aged 18 to 24 years old were overrepresented in the data compared to their share of the total population.

Figure 2: Bicyclist- and Pedestrian-Involved Crashes (2015-2019)



Existing Bicyclist Comfort

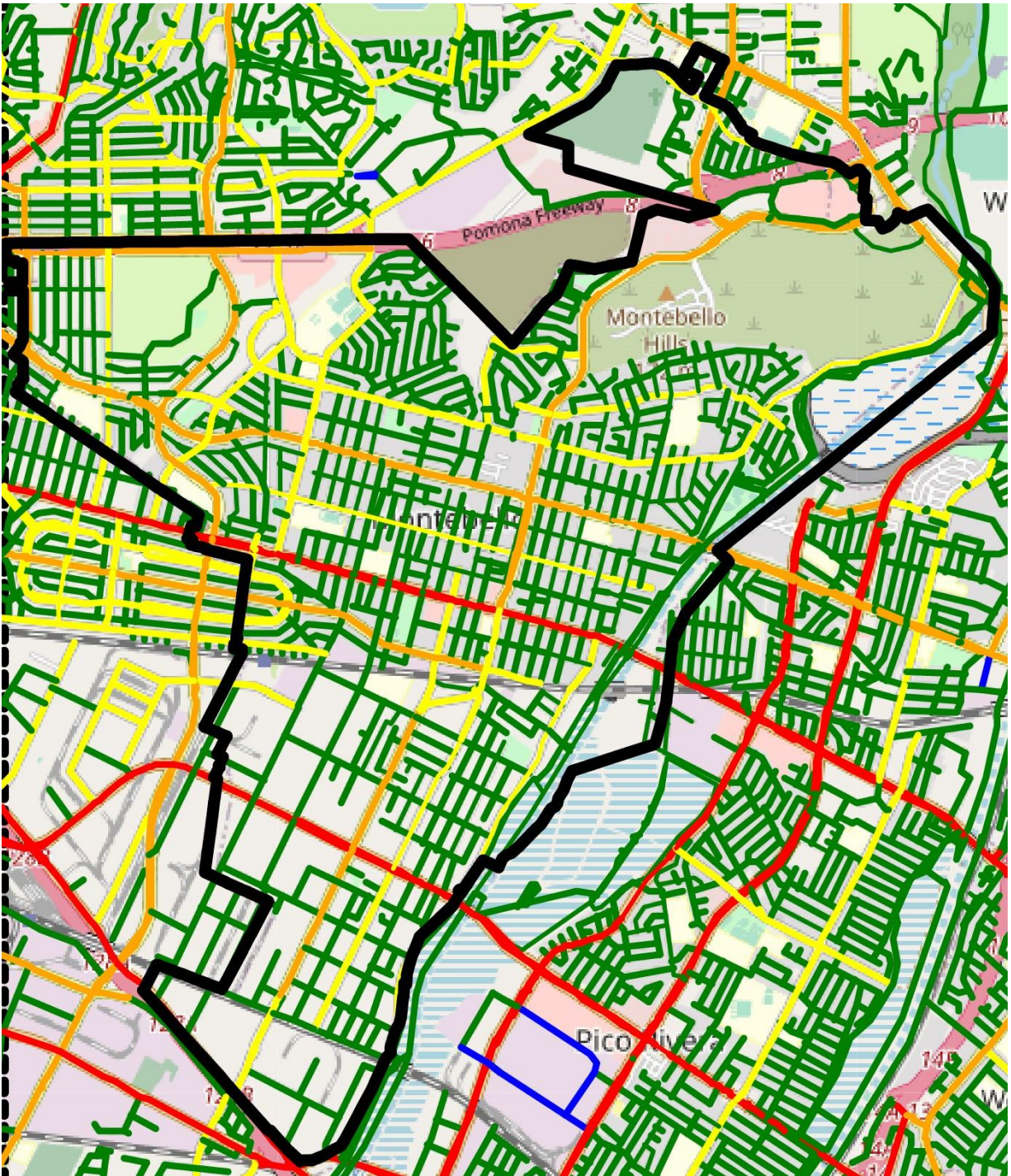
The Bicyclist Level of Traffic Stress (LTS) methodology, as developed by the Mineta Transportation Institute (MTI), is used to help define where bicyclists may feel uncomfortable biking due to roadway characteristics such as the following:

- Number of vehicle travel lanes
- Bike lane width (if available)
- Presence of on-street parking
- Speed limit

The LTS methodology classifies roadway facilities as one of four levels of traffic stress with LTS 1 indicating a comfort level that most children would tolerate and LTS 4 indicating a level tolerated only by “strong and fearless” bicyclists.

Kittelson's LTS Lite tool, which applies the LTS methodology based on available roadway characteristic data, was used to estimate LTS along roads in the City as shown in the following figure. Note, green signifies LTS 1, yellow signifies LTS 2, orange signifies LTS 3, and red signifies LTS 4. As shown in the figure, a substantial portion of the city consists of lower-stress LTS 1 and LTS 2 roads; these are mainly low-speed residential and collector streets. However, the majority of arterial roadways in the city are high-stress LTS 3 and LTS 4 roadways. These high-stress roads divide the city into low-stress “islands” and serve as barriers to low-stress connectivity across the city.

Figure 3: Montebello Bicyclist Level of Traffic Stress

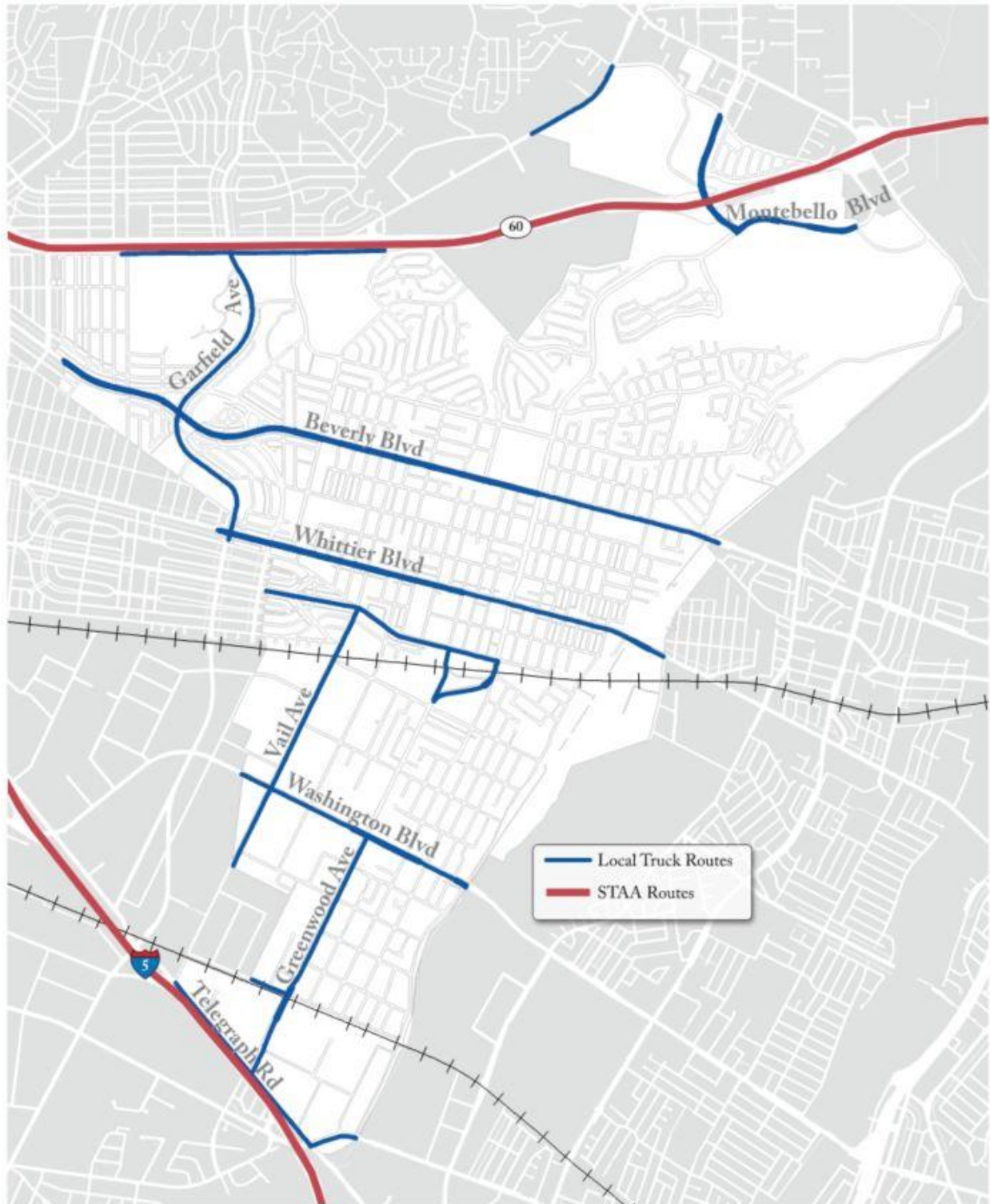


Truck Routes and Goods Movement

Goods movement facilities play a part in bicyclist comfort. For example, rail crossings can serve as a barrier if appropriate pedestrian and bicyclist crossing facilities are not provided. In addition, truck traffic along City roads can result in stressful conditions for on-street bicyclists, especially if the type of bicycle facility does not provide sufficient horizontal and/or physical separation for bikes.

Local goods movement facilities are shown in Figure 4. The City has designated a local truck route network, which facilitates goods movement between Montebello's industrial uses and the national goods movement network. National goods movement facilities in the city include the BNSF Railway and Union Pacific Railroad running parallel to Olympic Boulevard and to Sycamore Street. In addition, the Surface Transportation Assistance Act (STAA) defines a national network of highway facilities as truck routes which accommodate large trucks. I-5 and SR-60 are both STAA-designated truck routes and run adjacent to the City limits.

Figure 4: Existing Goods Movement



Existing Bicyclist Mode Share, Characteristics, and Activity Levels

Mode Share

According to the SGVCOG Regional ATP and Greenway Network Study, based on the city's population in 2016, an estimated 310,000 annual bicycle trips and 3,241,000 walking trips were made for work or school purposes in Montebello. Although a small percentage of Montebello residents walked or rode bicycles for their commutes (based on Census data at that time), this data likely underestimated the actual levels of walking and biking activity as it only considered commuting trips and didn't account for recreational trips or multi-modal commutes involving bus and bike or walking combinations.

According to the 2021 US Census American Community Survey (ACS) 5-Year Estimates, approximately 0.2% of Montebello resident workers commute to work via bicycle. This is lower than the countywide average and lower than the nearby Cities of Bell Gardens and Monterey Park; however, bicycle commuting in Montebello is higher than the nearby Cities of Commerce, Downey, and Pico Rivera. In addition, 7% of households in Montebello do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations. In comparison, 8.6% of households countywide do not own a car.

Table 1: Local Bike Commuting and Vehicle Ownership Statistics

Location	Percent Commuting on Bike	Households without Vehicles
City of Montebello	0.2%	7.0%
Los Angeles County	0.6%	8.6%
City of Bell Gardens	0.8%	7.5%
City of Commerce	0.0%	10.6%
City of Downey	0.2%	4.8%
City of Monterey Park	0.8%	10.1%
City of Pico Rivera	0.2%	6.9%

Demographics and Characteristics

According to the ACS, while men make up 54% of the city's employed population, approximately 0.4% of male workers bike to work while 0.0% (accounting for a margin of error) of female workers bicycle to work. This represents a significant gender imbalance in access and/or willingness to bike in Montebello.

In the City of Montebello, 21.7% of the population is under 17 years of age, and 16.3% of the population is over 65. Both of these age groups represent a population that may have limited access to a motor vehicle or limited mobility.

Behavior and Activity Levels

Bike counts in Montebello as part of the SGVCOG Regional ATP and Greenway Network Study revealed the following:

- 57% of bicyclists in the city were not wearing helmets
- 40% were observed riding on sidewalks
- 5% were observed riding in the wrong direction and/or on the wrong side of the road

- 60% of riders were using roads without existing bikeways, with the remainder using off-street bike paths such as the Rio Honda River Trail
- 53% of riders were on arterial streets, with 28% riding on streets with a posted speed limit of 35 miles per hour
- Ridership was highest on Thursdays, followed by Saturdays, Mondays, and Sundays

As part of this BMP effort, more recent bicycle counts were collected in June 2023 at 14 locations across the city, as shown in Figure 4. Bicycle turning movement counts were collected on a Thursday from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM and on a Saturday from 11:00 AM to 1:00 PM. These bicycle counts are shown in Table 2.

As shown in Table 2:

- Overall, bicycle activity levels across the city were highest during the weekday PM period, followed by weekday AM and Saturday midday.
- Bicycle activity to and from the Rio Hondo Trail was higher at northern access points compared to the south.
- Key biking routes (based on relative volumes) include Beverly Boulevard, Garfield Avenue, Whittier Boulevard, Mines Avenue, Greenwood Avenue, and Washington Boulevard.

Table 2: June 2023 Bicycle Counts

Location		Thursday 7AM-9AM	Thursday 4PM-6PM	Saturday 11AM-1PM	TOTAL
#1 – Beverly Blvd. / Beverly Terrace / Rea Dr. / Rio Hondo Path Entrance	North leg – Rea Dr.	2	6	5	13
	West leg – Beverly Blvd.	10	23	22	55
	South leg – Beverly Terrace	0	0	0	0
	Rio Hondo Path Entrance	4	10	11	25
	East leg – Beverly Blvd.	8	29	21	58
	TOTAL	24	68	59	151
#2 – Bluff Rd. / Roosevelt Ave. / Rio Hondo Path Entrance	North leg – Bluff Rd.	3	4	2	9
	West leg – Roosevelt Ave.	7	3	9	19
	South leg – Bluff Rd.	3	4	5	12
	East leg – Rio Hondo Path Entrance	7	3	12	22
	TOTAL	20	14	28	62
#3 – Bluff Rd. / Rio Hondo Path Entrance	North leg – Bluff Rd.	0	3	4	7
	South leg – Bluff Rd.	1	2	0	3
	East leg – Rio Hondo Path Entrance	1	5	2	8
	TOTAL	2	10	6	18
#4 – Paramount Blvd. / Arroyo Dr.	North leg – Paramount Blvd.	3	2	0	5
	West leg – Arroyo Dr.	2	2	0	4
	South leg – Paramount Blvd.	4	1	0	5
	East leg – Arroyo Dr.	1	3	0	4
	TOTAL	10	8	0	18
#5 – Paramount Blvd. / Montebello Blvd.	North leg – Paramount Blvd.	1	9	0	10
	West leg – Montebello Blvd.	2	15	0	17
	East leg – Montebello Blvd.	1	6	0	7
	TOTAL	4	30	0	34
#6 – Montebello Blvd. / Ave. De La Merced	North leg – Montebello Blvd.	4	7	1	12
	West leg – Ave. De La Merced	0	0	3	3
	South leg – Montebello Blvd.	3	3	1	7
	East leg – Ave. De La Merced	5	4	3	12
	TOTAL	12	14	8	34

Location		Thursday 7AM-9AM	Thursday 4PM-6PM	Saturday 11AM-1PM	TOTAL
#7 – Wilcox Ave. / Lincoln Ave.	North leg – Wilcox Ave.	3	5	0	8
	West leg – Lincoln Ave.	1	1	2	4
	South leg – Wilcox Ave.	4	5	1	10
	East leg – Lincoln Ave.	0	1	3	4
	TOTAL	8	12	6	26
#8 – Garfield Ave. / Beverly Blvd.	North leg – Garfield Ave.	8	10	7	25
	West leg – Beverly Blvd.	8	8	6	22
	South leg – Garfield Ave.	7	11	8	26
	East leg – Beverly Blvd.	7	7	5	19
	TOTAL	30	36	26	92
#9 – Maple Ave. / Beverly Blvd.	North leg – Maple Ave.	1	4	1	6
	West leg – Beverly Blvd.	6	4	2	12
	South leg – Maple Ave.	1	3	1	5
	East leg – Beverly Blvd.	6	5	2	13
	TOTAL	14	16	6	36
#10 – Maple Ave. / Whittier Blvd.	North leg – Maple Ave.	5	1	0	6
	West leg – Whittier Blvd.	16	17	9	42
	South leg – Maple Ave.	5	1	0	6
	East leg – Whittier Blvd.	16	17	9	42
	TOTAL	42	36	18	96
#11 – Montebello Blvd. / Whittier Blvd.	North leg – Montebello Blvd.	1	5	4	10
	West leg – Whittier Blvd.	11	11	16	38
	South leg – Montebello Blvd.	1	9	5	15
	East leg – Whittier Blvd.	11	9	17	37
	TOTAL	24	34	42	100
#12 – Montebello Blvd. / Mines Ave.	North leg – Montebello Blvd.	4	4	3	11
	West leg – Mines Ave.	4	8	8	20
	South leg – Montebello Blvd.	5	6	5	16
	East leg – Mines Ave.	5	14	12	31
	TOTAL	18	32	28	78
#13 – Metrolink Access / Flotilla St.	North leg – Metrolink Access	6	4	1	11
	West leg – Flotilla St.	7	5	1	13
	East leg – Flotilla St.	11	7	2	20
	TOTAL	24	16	4	44
#14 – Greenwood Ave. / Washington Blvd.	North leg – Greenwood Ave.	10	6	10	26
	West leg – Washington Blvd.	7	12	6	25
	South leg – Greenwood Ave.	10	6	10	26
	East leg – Washington Blvd.	7	12	6	25
	TOTAL	34	36	32	102
TOTAL		266	362	263	891

Figure 5: June 2023 Bicycle Count Locations



Existing Programs

Relevant existing City programs are summarized below:

- **Senior Efforts:** The City of Montebello Senior Center offers Dial-A-Ride services to senior residents. The Senior Center works with the Montebello Bus Line Transportation Citizen Advisory Committee to work on passenger advocacy and senior public transportation safety.
- **Crossing Guards:** The City of Montebello Police Department, in coordination with the Montebello Unified School District, has identified five locations as areas of need for crossing guards at various locations citywide. Through a Memorandum of Understanding (MOU) between the Police Department and the School District, the former supplies crossing guards at the five identified locations through a service vendor, while the latter supports the initiative through funding ten percent of the annual cost of services.
- **Transportation Demand Management:** The City's Municipal Code includes transportation demand management (TDM) requirements for non-residential developments, including bicycle-related requirements as follows:
 - Non-residential developments that are 25,000 square feet or larger shall provide an information kiosk that includes bicycle route and facility information, including regional/local bicycle maps and bicycle safety information, as well as a listing of facilities available for bicyclists at the site.
 - Non-residential developments that are 50,000 square feet or larger shall provide bicycle racks or other secure bicycle parking to accommodate four bicycles per the first fifty thousand square feet of nonresidential development and one bicycle per each additional fifty thousand square feet of nonresidential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.
 - Non-residential developments that are 100,000 square feet or larger shall provide safe and convenient access from the external circulation system to bicycle parking facilities on site.

Land Uses and Destinations

The city's land uses are primarily residential and industrial, followed by retail. The area of the city north of the railroad tracks is predominantly residential, while the area south of the railroad tracks is generally split between industrial to the southwest and residential to the southeast.

Key destinations for bicyclists in Montebello include parks and recreation, schools, public transit stations, and retail establishments, as shown in Figure 6. Safe and convenient connections to these types of destinations are important to individuals who are reliant on public transit and active transportation, including youths, seniors, and people with disabilities.

- **Parks and Recreation:** In addition to local city parks, recreation destinations include the Rio Hondo Bicycle Path, Montebello Barnyard Zoo, and City-run community centers.
- **Schools:** There are 15 K-12 schools in Montebello, including elementary schools, middle/intermediate schools, high schools, as well as private and charter schools.
- **Public Transit Stations:** There is currently one rail station within the city, the Montebello/Commerce Metrolink Station. In addition, there are two rail stations to the west of the city: the Atlantic Metro L Line Station (in East Los Angeles) and the Commerce Metrolink Station (in Commerce). The future Metro L

Line extension will include a station in Montebello at the intersection of Greenwood Avenue & Washington Boulevard.

- **Retail Establishments:** Shopping areas in the city include both large shopping centers as well as smaller strip malls. Retail is generally not street-facing, meaning that bicyclists and pedestrians must navigate parking lots to access these establishments.

According to the City's Parks Master Plan, the technical analysis and community outreach found that improved biking connections to and from the City's parks are needed. 16% of respondents typically bike or skateboard to parks, community centers, and recreation facilities, while 73% of survey respondents definitely or probably would walk or bike to parks, neighborhood centers, and/or recreation facilities more often if additional trail connections, bike lanes/paths, pedestrian walkways, and/or street crossings were developed.

In addition, the City is currently conducting the First Mile/Last Mile (FMLM) Master Plan. As part of this plan, the City conducted a survey in early 2023, which included questions about how individuals access (or cannot access) local transit facilities. According to the survey, 61% of respondents experience problems walking, cycling, or accessing transit. Common barriers to accessing transit included a lack of bicycle routes and parking, automobile traffic, and difficult intersections and street crossings.

Figure 6: Key Destinations



Disadvantaged Communities

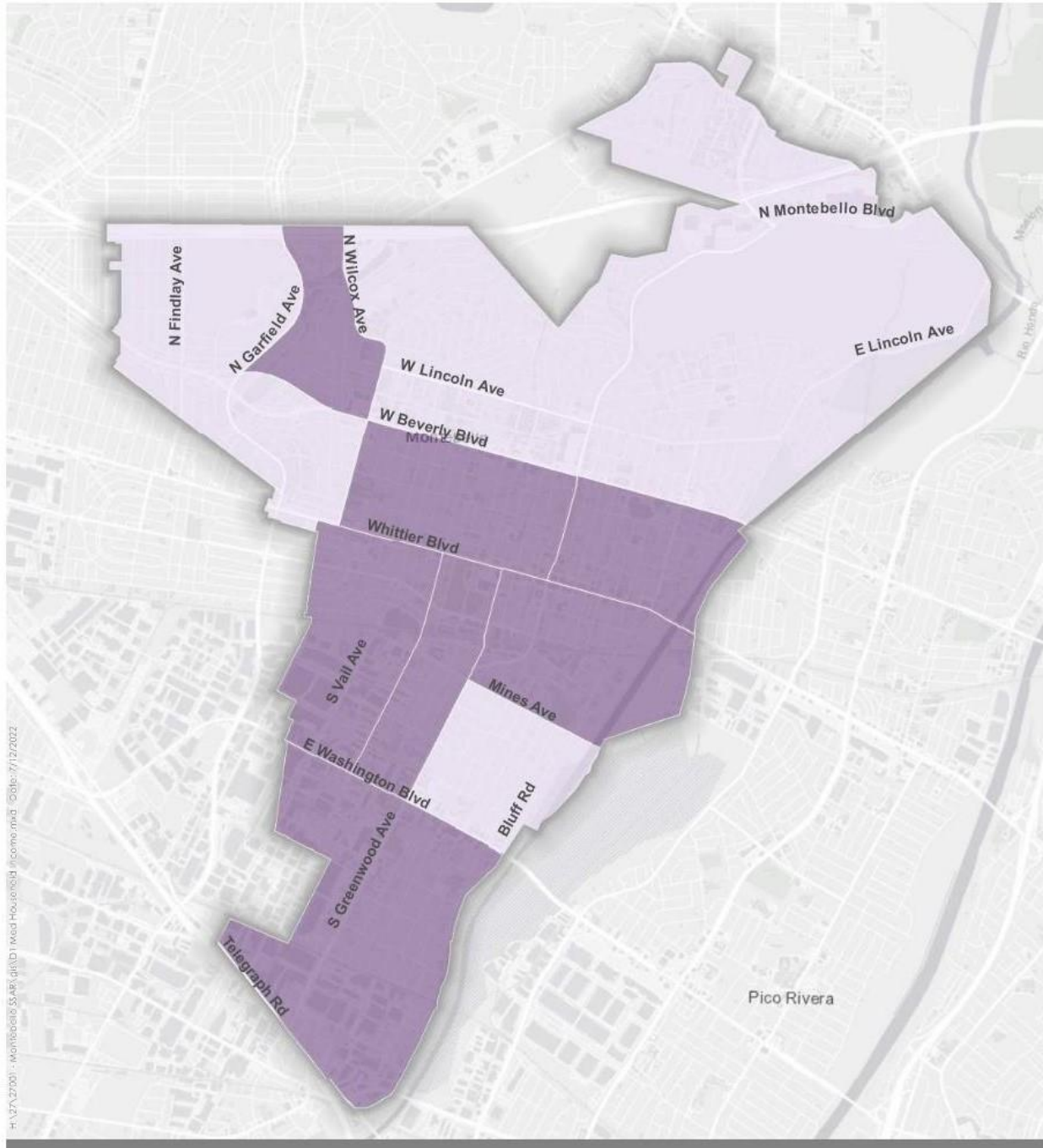
As part of the Safe Travel Plan, the City mapped disadvantaged communities in Montebello. These communities often face barriers to accessing safe and efficient transportation options, and neglecting their needs can exacerbate existing inequities.

There are multiple ways to consider an area as a disadvantaged community, based on various state and federal criteria. The maps on the following pages identify disadvantaged areas of the city based on the following criteria:

- **Median Household Income:** Census tracts with median household income below 80% of the statewide median household income, according to the ACS 5-Year Estimates. According to this criteria, significant areas of the city south of Beverly Boulevard and the area between Beverly Boulevard, Garfield Avenue, and Wilcox Avenue are disadvantaged.
- **Qualifying Areas for Free or Reduced-Price Meals:** Communities within two miles of schools where 75% of students are eligible for free or reduced-price meals. According to this criterion, the entirety of the city is disadvantaged.
- **Senate Bill 535 (SB 535) Disadvantaged Communities:** Census tracts that are among the 25% most disadvantaged in the state according to CalEnviroScreen 4.0, based on factors such as pollution burden. According to this criterion, almost the entirety of the city is disadvantaged.
- **California's Healthy Places Index (HPI):** Census tracts with the lowest 25th percentile HPI score. The HPI combines 25 community characteristics, such as access to healthcare, housing, education, and more, into a single indexed HPI score. The healthier a community, the higher the HPI score. According to this criteria, significant areas of the city south of Beverly Boulevard are disadvantaged.
- **Areas of Persistent Poverty:** Under this federal definition, a disadvantaged area is any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from ACS. According to this criteria, areas of the city south of Whittier Boulevard and north of Washington Boulevard and Mines Avenue are disadvantaged.
- **Historically Disadvantaged Communities:** Historically disadvantaged census tracts are defined by the federal government's online tool. According to this criterion, the entirety of the city is disadvantaged.

Based on these state and federal definitions, Montebello's population generally qualifies as disadvantaged. However, the areas that appear to be frequently highlighted are communities living south of Beverly Boulevard, indicated that these communities may require a special focus on meeting non-motorized transportation needs.

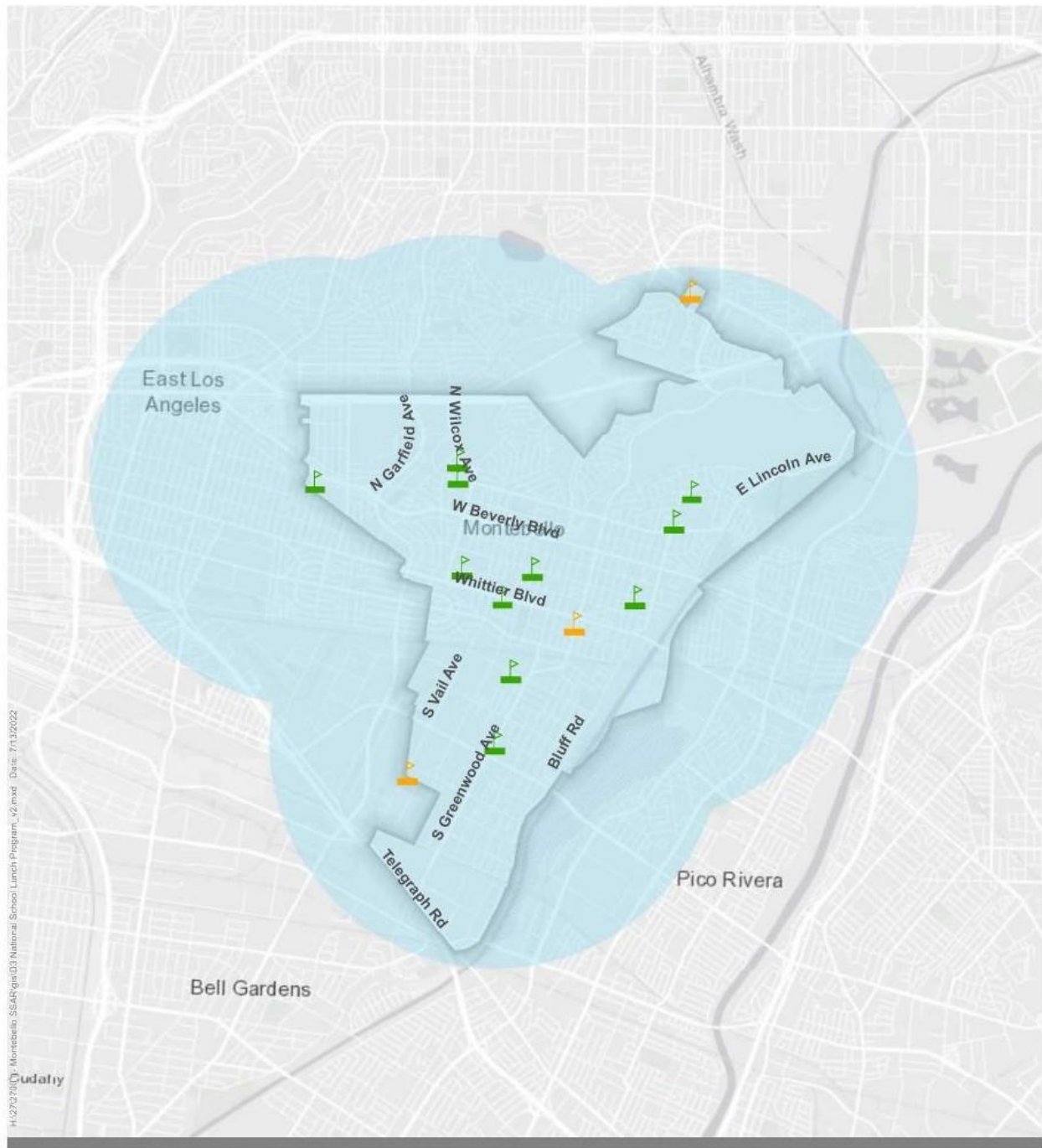
Figure 7: Disadvantaged Communities -- Median Household Income



Source: US Census American Household Survey 5-Year Estimates, Table B19013.
Note: The statewide median household income is \$78,672.

- Less than 80% of Statewide Median Household Income
- Greater than or Equal to 80% of Statewide Median Household Income

Figure 8: Disadvantaged Communities -- 75% of Students Qualifying for Free or Reduced-Price Meals

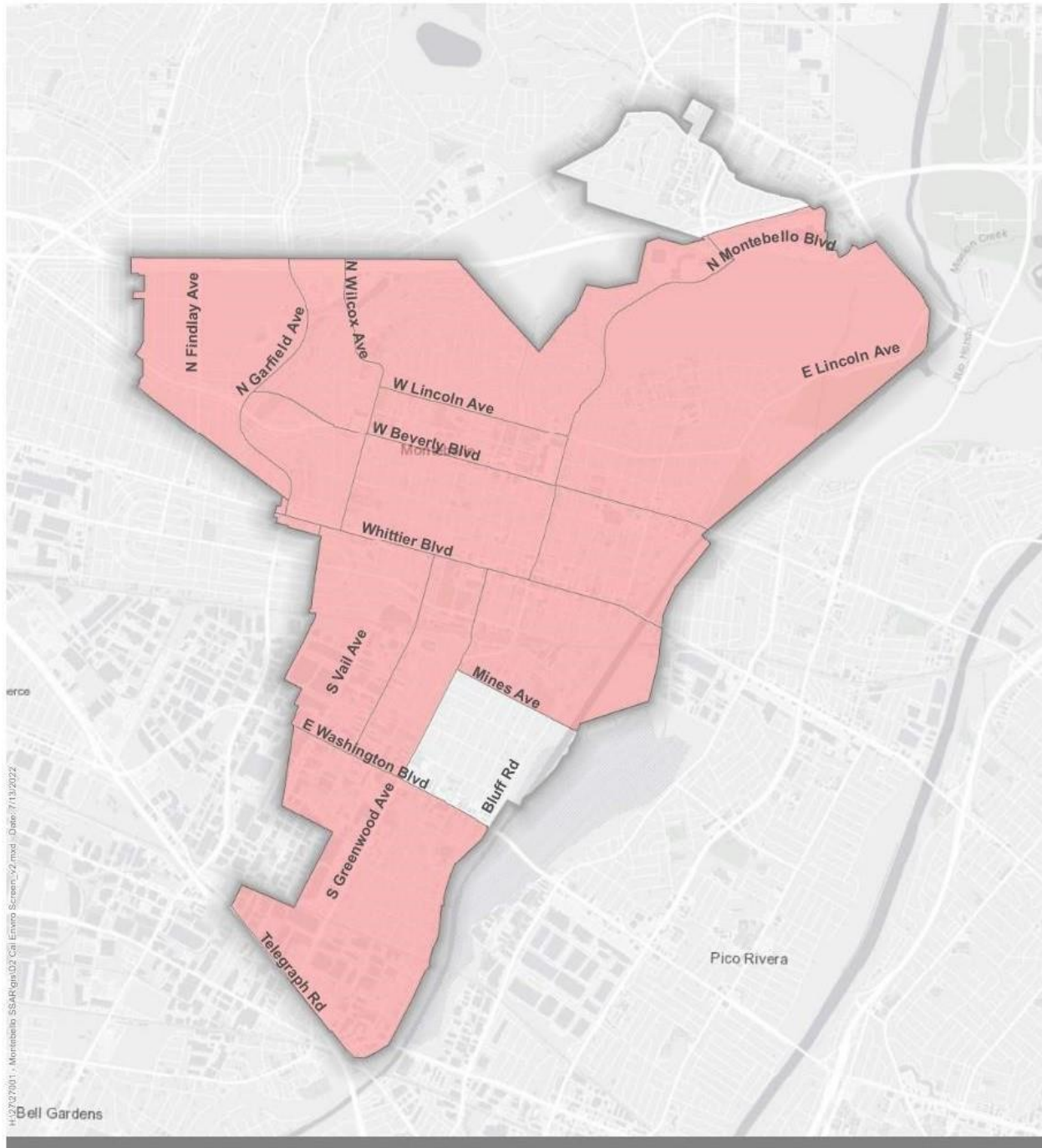


Source: Free or Reduced-Price Meal (Student Poverty) Data; CA Department of Education

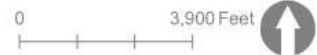


-  Qualifying Schools
-  Non-Qualifying Schools
-  2-Mile Buffer Around Qualifying Schools

Figure 9: Disadvantaged Communities -- SB 535

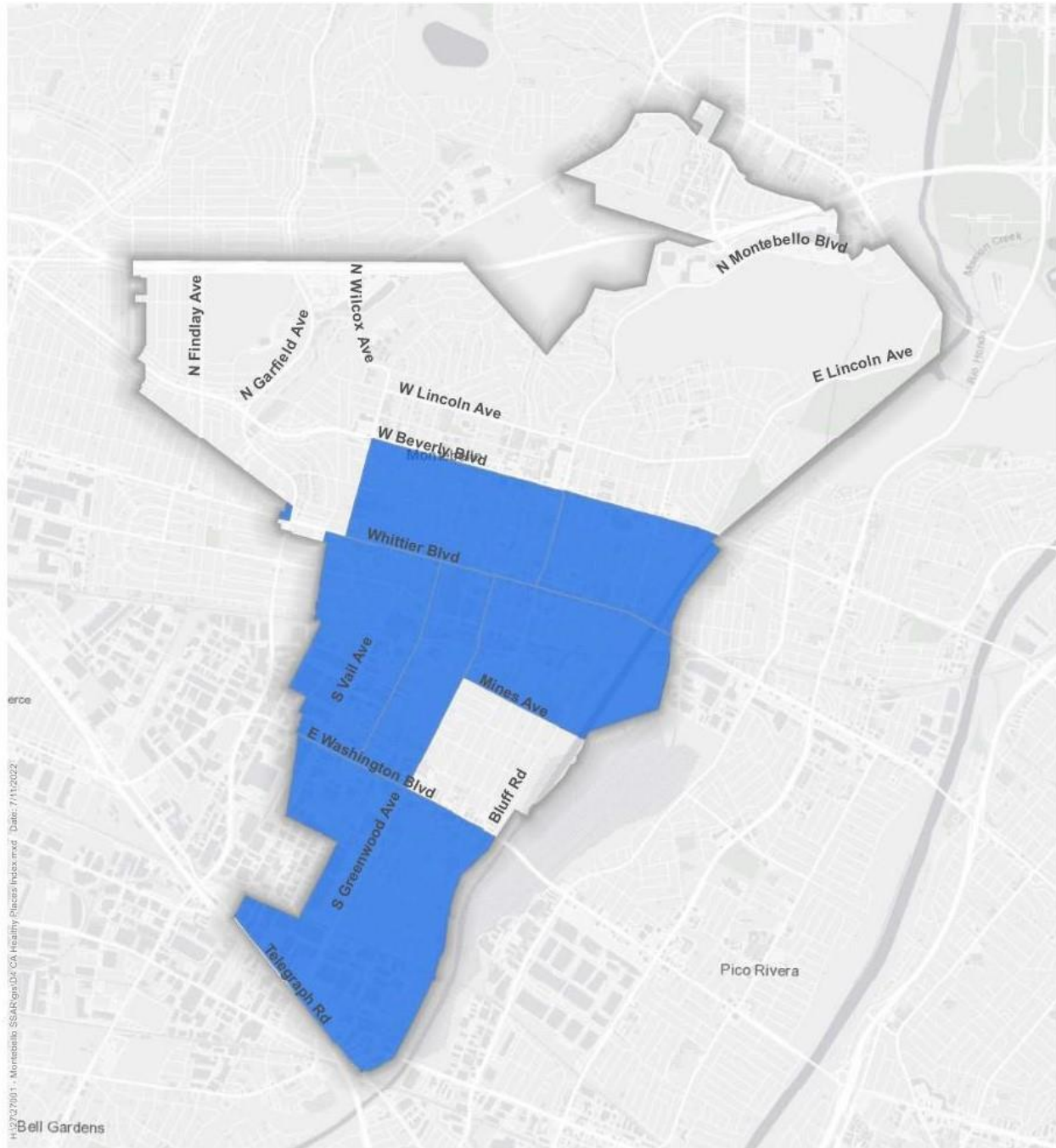


Source: California Communities Environmental Health Screening Tool (CalEnviroScreen) 4.0, available at <https://oehha.ca.gov/calenviroscreen/sb535>



 Disadvantaged Census Tracts

Figure 10: Disadvantaged Communities -- CA Healthy Places Index

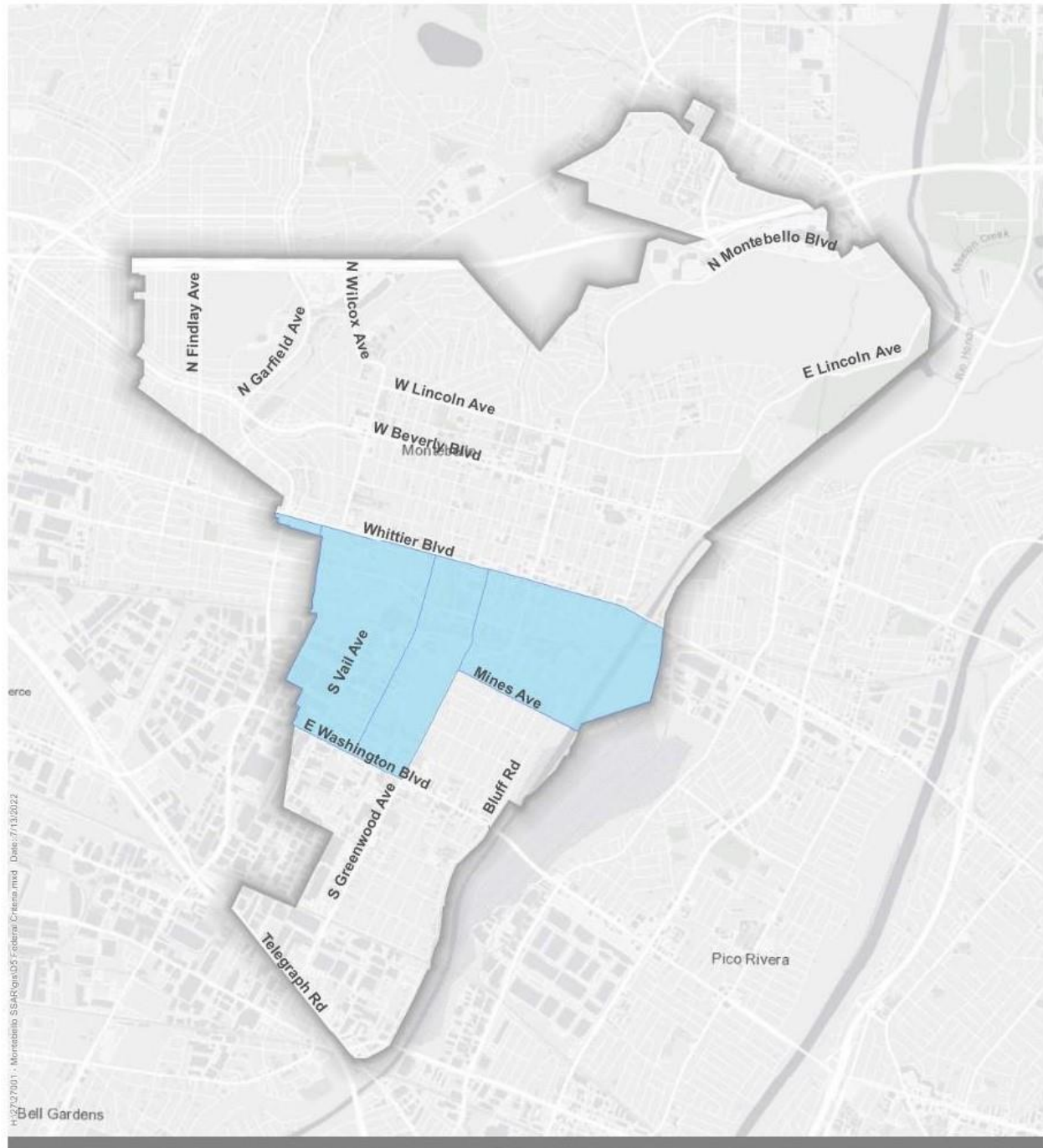


Source: California Healthy Places Index
HPI 3.0 Map available at <https://map.healthylplacesindex.org/?redirect=false>



 Disadvantaged Community (25th Percentile Ranking)

Figure 11: Disadvantaged Communities -- Areas of Persistent Poverty

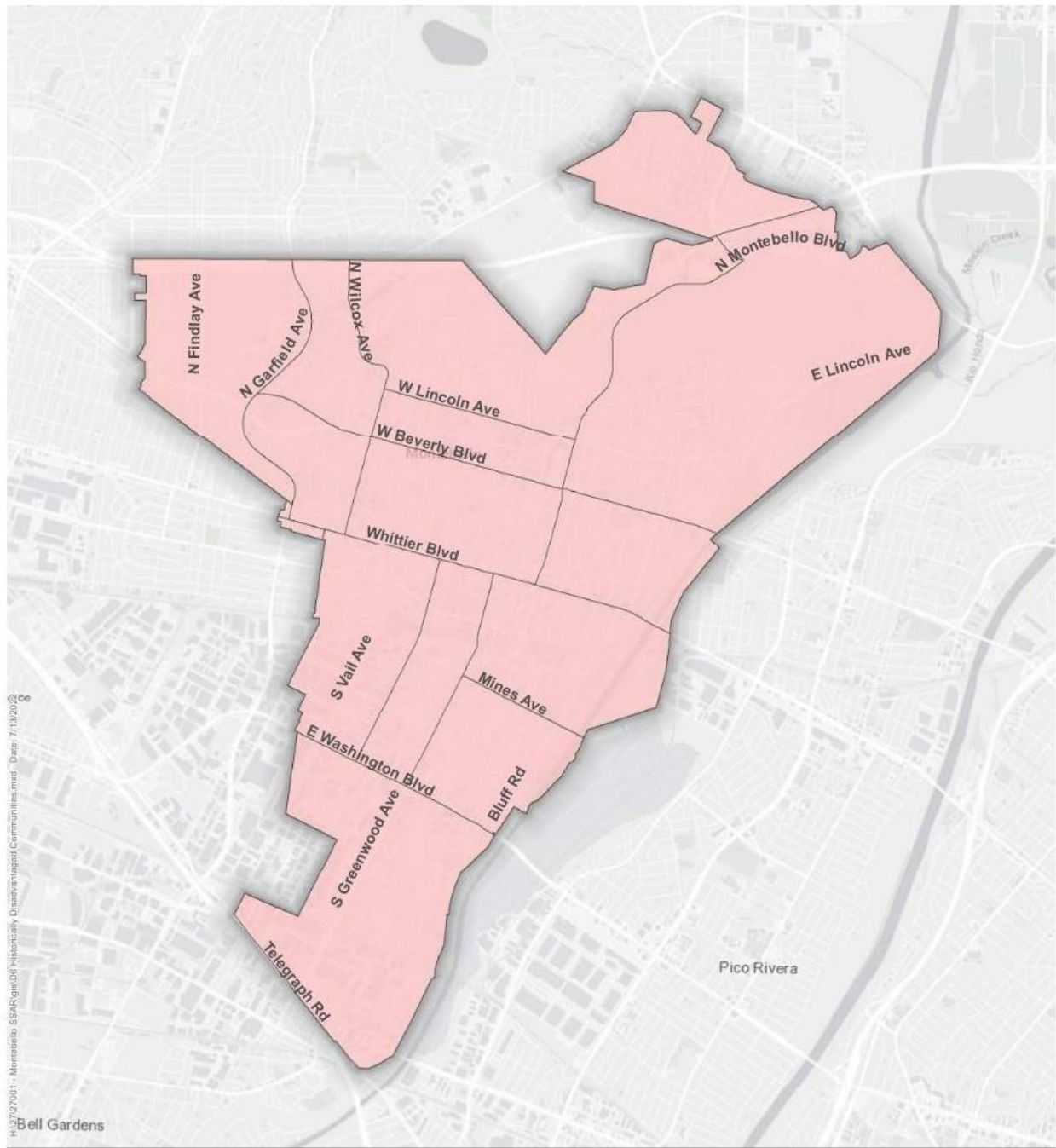


Source: RAISE Persistent Poverty Tool
Tool available at <https://datahub.transportation.gov/stories/s/tsyd-k6ij>




 Areas of Persistent Poverty

Figure 12: Disadvantaged Communities -- Historically Disadvantaged Communities



Source: RAISE Persistent Poverty Tool
Tool available at <https://datahub.transportation.gov/stories/s/tsyd-k6ij>

 Historically Disadvantaged Communities

OPPORTUNITIES AND CONSTRAINTS

Through previous planning efforts, the City of Montebello has identified several biking opportunities and constraints throughout the city. Relevant opportunities and constraints to address as part of this BMP are summarized in this section.

Bike Lane Feasibility Study Report (2013)

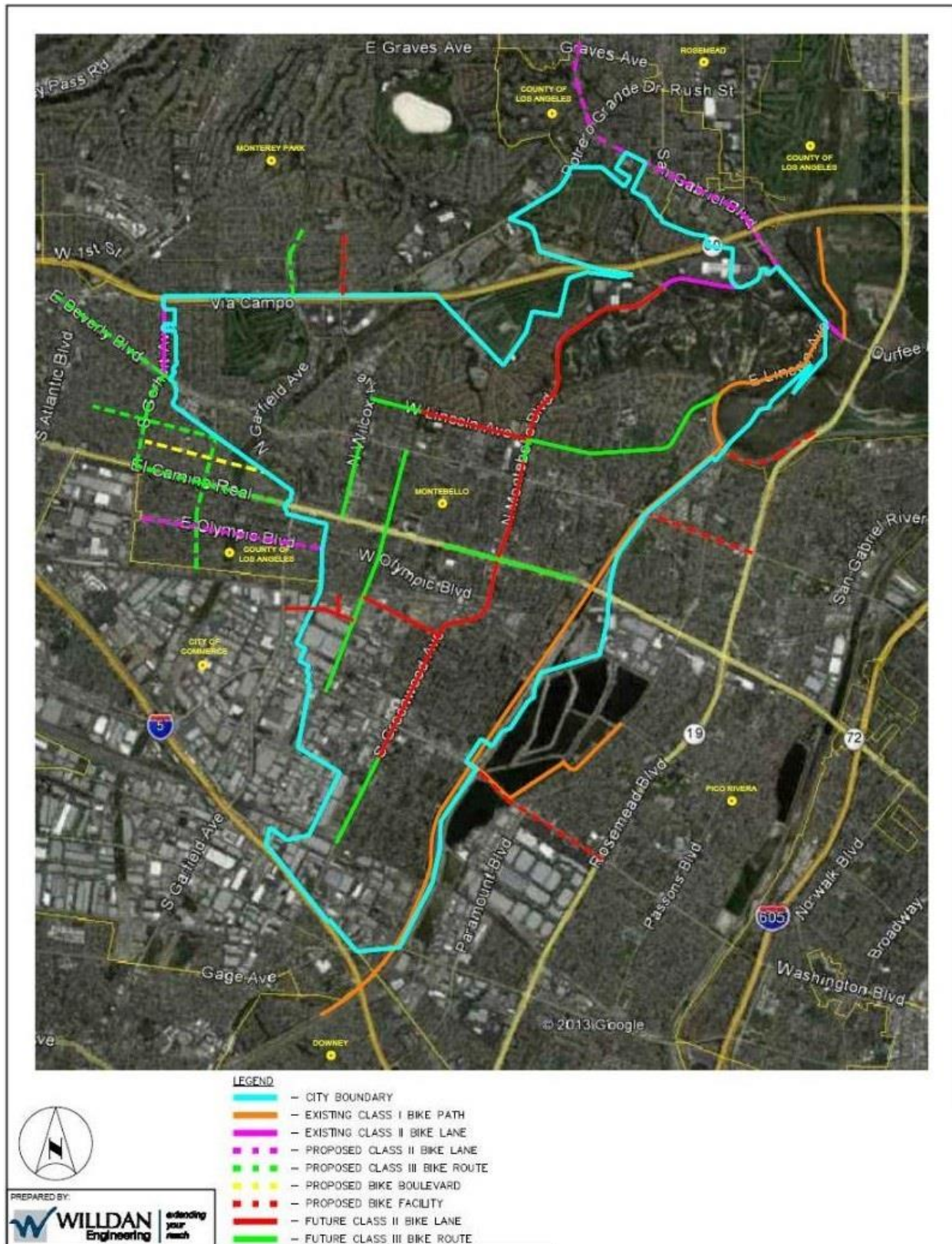
The City of Montebello Bike Lane Feasibility Study evaluated the feasibility of installing various bicycle facilities on key roadways in the city. The study evaluated various roadways to identify candidate routes and the types of facilities most appropriate for each roadway. 16 roadways were selected for evaluation, of which 10 were identified as being feasible for bicycle improvements. With the exception of Mines Avenue, the feasible candidate routes did not include the removal of parking or widening of the roadway. Feasible roadways for bicycle facilities included Flotilla Street, Greenwood Avenue, Lincoln Avenue, Montebello/Commerce Metrolink Station entrance, Mines Avenue, Montebello Boulevard, Montebello Way, Vail Avenue, Whittier Boulevard, and Wilcox Avenue. The study recommended that the City consider programming these improvements for implementation so as to create a more complete bicycle network of existing and future facilities; the City should also consider the facilities along Whittier Boulevard to determine if it might be feasible to reduce Whittier Boulevard between Greenwood Avenue and 2nd Street to 3 Lanes (i.e., a road diet) in order to install Class II bike lanes.

The opportunities identified in the study are shown in the table and figure below. Note, for the purposes of this report, the 2013 study’s recommendations are treated as identified opportunities, as opposed to planned improvements by the City.

Table 3: Feasible Bicycle Routes and Facilities (2013 Study)

Street	Limits	Recommended Bikeway Type
Flotilla Street	Garfield Avenue to Vail Avenue	Class II
Greenwood Avenue	Montebello Way to Washington Boulevard	Class II with Road Diet
	Washington Boulevard to Date Street	Class II with Road Diet
	Date Street to Sycamore Street	Class III
Lincoln Avenue	Wilcox Avenue to 18th Street	Class III with Sharrows
	18th Street to Montebello Avenue	Class II with Road Diet
	Montebello Avenue to Rio Hondo Bike Trail	Class III with Sharrows
Metrolink Entrance	Parking Lot to Flotilla Street	Class II
Mines Avenue	Vail Avenue to Greenwood Avenue	Class II
Montebello Boulevard	Paramount Boulevard to Lincoln Avenue	Class II
	Lincoln Avenue to Victoria Avenue	Class III
	Victoria Avenue to Truck Way	Class II
Montebello Way	Truck Way to Greenwood Avenue	Class II
Vail Avenue	Beverly Boulevard to Washington Boulevard	Class III with Sharrows
Whittier Boulevard	Taylor Avenue to 2nd Street	Class III with Sharrows
Wilcox Avenue	Via Corona to Whittier Boulevard	Class III with Sharrows

Figure 13: Feasible Bicycle Routes and Facilities (2013 Study)



LA Metro Active Transportation Strategic Plan (2016)

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bike. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County.

The proposed regional active transportation network within and around Montebello, which is intended to serve as a series of on- and off-street facilities comfortable for all ages and abilities, is shown in the figure and table below.

Table 4: LA Metro ATSP Regional Active Transportation Network in Montebello, CA

Corridor Name	Along	Facility Type
Rio Hondo	Rio Hondo Path	Class I
Whittier Boulevard	Whittier Boulevard	Class II
Altadena - Long Beach	Garfield Avenue	Class II
Telegraph Road	Telegraph Road	Class II
Chavez - Sunset Riggin	Pomona Boulevard and Potrero Grande Drive	Class II

Figure 14: LA Metro ATSP Regional Active Transportation Network (Excerpt)



Gateway Cities COG Strategic Transportation Plan Active Transportation Element (2016)

The Gateway Cities Council of Governments (GCCOG) is a joint powers authority representing 27 cities and several unincorporated county areas in southeast Los Angeles County and the Port of Long Beach. It serves as a cooperative agency that enables government agencies and public authorities to work together on issues where jurisdictions overlap.

The GCCOG STP, published in March 2016, is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP is the first strategic multimodal assessment of all planned and proposed improvements within the Gateway Cities. The STP's Active Transportation Element is meant to manage the regional active transportation network, provide more transportation options, and improve quality of life by making bicycling and walking safer and easier.

The STP Active Transportation Element envisions the development of a comprehensive regional bikeway system and provides recommendations for 55 significant bicycle projects. The STP's recommendations for significant bikeway projects that pass through or along Montebello are shown in the figure and table below.

Figure 15: GCCOG STP Regionally Significant Bikeway Projects (Excerpt)

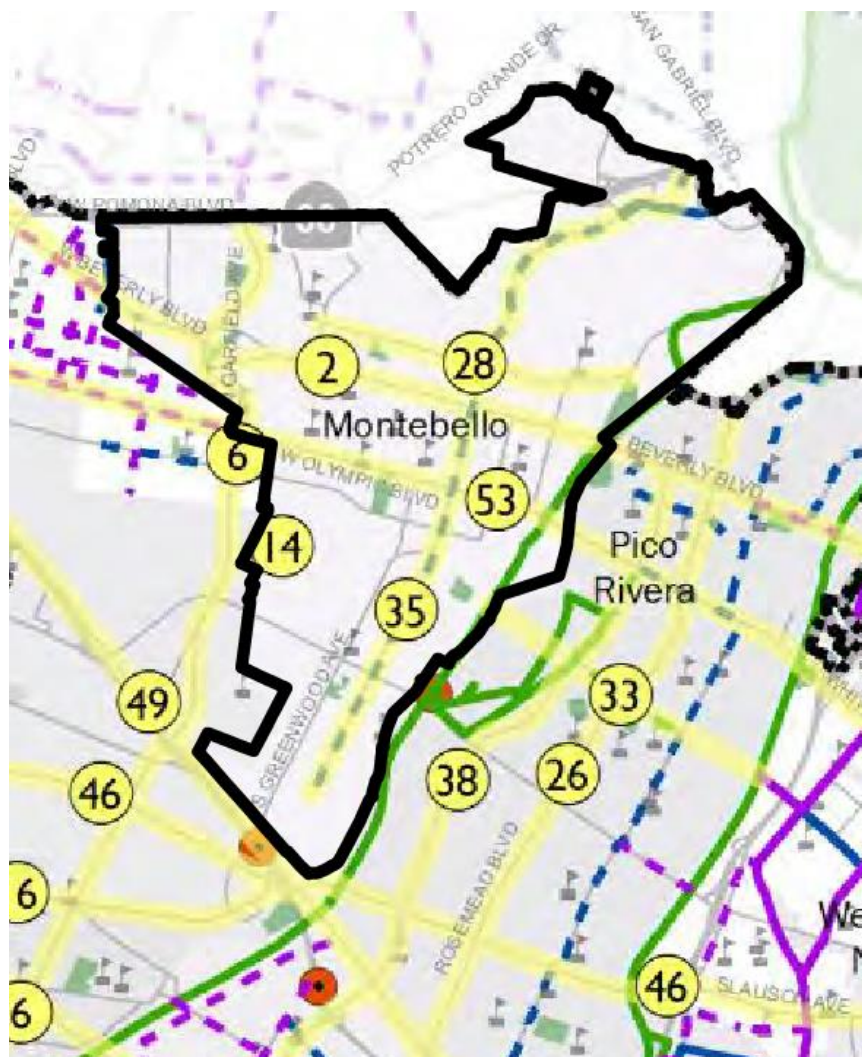


Table 5: GCCOG STP Regionally Significant Bikeway Projects in Montebello

Project Name	Potential Facility Type	Benefits	Challenges
(2) Beverly Blvd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and existing/proposed bike facilities to the west in Montebello and east in Whittier.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to conflicts at freeway crossings. Raised medians are present in several sections.
(6) Cherry Ave./Garfield Ave. Bikeway	Class III	Connects to Commerce and Montebello/Commerce Metrolink stations, existing Rio Hondo bike path, numerous schools and parks, employment clusters, existing/planned bike facilities in South Gate and Long Beach, and through access at SR 91, I-105, and I-5.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to conflicts at freeway ramps. Raised medians are present in several sections.
(14) Flotilla St. Bikeway	Class II	Provides a direct connection to the Montebello/Commerce Metrolink Station and connectivity to future bikeways	Vehicles in surrounding area include high percentage of large trucks.
(28) Lincoln Ave.	Class II	Provides connectivity to bus stops, schools, a river bike path and parks.	May require modifications to on-street parking. Raised medians are present in some sections.
(33) Mines Ave. Bike Bridge / Bike Lanes	Class II	Would connect Class I Bikeways on Paramount Blvd. / Rio Hondo Bike Path to the west and San Gabriel River Bike Trail to the east. The corridor connects schools, library and senior center to green space. Enhances E/W connectivity through Pico Rivera.	This project includes a bike bridge across LA County Spreading Grounds between Pico Rivera Bike Trail and San Gabriel River Bike Trail and will require coordination with LA County Flood Control District
(35) Montebello Blvd., Montebello Way & Greenwood Ave. Bikeway	Class II/III	Would provide connectivity to future Gold Line Eastside Extension, connects to regional shopping destinations, improves access to the Rio Hondo bike path, and serves three schools along the facility.	May require removal of on-street parking or vehicular capacity, changes in grade may be challenging for some cyclists, access to adjacent path provided from nearby streets.
(46) Slauson Ave. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and planned bike facilities in Los Angeles and Whittier.	This project may require modifications to on-street parking or vehicular capacity. Raised medians are present in several sections.

Project Name	Potential Facility Type	Benefits	Challenges
(49) Telegraph Rd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and a planned bike facility to the east in South Whittier.	This project may require modifications to on-street parking or vehicular capacity, and additional attention should be given to truck volumes and conflicts at freeway ramps. Raised medians are present in several sections.
(53) Whittier Blvd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and existing/proposed bike facilities. It also improves bike accessibility to retail areas.	This project may require modifications to on-street parking or vehicular capacity. Raised medians are present in several sections.

San Gabriel Valley COG Regional ATP and Greenway Network Study (2019)

The 2019 San Gabriel Valley COG Regional ATP and Greenway Network Study offers recommendations for Cities in the region aimed at constructing an inclusive and comfortable network of bikeway facilities. The plan focuses on creating "8 to 80" facilities that cater to the safety and comfort of cyclists of all ages, from children to seniors. The study notes that while bicycle lanes (Class II) placed alongside vehicle lanes have proven effective in enhancing safety, they often fail to attract the "interested but concerned" riders. These facilities, particularly on high-speed roads, tend to be predominantly used by adult males. As a result, the plan suggests implementing bicycle lanes as interim measures or on streets with appropriate speeds and contexts. Other recommended facility types include Class IV separated on-street bikeways and Class I off-street shared-use paths, which provide physical separation from motorized traffic. Class III bicycle routes and "neighborhood greenways" are designed for shared use with vehicles, but only in areas with low automobile speeds and traffic volumes, prioritizing bicycle travel. The figures and tables below show the study's vision for recommended bikeways in Montebello.

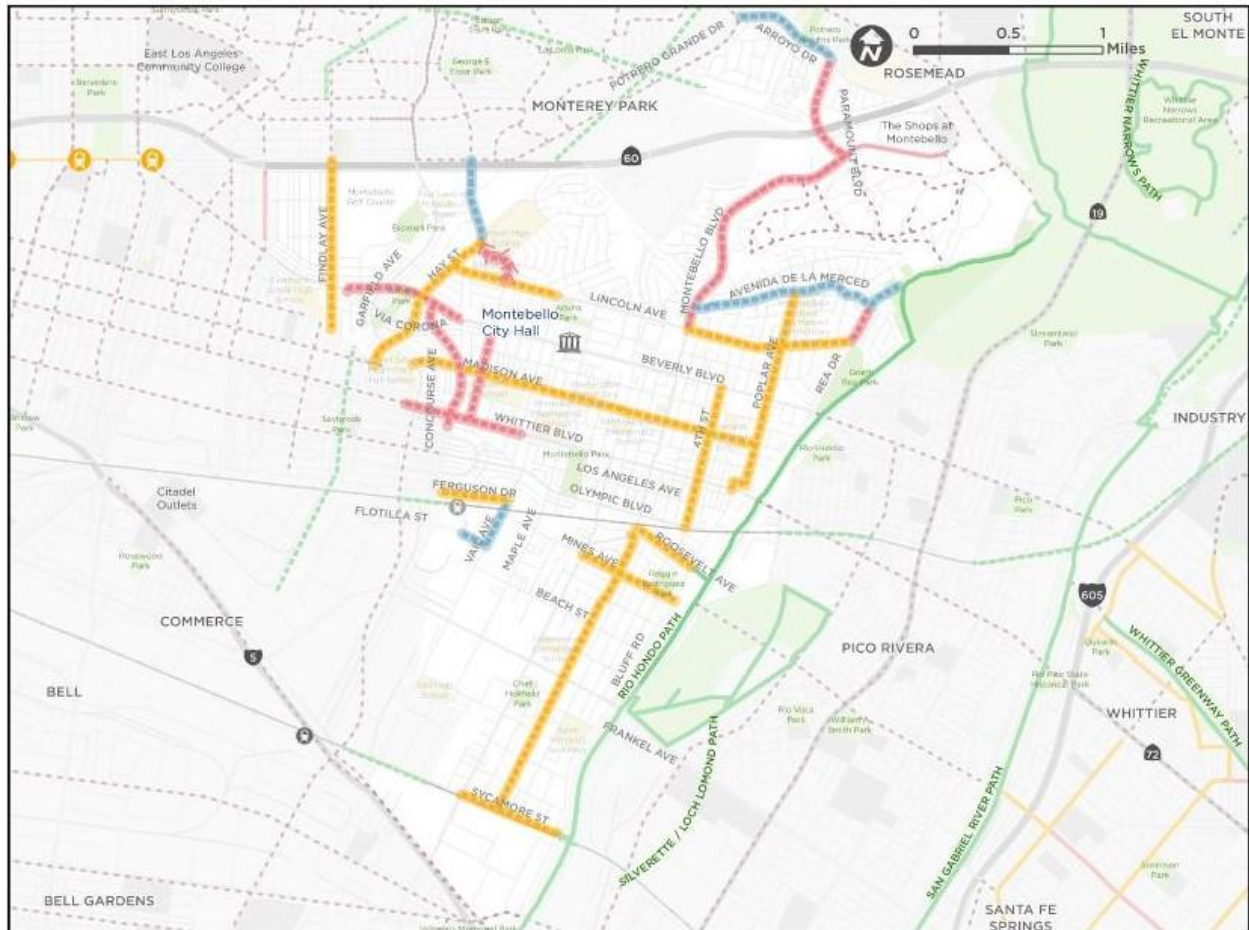
The project's phasing strategy takes into account factors such as connectivity, safety, cost, and feasibility. Montebello presents numerous opportunities to establish an active transportation network and offer more options to road users with minimal disruptions to existing travel or parking lanes.

- **Early Action Projects** should be promptly implemented to enhance safety and encourage greater adoption of active modes of transportation in Montebello.
- **Long-Term Tier 1 Projects**, highlighted on segments of Flotilla Street, Lincoln Avenue, Rea Drive, Metrolink Access Road, and Los Angeles Avenue, aim to close key gaps in the Early Action network and improve safety and connectivity. Although these projects may be costlier or require reconfigurations of existing parking or travel lanes, they should be prioritized for implementation, seeking grant funding where appropriate.
- **Long-Term Tier 2 Projects** are essential for building a comprehensive active transportation network that encourages mode-shift and provides safe options for Montebello residents. Many of these projects require roadway reconfigurations, and a traffic study should be conducted as part of the implementation process. Since several roads in Montebello are overbuilt, they can accommodate reconfigurations without significant impacts on automobile Level of Service.

In addition to network recommendations, spot improvements at intersections can enhance safety and comfort for cyclists. Special considerations are necessary, especially where Class III facilities intersect major arterials. At signalized intersections, installing bicycle loop detectors, along with traffic calming and mitigation treatments, is recommended since cyclists often fail to trigger the electromagnetic loop detectors responsible for changing the signal. At stop-controlled intersections, implementing traffic calming measures, mitigation elements, and signage designating the street as a bikeway is advised. In cases where a Class III bikeway crosses a major street at an uncontrolled intersection, the recommendation is moved to the Long-Term phase due to the potential cost and extensive outreach required for installing new stop or signal controls.

To support cyclists, bicycle parking facilities should be installed at major destinations such as civic centers, libraries, parks, community centers, schools, major shopping districts, and large employment centers. Short-term and long-term bicycle parking facilities should also be provided at rail transit stations, major bus hubs, and park-and-ride lots. In addition, there is an opportunity to update the City's development code to require developers to include bike parking and other end-of-trip amenities as conditions of approval.

Figure 16: SGVCOG Early Action Bikeway Recommendations in Montebello



Bikeway Network

Recommended / Existing

-  Shared-Use Path (Class I)
-  Buffered Bike Lane (Class II)
-  Bike Lane (Class II)
-  Neighborhood Greenway (Class III)
-  Separated Bikeway (Class IV)


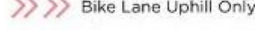

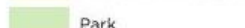
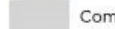
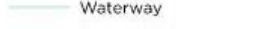
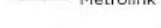
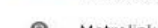



-  Potential Shared-Use Path (Class I)
-  Bike Lane Uphill Only
-  Bikeways Proposed in Other Plans
-  School or University
-  Park
-  Community Destination
-  Waterway
-  Metrolink
-  Metro Gold Line
-  Metrolink Station
-  Metro Gold Line Station



Figure 17: SGVCOG Long-Term Tier 1 Bikeway Recommendations in Montebello

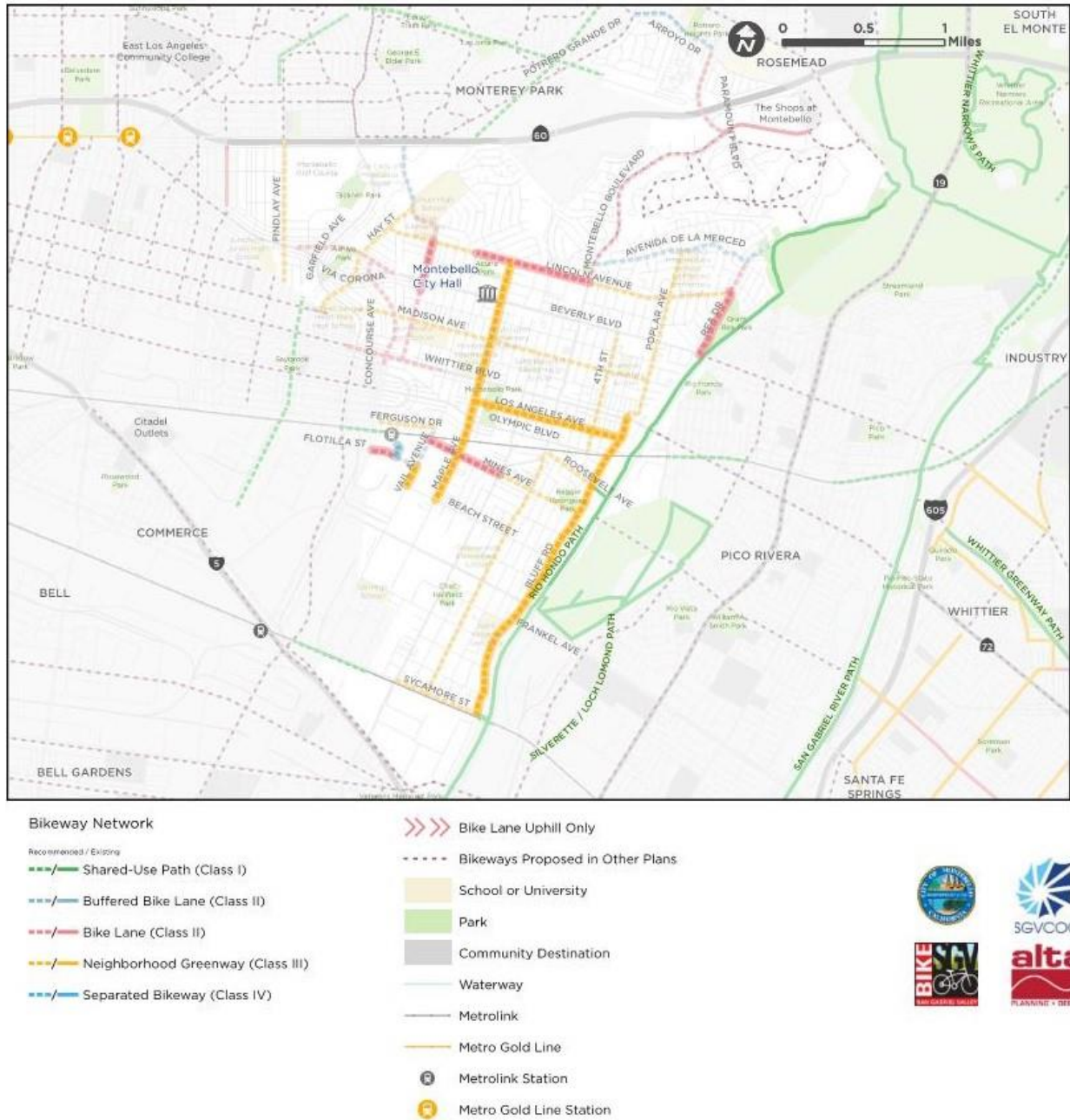
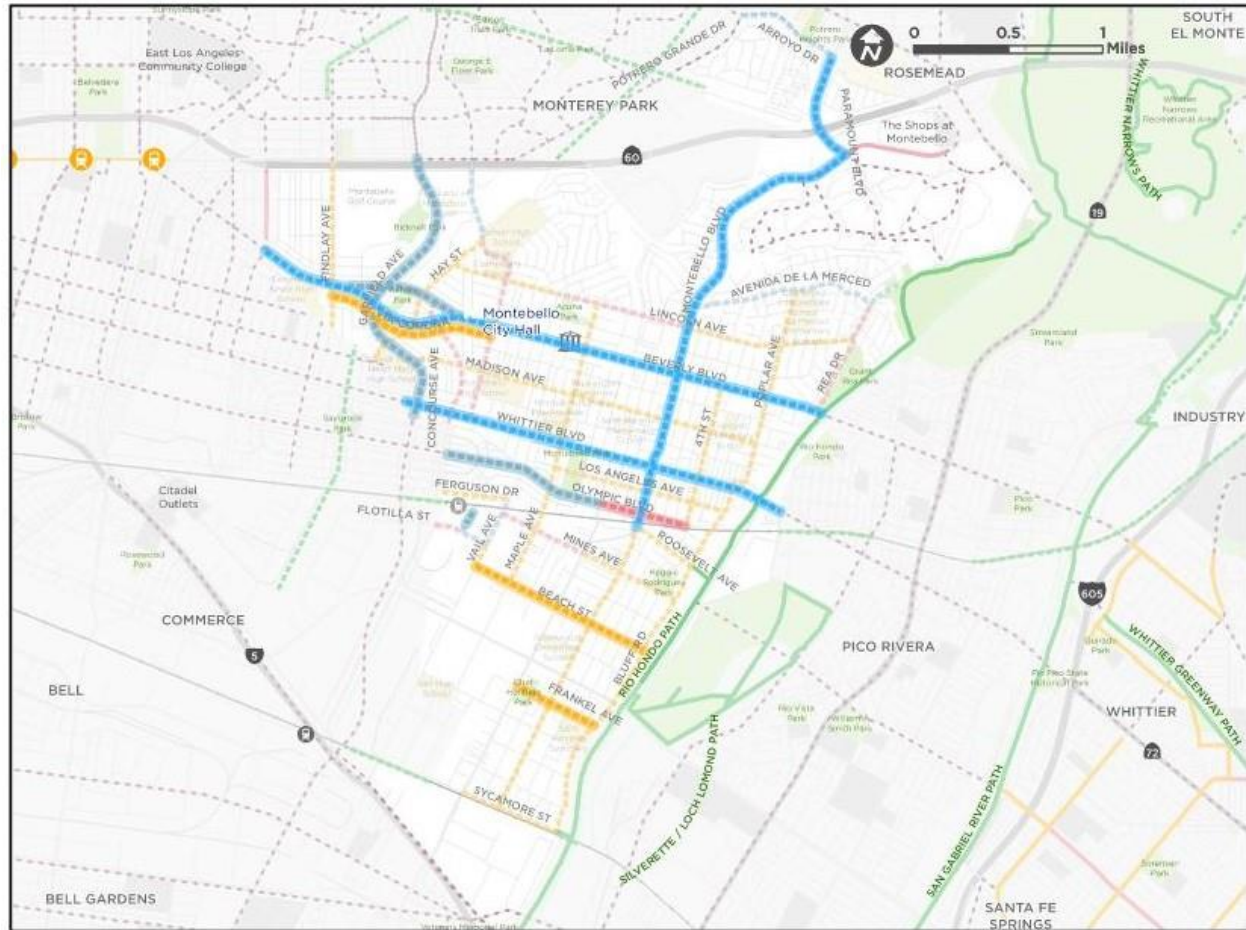


Figure 18: SGVCOG Long-Term Tier 2 Bikeway Recommendations in Montebello



Bikeway Network

Recommended / Existing

-  Shared-Use Path (Class I)
-  Buffered Bike Lane (Class II)
-  Bike Lane (Class II)
-  Neighborhood Greenway (Class III)
-  Separated Bikeway (Class IV)



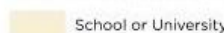

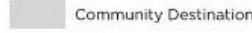
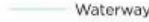
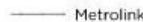



-  Bike Lane Uphill Only
-  Bikeways Proposed in Other Plans
-  School or University
-  Park
-  Community Destination
-  Waterway
-  Metrolink
-  Metro Gold Line
-  Metrolink Station
-  Metro Gold Line Station



Figure 19: SGVCOG Recommended Buildout Bikeway Network in Montebello














February 2018

Bikeway Network

Recommended / Existing

-  Shared-Use Path (Class I)
-  Buffered Bike Lane (Class II)
-  Bike Lane (Class II)
-  Neighborhood Greenway (Class III)
-  Separated Bikeway (Class IV)

-  Potential Shared-Use Path (Class I)
-  Bike Lane Uphill Only
-  Bikeways Proposed in Other Plans
-  School or University
-  Park
-  Community Destination
-  Waterway
-  Metrolink
-  Metro Gold Line
-  Metrolink Station
-  Metro Gold Line Station



Montebello Parks Master Plan (2021)

The Montebello Parks Master Plan provides an assessment of Montebello's parks and playgrounds system, taking into account future growth in the community. The plan is intended to provide a realistic view of the City's parks and facilities as they exist now and as they could evolve in the future.

The plan includes a geographic distribution analysis (GDA) of parks to determine the walktime, biketime, and drivetime to these facilities based on a parkshed analysis. The half-mile parkshed and existing residential uses are displayed in

Figure 20, showing areas of opportunity to connect residents to key local destinations using active transportation facilities.

The plan also discusses opportunities to implement linear parks and green corridors, to provide a connection to the existing open spaces and parks throughout the city. Green corridor opportunities are shown in Figure 21.

The plan's key recommendations to improve walkability and bikability in Montebello include:

- Provide more bike lanes to parks.
- Provide more walking trails leading to parks.
- Enhance Whittier Blvd., Olympic Blvd., Beverly Blvd., Greenwood / Montebello Blvd. with street trees, planting, and linear park amenities.
- Develop an Active Transportation Plan to improve bike and pedestrian facilities, safety, and connectivity.
- Encourage smart growth in areas that have adequate parks. If inadequate parks, encourage parks to be built by the smart growth.

Figure 20: Half-Mile Parkshed with Existing Residential Uses

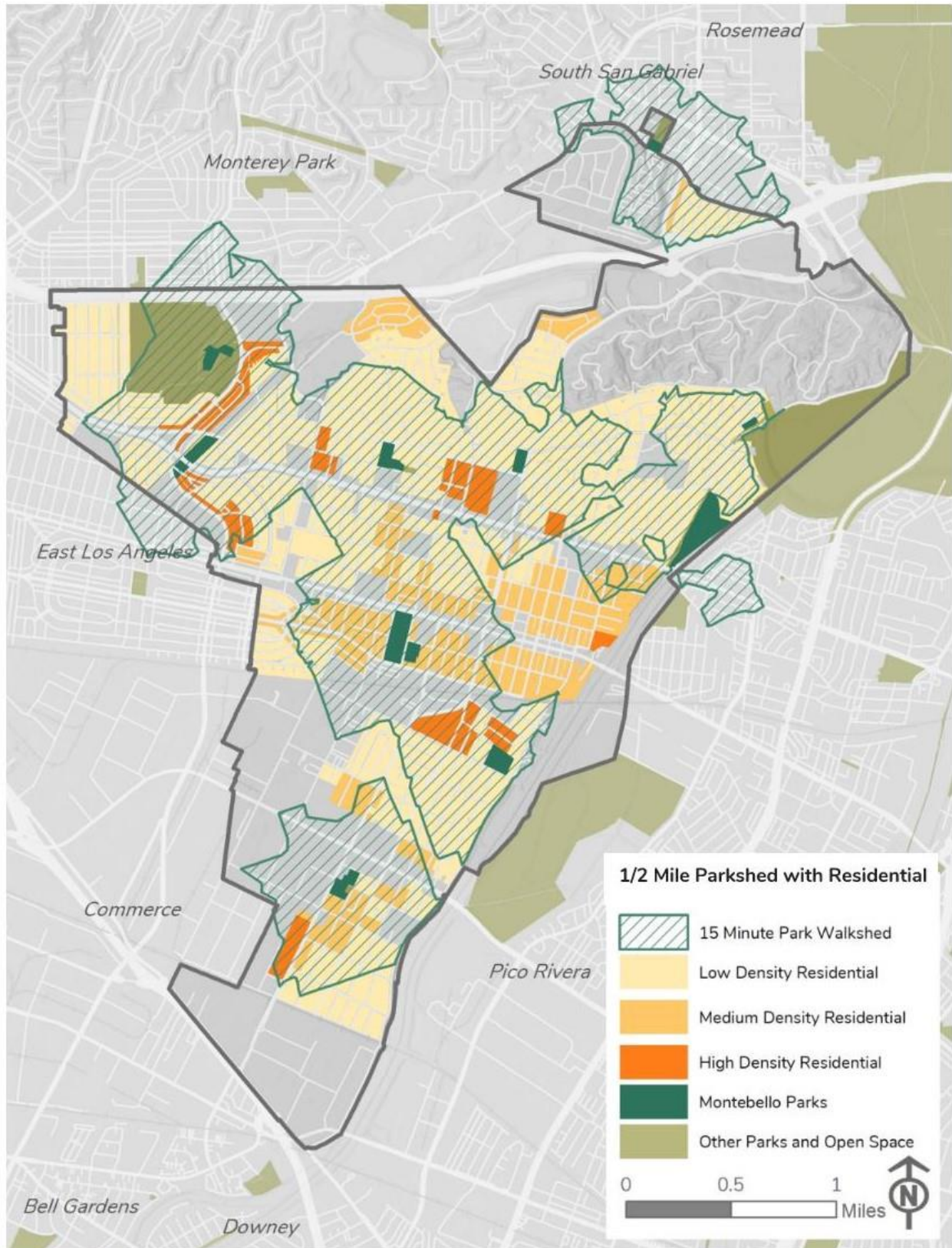
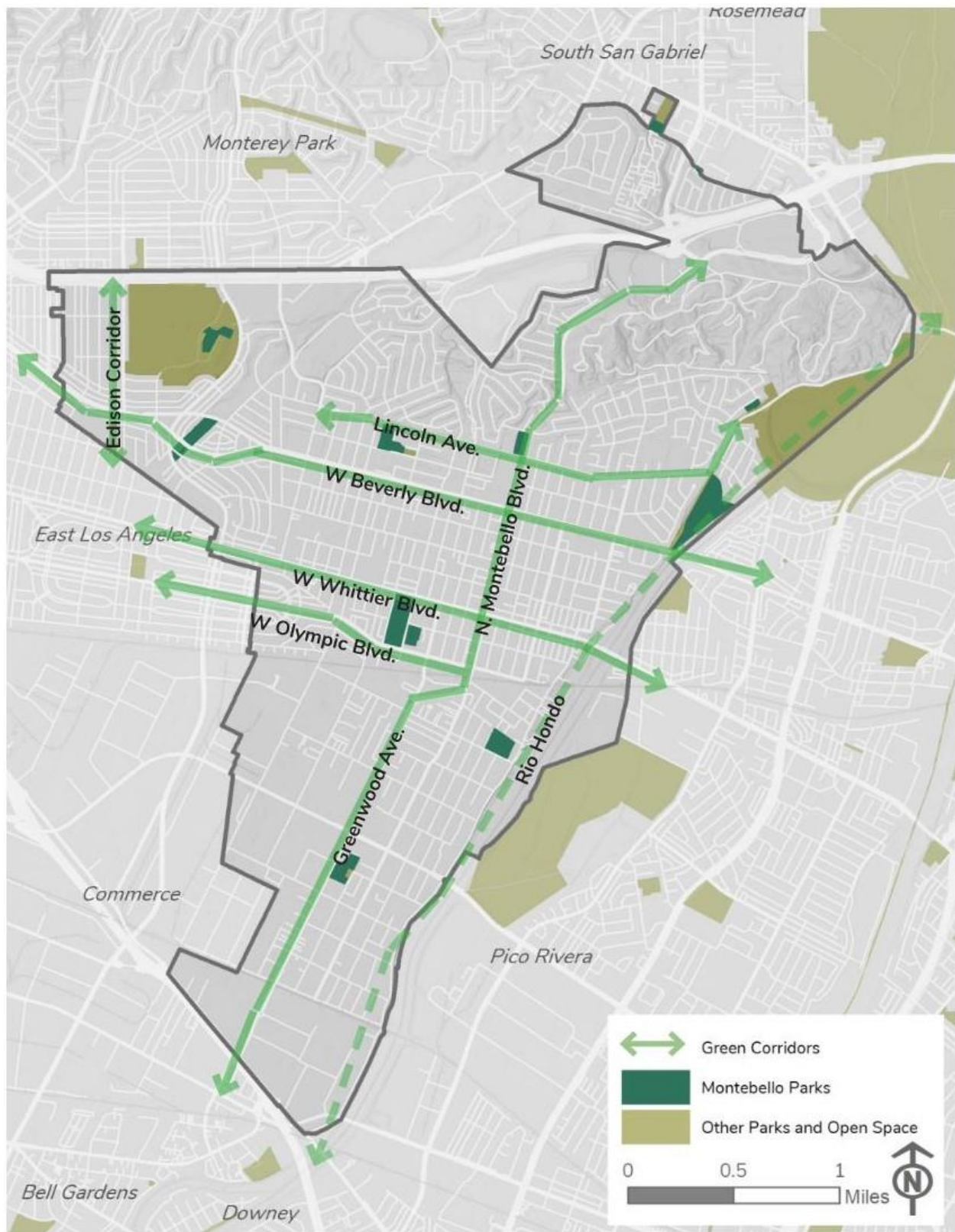


Figure 21: Green Corridor Opportunities



Montebello Safe Travel Plan (2022)

A key emphasis area in the 2022 Montebello Safe Travel Plan for the City to focus on is reducing vehicle conflicts with pedestrians and bicyclists.

Stakeholder Working Group Members identified a need to address bicycle-involved collisions during working group meetings. Across the five study years (2015-2019), there were a total of 119 bicycle-involved crashes, and it was found that bicycle crashes are three times more likely to result in a fatal/severe injury than total reported crashes. In bicycle-involved crashes, the most common age group reported includes ages 18 and under and 25-44. Compared to drivers, bicyclists aged 18 to 24 years old are overrepresented in the data.

Based on these findings, the plan highlights opportunities for the City to address these issues through the following goals and strategies for improving bicyclist safety on Montebello roadways (as part of a pedestrians and bicyclists emphasis area):

Goal: Reduce annual bicyclist-involved collisions from 24 per year to fewer than 12 per year in 2030 (50% reduction).

Strategy 2.1 Conduct public education and outreach to motorists to raise their awareness of pedestrian and bicycle safety needs: The City will initiate a public awareness campaign to increase driver awareness of pedestrian and bicycle safety laws and the importance of safety, due to vulnerabilities, while driving near pedestrians and bicyclists. Specific messaging within the campaign will be determined in a collaborative process by the stakeholder working group representatives.

Strategy 2.2 Conduct periodic roadway safety assessments of locations with growing traffic and pedestrian/bicyclist volumes and locations: Potential assessment locations include locations with documented pedestrian and bicycle safety issues, upcoming roadway or transit station improvement projects, and location identified by local feedback. Assessments will involve site reconnaissance to observe existing conditions and potential impromptu discussions with passersby and local business owners. Challenges for walking and bicycling identified in the assessments will be catalogued and further reviewed for potential infrastructure and non-infrastructure solutions.

Strategy 2.3 Identify opportunities for grant funding: Through roadway safety assessments in Strategy 2.2, the City will identify infrastructure improvement opportunities throughout the local roadway network. Regional, State and Federal grants are available to local agencies to implement improvements, such as the Metro Call for Projects, Highway Safety Improvement Program, Active Transportation Program, Senate Bill 1 Programs, Green California, Safe Streets and Roads for All (SS4A), and the Federal Infrastructure Investment Jobs Act (IIJA), among others.

Strategy 2.4 Adopt Citywide Complete Streets Policy: The City will develop and adopt a Complete Streets Policy to guide design on future roadway projects and developments ensuring high-quality mobility and access for pedestrians, bicyclists, transit riders, motorists, and other modes for people of all ages and abilities.

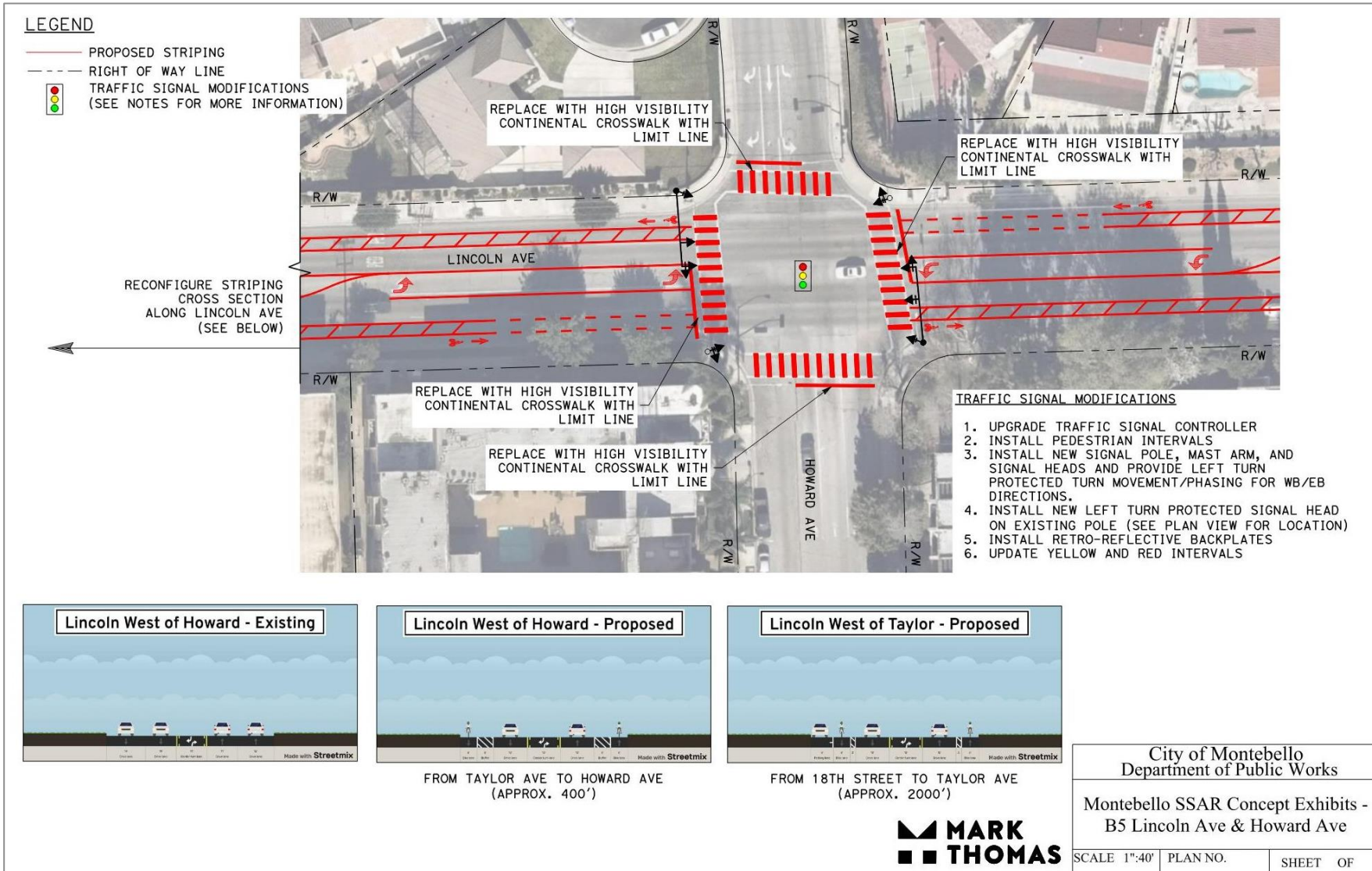
According to the Safe Travel Plan, the intersection of Lincoln Avenue and Howard Avenue was identified as an intersection with relatively high crash severities appropriate for bicycle facility improvements. Lincoln Avenue and Howard Avenue is a signalized intersection surrounded by residential land uses. This priority location has a top-24 annualized intersection crash severity score of 9.13 and is located within a disadvantaged community.

Based on a review of crash history and existing roadway geometries, potential countermeasures were identified for this location including the following as shown in the figure below:

- Improve signal hardware
- Improve signal timing
- Provide protected left turn signal phase
- Install leading pedestrian intervals
- Install high-visibility continental crosswalks with limit lines
- Road diet
- Install separated bike lanes

At the corridor level, implementing this improvement would include implementing a road diet and separated bike lanes along Lincoln Avenue between 18th Street and Montebello Boulevard.

Figure 22: Lincoln Avenue and Howard Avenue Concept Exhibit



Montebello Draft General Plan (2023)

According to the Draft Montebello General Plan (which is currently undergoing public review), the City can encourage a mode shift away from driving by improving bicycle and pedestrian facilities and conditions. For example, the City has the opportunity to address the lack of bikeways in the city, including the lack of bicycle connections to the Rio Hondo Trail and to bicycle facilities outside the City limits.

The General Plan's active transportation strategy encompasses two types of bicycling facilities:

- **Citywide bicycle facilities** are generally located on major and secondary roadways and provide access to major destinations and to adjacent local and regional bicycle facilities.
- **Local bicycle facilities** are generally located on secondary and collector roadways and provide access between local destinations within the city, often providing connections between citywide facilities.

Figure 23 shows the General Plan's vision for an integrated network of bikeways that connect the Montebello neighborhoods to employment, recreation, education and destinations that meet their daily needs. Comfortable bicycle facilities along the roadways highlighted in this figure can help improve access to local destinations (such as downtown Montebello), improve access to regional destinations such as the Rio Hondo Trail, and facilitate connections to major transit hubs.

Figure 23: General Plan Active Transportation Strategy Map



The General Plan also envisions a network of complete streets, divided into two categories:

- **Multimodal Boulevards:** These are key corridors for connecting multiple modes within and through the city, providing access to both local and regional destinations. Along multimodal boulevards, the City's designs and strategies must balance vehicles, parking, goods movement, public transit, bicycles, and pedestrians.
- **Multimodal Connectors:** These are multimodal roads that bridge gaps between local streets and corridors. Along multimodal connectors, the City has designated at least two modes which must be balanced through complete streets design.

The General Plan discusses opportunities to implement multimodal improvements along several roadways, including Montebello Boulevard/Greenwood Avenue, Whittier Boulevard, Washington Boulevard, Beverly Boulevard, Garfield Avenue, and Lincoln Avenue. The General Plan's key opportunities are noted below, accompanied by existing and example proposed cross-sections. Please note, the General Plan's proposed cross-sections serve to illustrate concepts; additional study and design would be necessary to construct these or other improvements along the corridors.

Montebello Boulevard/Greenwood Avenue: Montebello Boulevard and Greenwood Avenue form a key north/south corridor through the city, and provide connections to retail destinations and the future Gold Line Greenwood Station. This is a key multimodal boulevard where the City can balance multiple modes with facilities such as shading, accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Flexible parking standards along the corridor can also help manage demand and balance the needs of multiple modes.

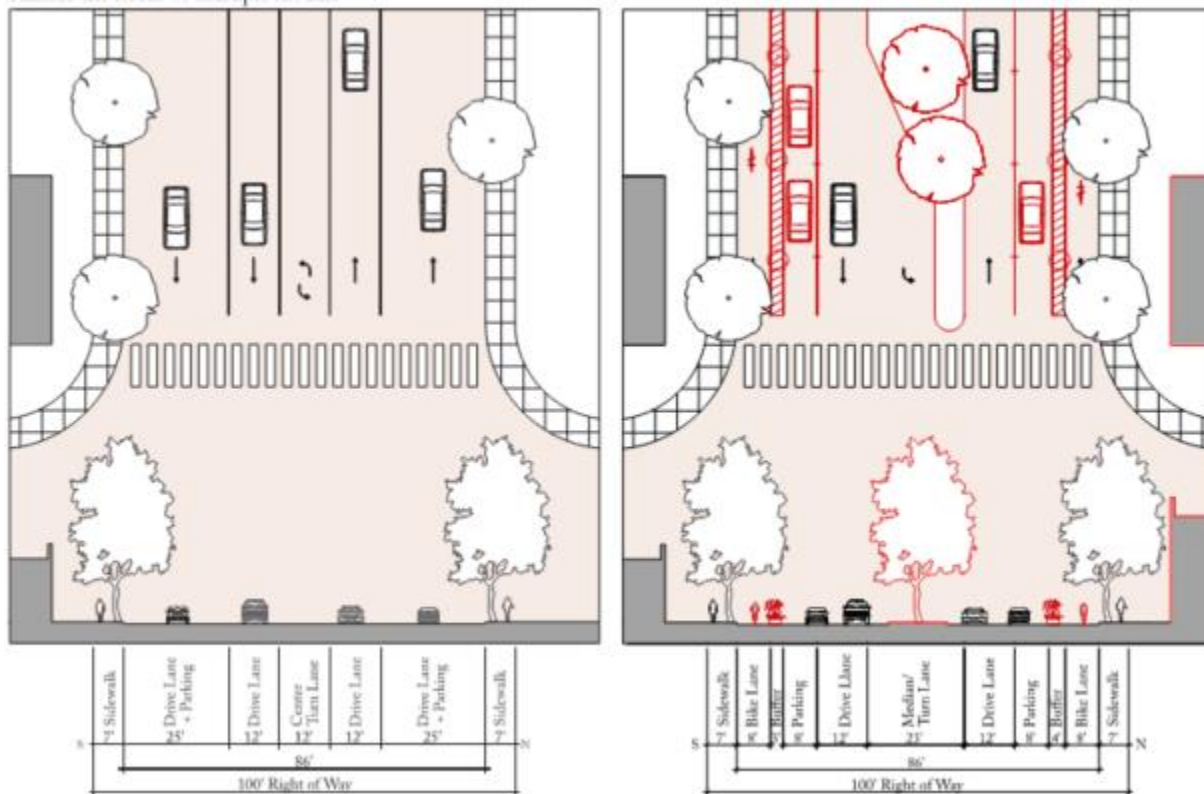


Figure C4.3. Greenwood Avenue at Washington Boulevard

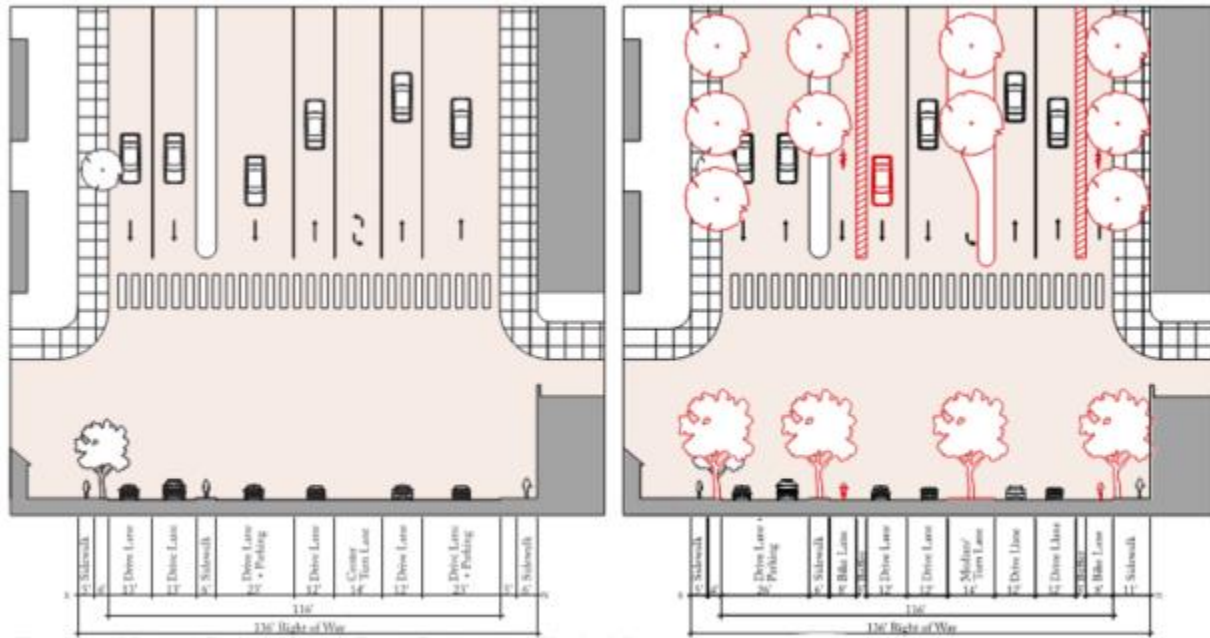


Figure C4.4. Montebello Boulevard between Beverly Boulevard and Cleveland Avenue

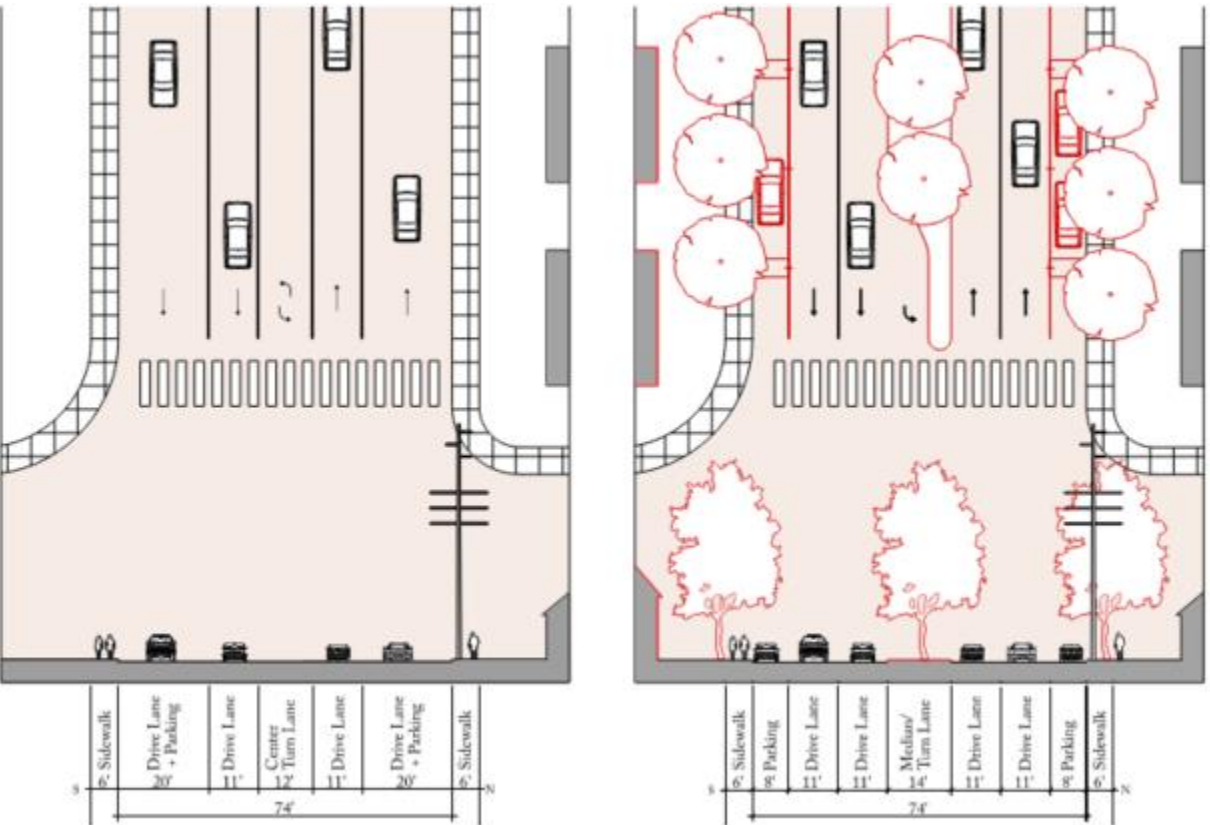


Figure C4.11. Greenwood Avenue -- South of Washington Boulevard

Whittier Boulevard: Whittier Boulevard is a key east/west corridor and includes the downtown area. Along the corridor, the City can balance users' needs through improvements such as shaded and accessible sidewalks, comfortable bus stops and other transit improvements, and bikeway connecting to both local and regional destinations. Parking measures such as shared parking and flexible standards are also recommended. Within the downtown area, additional focused pedestrian and parking measures can help improve safety and comfort for visitors of all ages and abilities.

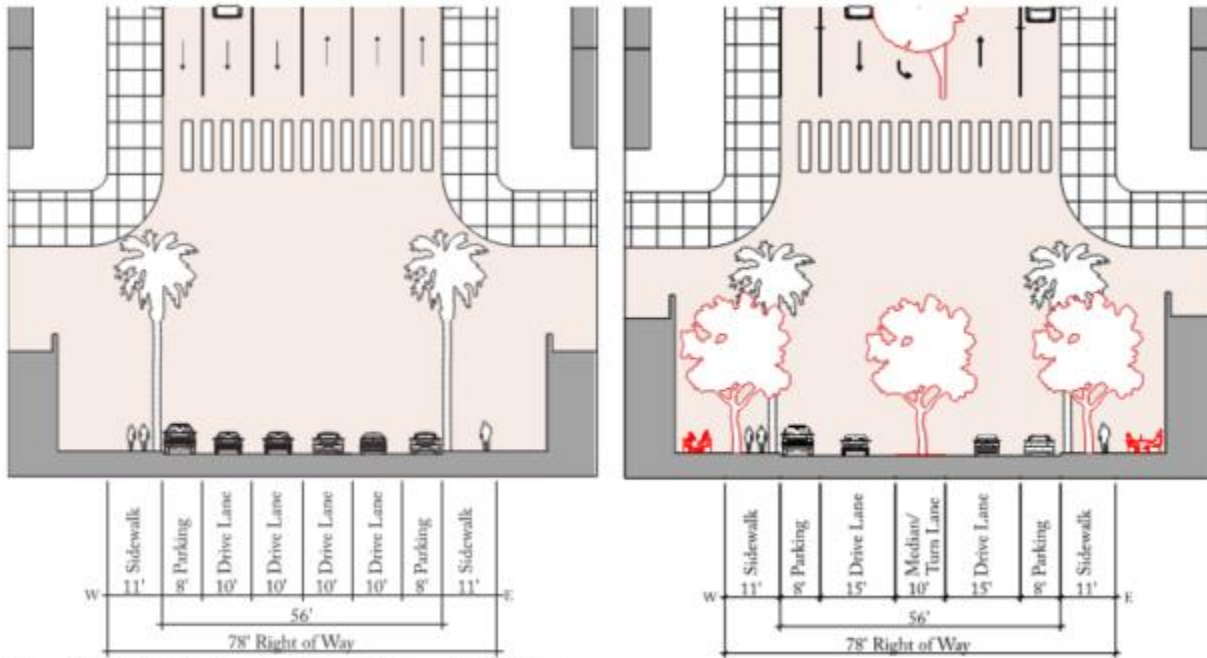


Figure C4.5. Whittier Boulevard -- Montebello Boulevard to Bluff Road

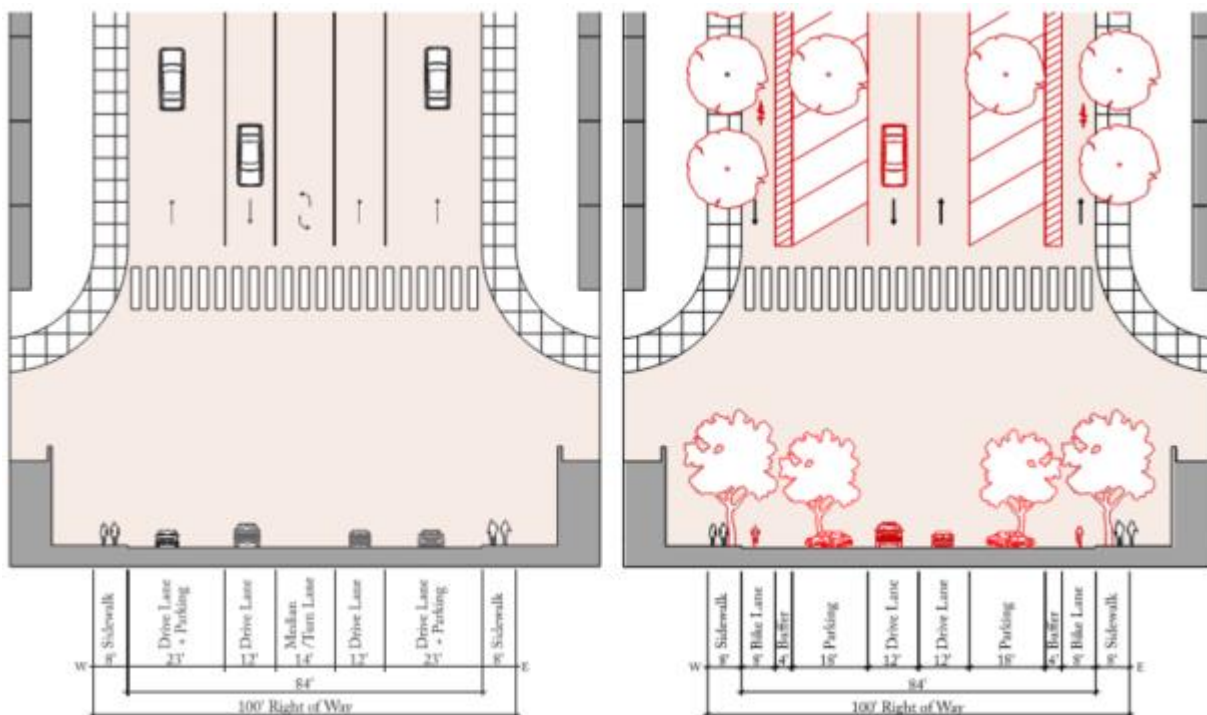


Figure C4.6. Whittier Boulevard -- Garfield Avenue to Montebello Boulevard

Washington Boulevard: Washington Boulevard is an east/west multimodal boulevard which will play a key road in local and regional connectivity with the planned Gold Line extension and Greenwood Station. To accommodate existing and future multimodal needs, the City should implement improvements such as shaded and accessible sidewalks, bikeways connecting to local destinations, bus stop amenities, and first/last mile transit access improvements. Within the station area, focused parking measures can balance the parking and active transportation needs of the station area and surrounding neighborhoods.

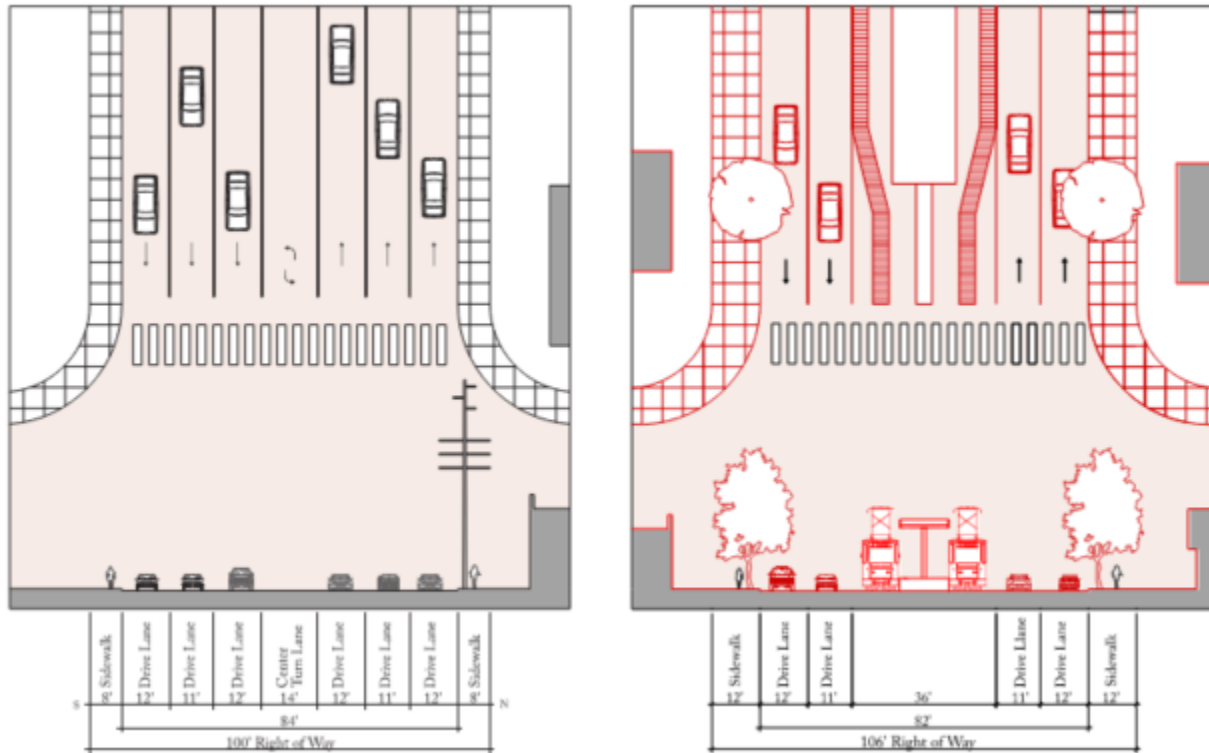


Figure C4.7. Washington Boulevard

Beverly Boulevard: Beverly Boulevard is a key east/west corridor providing connectivity to retail and regional active transportation facilities. As a key multimodal boulevard, vehicular and non-vehicular modes can be accommodated with measures such as shaded accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Parking measures such as shared parking and flexible standards are also recommended.

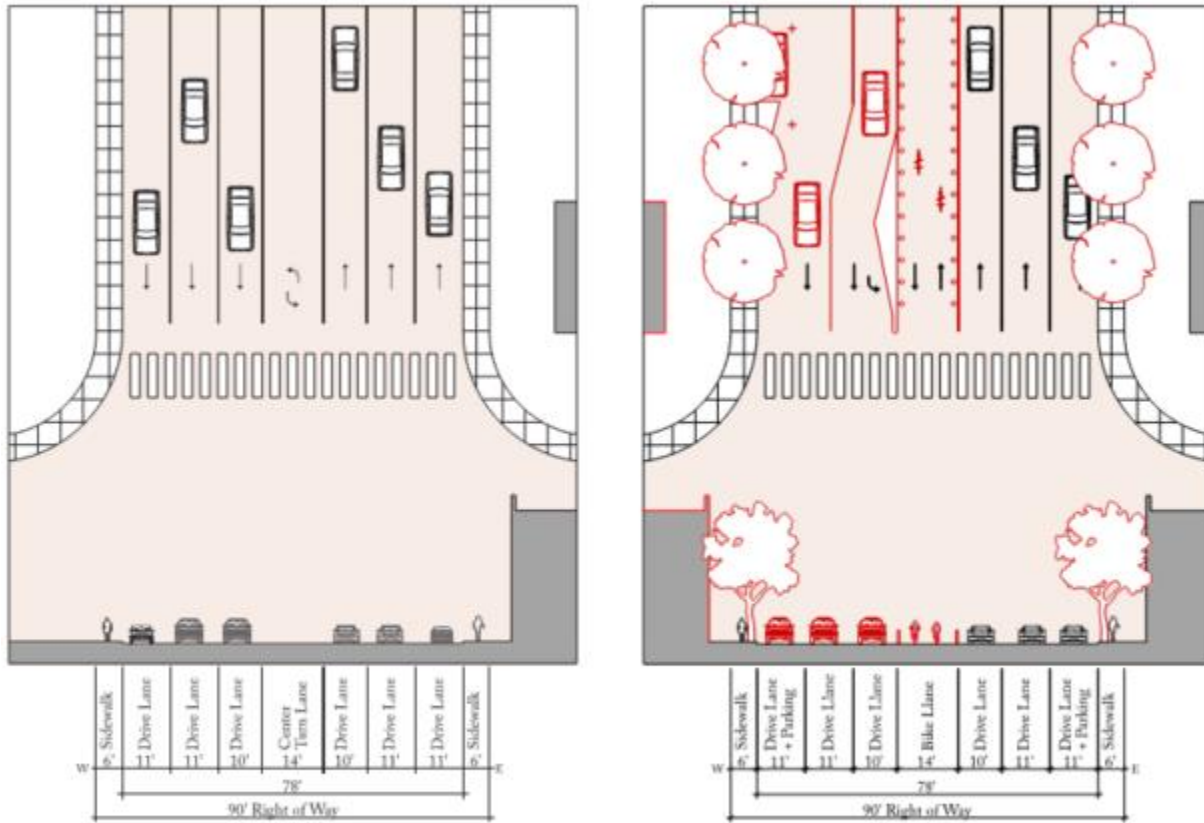


Figure C4.8. Beverly Boulevard at Wilcox Avenue

The General Plan also highlights opportunities to support active transportation through policies and actions such as the following:

Policy 4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.

Action 4.1a Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.

Action 4.1b Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets

Action 4.1c Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.

Action 4.1d Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.

Action 4.1e Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.

Action 4.1f Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.

Action 4.1g Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.

Action 4.1h Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.

Downtown Draft Specific Plan (2023)

According to the Draft Downtown Montebello Specific Plan (which is currently undergoing public review), the City has a vision for Downtown streets that enhance pedestrian and bicyclist safety. Wide multilane streets with larger block lengths in the Downtown area can result in streets that are both difficult to cross and easier to speed on. Mid-block crossings on Whittier Boulevard can help break the longer block lengths and encourage nonmotorized activity along and across the street. A clear and safe alley system could encourage exploration of the Downtown area, and more enjoyable routes, while allowing a finer grain network that is more comfortable for non-drivers. In addition, bikeways along Whittier Boulevard, Montebello Boulevard, and Bluff Road can help get bicyclists to and from the Downtown area.

The Specific Plan also highlights opportunities to support active transportation through policies and actions such as the following:

Policy 1.4 Downtown Montebello envisions safe streets designed for people. A network of safe and slow speed streets in the Downtown area will serve pedestrians, transit users, and cyclists, while allowing vehicular access.

Action 1.4 Carry out the safety enhancements recommended by the Downtown Vision for Whittier Boulevard and Montebello Boulevard.

Policy 2.7 Improve transit service and similar modes to make Downtown travel accessible and comfortable for people of all ages and abilities.

Action 2.5a Create well-designed mobility hubs for a high-quality user experience.

Action 2.5b Establish seamless integration of modes at the mobility hub. (E.g., Create safe pedestrian and bicycle access to mobility hubs from major destinations; Provide secure commuter parking, bicycle parking and locker options at station entrances)

Action 2.5c Establish amenities and support services for all modes. (E.g., Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.)

Policy 2.7 Connect Whittier Boulevard to the Rio Hondo Channel.

Montebello First Mile/Last Mile Master Plan (Ongoing)

The City is currently preparing its First Mile/Last Mile (FMLM) Master Plan. The City conducted a project survey in early 2023. At this time, recommendations have not yet been developed. As the FMLM and bicycle master plans are both being developed, both project teams will continue to coordinate to ensure that the plans are consistent and build from one another.

PLANNED IMPROVEMENTS

This section includes a review of anticipated changes to the circulation network within and adjacent to the city, to ensure that recommendations made during the BMP process are compatible with and build upon future baseline conditions.

Projects Within Montebello

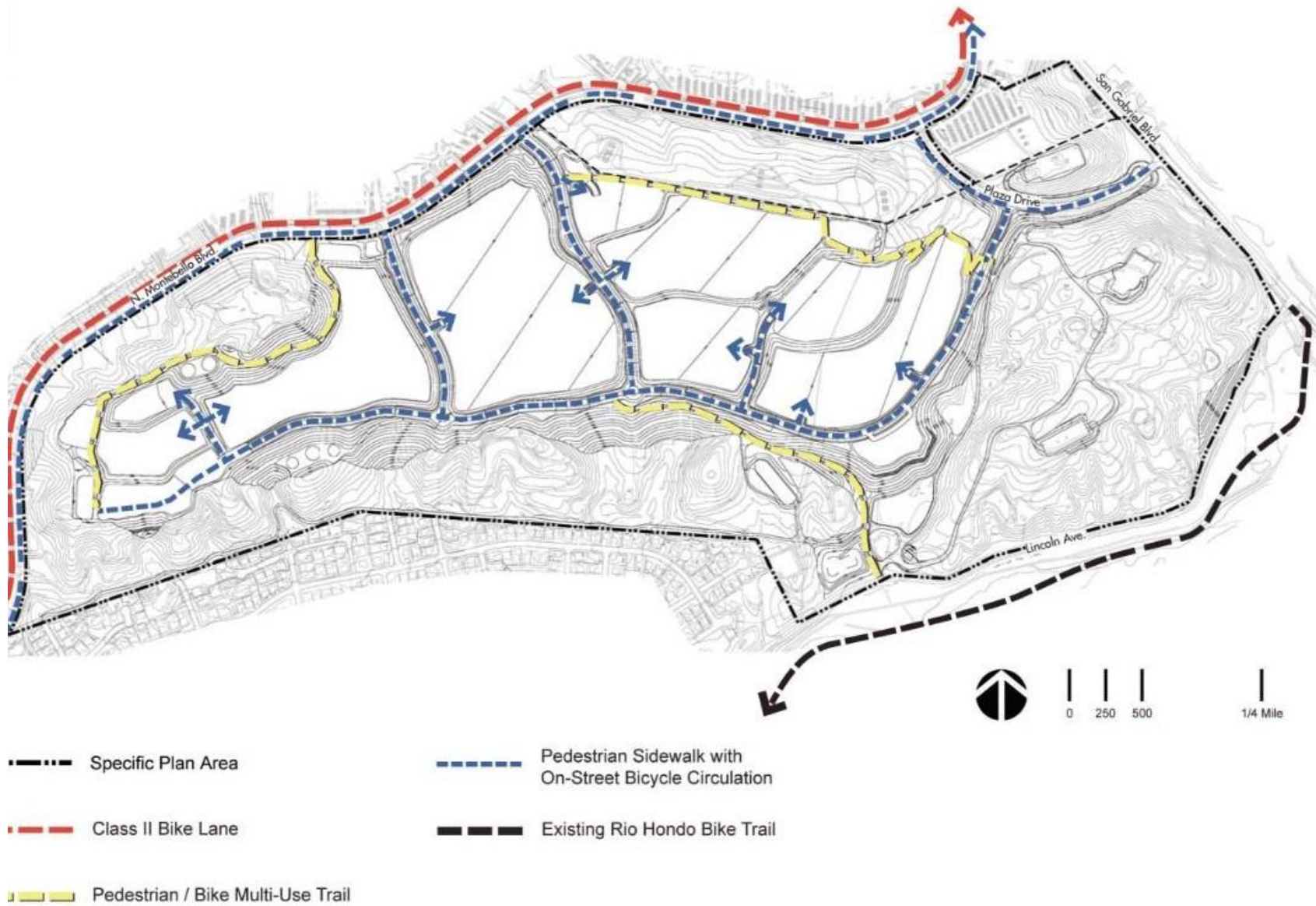
Montebello Hills Specific Plan (2015)

The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of State Route 60. The plan ensures that infrastructure and public facilities appropriately serve the community by preserving open space, creating a range of housing options, creating walkable neighborhoods, and providing a variety of transportation options. A master circulation plan is included that outlines existing and proposed roads and improvements, as well as conceptual designs for street cross sections and roundabouts.

The area's bicycle circulation plan is shown in the figure below. Bicycle facilities consist of off-street multi-use trails as well as collector streets. While the collector streets would function as Class III bike routes (bicycles sharing the lane with automobiles), the specific plan notes the following:

Within the streets of the Specific Plan area, bicycles will share the road with vehicles, as the 8-foot-wide expanded walks are not of a sufficient width to provide dual use with pedestrians. The bicycle circulation system will not be a formally designated Class II or Class III route due to the low volume of anticipated vehicular traffic, however, the collector streets will be wide enough to accommodate two lanes of vehicle travel, parking, and bicyclists.

Figure 24: Montebello Hills Pedestrian and Bicycle Circulation



Montebello Capital Improvement Program

The following project is included in the City's Capital Improvement Program (CIP) and shown in Figure 27:

- **Garfield Avenue & Via Campo Bus Turnout Lane (CIP 890):** This project would provide a buffered (hatched paint-separated) bike lane along Garfield Avenue between Via Campo and Via San Clemente only in the southbound direction, with no northbound bike lane.

San Gabriel Valley Council of Governments

SGVCOG is serving as the lead agency for the following project within the City of Montebello, shown in Figure 27:

- **Montebello Blvd Grade Separation Project:** This project would provide standard (non-buffered) bike lanes in both directions along Montebello Boulevard, between Mines Avenue and Los Angeles Avenue. The northbound bike lane would end at Los Angeles Avenue, but the southbound bike lane would start slightly north of the Los Angeles Avenue intersection (about halfway between Los Angeles Avenue and Whittier Boulevard).

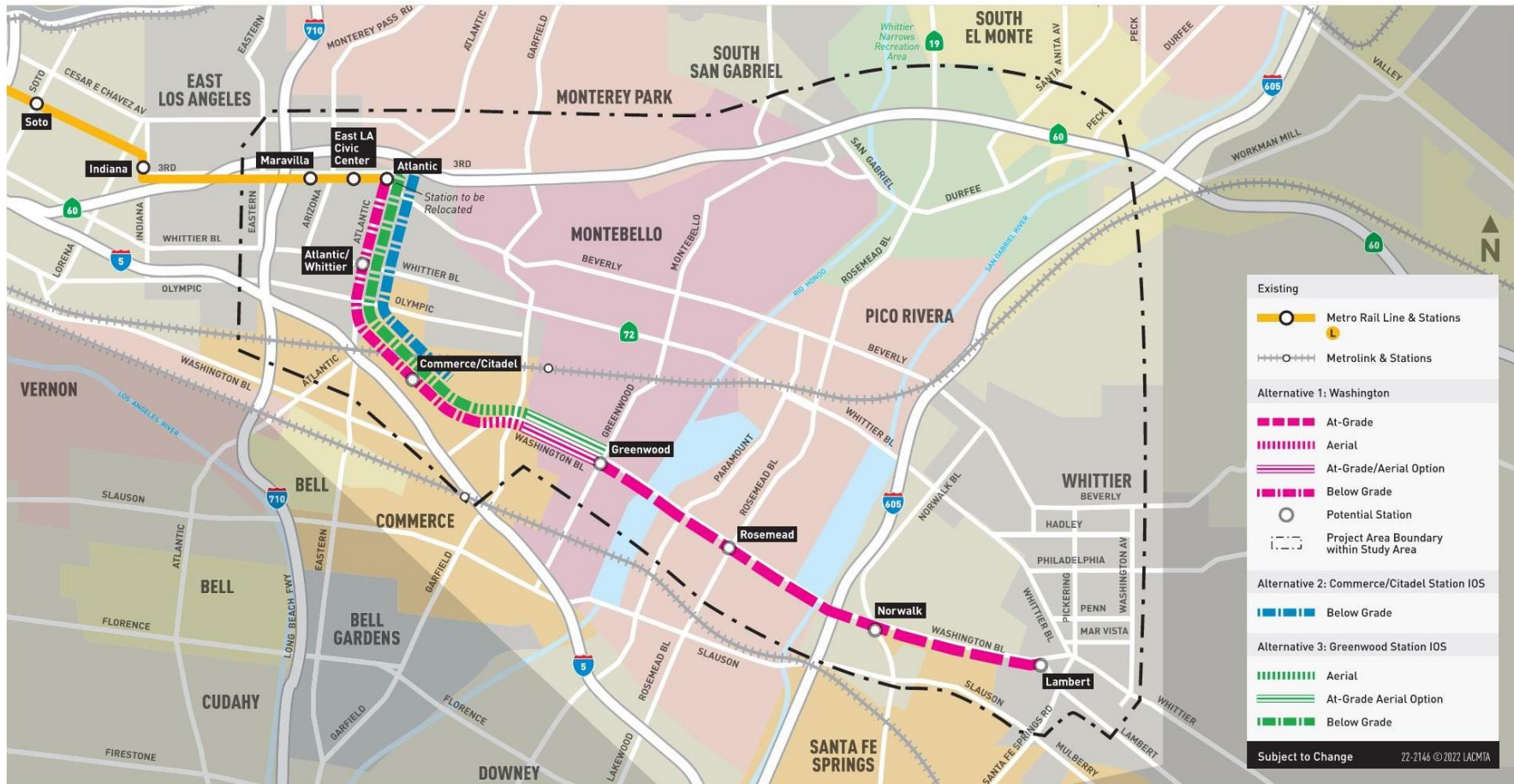
LA Metro Eastside Transit Corridor Phase 2 (Ongoing)

The extension of the Metro L (Gold) Line in Los Angeles has been under evaluation by LA Metro. The proposed expansion aims to extend the current endpoint in East Los Angeles and reach Whittier, covering a distance of approximately nine miles. The extension would pass through several cities, including Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier - Los Nietos. The project involves the extension of the existing light rail transit (LRT) line; the exact length may vary depending on the chosen alternative, ranging from 3.2 to 9.0 miles. Additionally, the project will consider options for maintenance and storage facilities. The alignment of the proposed extension encompasses a diverse range of land uses, including residential, commercial, retail, industrial, recreational, educational, and vacant areas. Notably, the extension would traverse densely populated, low-income communities that heavily rely on public transportation, and it would also serve significant activity centers along the way.

The project map is shown below. As shown in the figure, the L line would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. The route is anticipated to be at-grade/aerial west of the station, and at-grade east of the station.

Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard. The City should work with LA Metro to incorporate bikeways (if desired and recommended in this BMP) into the redesign of Washington Boulevard as well as future Metro first/last mile planning around Greenwood station. The curb-to-curb rights-of-way and lane widths in the current conceptual designs could potentially be modified to include an on-street bikeway. For example, LA Metro could reduce proposed automobile lane widths along Washington Boulevard, which (as currently designed) range from 12 to 15.5 feet.

Figure 25: LA Metro Eastside Transit Corridor Phase 2 Project Alternatives



Adjacent Jurisdictions

The following figure illustrates the existing and planned bikeways in Montebello as well as those planned by jurisdictions surrounding the city:

- City of Commerce
- City of Monterey Park
- City of Pico Rivera
- County of Los Angeles

The information in the figure is based on the SCAG shapefile of existing and planned bikeways, which Kittelson updated as needed to reflect various jurisdictions' bicycle master plans and active transportation plans.

In addition, Pico Rivera provided information on the following planned improvement:

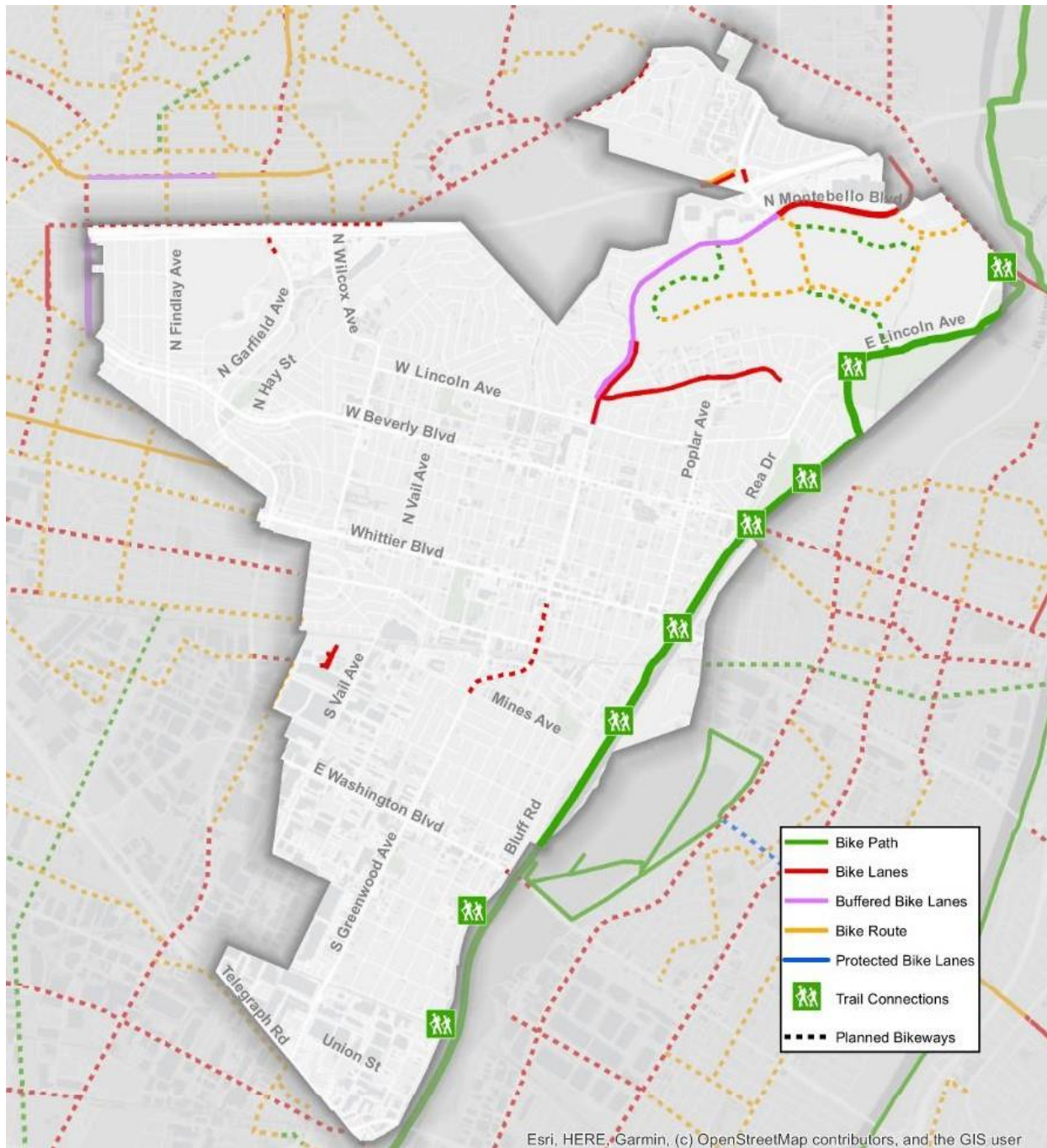
- **Washington Boulevard over Rio Hondo Channel Bridge:** In the interim (before the L Line extension) this project would provide a buffered (hatched paint-separated) bike lane along Washington Boulevard in both directions, from Bluff Road east over the channel. After the L Line extension goes into place, there would be a standard (non-buffered) bike lane in both directions, from Bluff Road east over the bridge. Note, the City of Pico Rivera's plans anticipate that Washington Boulevard east of the bridge will be widened at a later time and would include standard bike lanes. However, the portion east of the bridge is not included as part of this planned project.

The SCAG shapefile included the City of Montebello's Bike Lane Feasibility Study Report (2013); this has been removed from the figure as the City will be revisiting its bikeway recommendations as part of this BMP. Kittelson has included planned improvements from the City's Montebello Hills Specific Plan (2015), CIP, and the above-mentioned projects led by SGVCOG and the City of Pico Rivera. In addition, the shapefile includes recommendations from the GCCOG Strategic Transportation Plan Active Transportation Element (2016); Kittelson has excluded these recommendations from the map if they were not included in a specific jurisdiction's adopted plan.

As shown in the figure, several bike lanes and bike routes are proposed on streets that meet Montebello's City limits. In addition, the City of Pico Rivera has proposed a rail-adjacent bike path that connects with Montebello south of Whittier Boulevard and east of the Rio Hondo Bike Path.

As Montebello's bike plan is being developed, the City should continue to coordinate with these jurisdictions and strive to plan facilities that provide consistency and comfort for bicyclists crossing City boundaries.

Figure 26: Existing and Planned Bikeways



NEXT STEPS

The information provided in this report will be used to shape the BMP's visioning and goalsetting and the network of recommended off- and on-street bikeways. This information will be used to support development of the BMP's planned network so that it reflects existing and previously proposed bikeways within and connecting to Montebello.

TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Rea Beverly	PROJECT #: SC4001 LOCATION #: 1 CONTROL: SIGNAL
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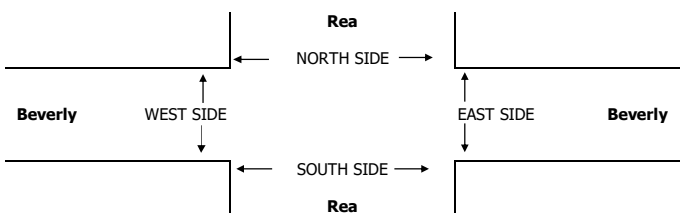
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U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

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8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	2	2	0	0	6	0	10
APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%	
APP/DEPART	0	/	2	0	/	0	4	/	2	6	/	6	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	2	2	0	0	3	0	7
APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.375			0.583
APP/DEPART	0	/	2	0	/	0	4	/	2	3	/	3	0
PM													
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
4:45 PM	0	0	0	0	0	0	0	1	0	2	1	0	4
5:00 PM	0	0	0	0	0	1	0	1	0	0	2	1	5
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	4
5:45 PM	0	0	0	0	0	0	1	2	0	0	1	0	4
VOLUMES	0	0	0	0	0	2	1	9	0	3	11	3	29
APPROACH %	0%	0%	0%	0%	0%	100%	10%	90%	0%	18%	65%	18%	
APP/DEPART	0	/	4	2	/	0	10	/	12	17	/	13	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	1	0	6	0	2	7	3	19
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	17%	58%	25%	
PEAK HR FACTOR	0.000			0.250			0.500			1.000			0.792
APP/DEPART	0	/	3	1	/	0	6	/	8	12	/	8	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	3	3



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Rea EAST & WEST: Beverly	Montebello Rea Beverly	PROJECT #: SC4001 LOCATION #: 1 CONTROL: SIGNAL
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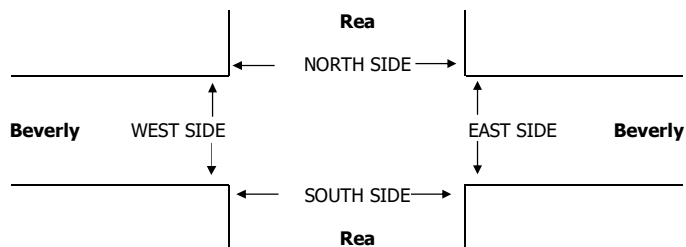
NOTES:	AM PM MD OTHER OTHER	← W	N S ↓	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Beverly Terrace			Rea			Beverly			Beverly			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0.5	0.5	1	1	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	12:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	12:15 PM	0	0	0	0	0	2	0	2	0	0	2	0	6
	12:30 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
	12:45 PM	0	0	0	2	0	0	0	3	0	0	4	0	9
	VOLUMES	0	0	0	2	0	2	1	8	0	0	11	0	24
	APPROACH %	0%	0%	0%	50%	0%	50%	11%	89%	0%	0%	100%	0%	
APP/DEPART	0	/	1	4	/	0	9	/	10	11	/	13	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	0	0	0	2	0	2	1	6	0	0	9	0	20	
APPROACH %	0%	0%	0%	50%	0%	50%	14%	86%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.500			0.583			0.563			0.556	
APP/DEPART	0	/	1	4	/	0	7	/	8	9	/	11	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Beverly Terrace Rio Hondo Bike Path	PROJECT #: SC4001 LOCATION #: 1 CONTROL: SIGNAL
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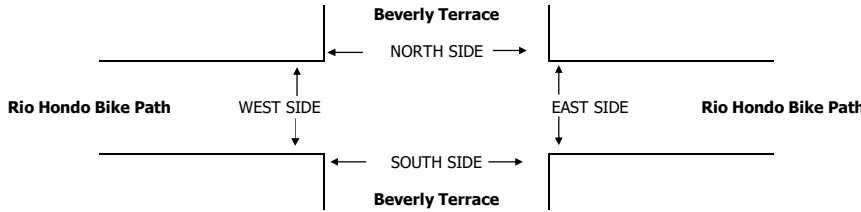
NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Beverly Terrace</small>			SOUTHBOUND <small>Beverly Terrace</small>			EASTBOUND <small>Rio Hondo Bike Path</small>			WESTBOUND <small>Rio Hondo Bike Path</small>			TOTAL
	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	3	4
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	3	1	/	0	0	/	1	3	/	0	
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	1	0	0	0	0	0	0	2	3	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.250			0.000			0.500			0.750
APP/DEPART	0	/	2	1	/	0	0	/	1	2	/	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	2
	5:00 PM	0	0	0	1	0	0	0	0	0	0	2	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	0	0	0	8	10
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	8	2	/	0	0	/	2	8	/	0	
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	1	0	0	0	0	0	0	7	8	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.250			0.000			0.875			0.667
APP/DEPART	0	/	7	1	/	0	0	/	1	7	/	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Beverly Terrace Rio Hondo Bike Path	PROJECT #: SC4001 LOCATION #: 1 CONTROL: SIGNAL
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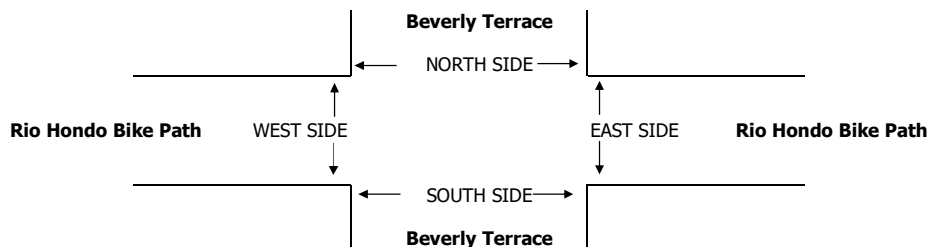
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND <small>Beverly Terrace</small>			SOUTHBOUND <small>Beverly Terrace</small>			EASTBOUND <small>Rio Hondo Bike Path</small>			WESTBOUND <small>Rio Hondo Bike Path</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	0	0	1	X	X	X	X	0	X	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
	12:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	12:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	3
	VOLUMES	0	0	0	5	0	0	0	0	0	0	0	6	11
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	6	5	/	0	0	/	5	6	/	0	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	0	0	0	4	0	0	0	0	0	0	0	4	8	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.500			0.000			0.500			0.667	
APP/DEPART	0	/	4	4	/	0	0	/	4	4	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

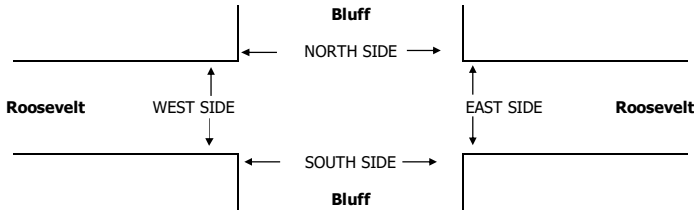
DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Bluff Roosevelt	PROJECT #: LOCATION #: CONTROL:	SC4001 2 STOP ALL
NOTES:				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	0	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	1	0	0	0	2	0	4
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
VOLUMES	0	1	1	0	1	0	1	3	0	0	3	0	10
APPROACH %	0%	50%	50%	0%	100%	0%	25%	75%	0%	0%	100%	0%	
APP/DEPART	2	/	2	1	/	1	4	/	4	3	/	3	0
BEGIN PEAK HR	8:15 AM												
VOLUMES	0	0	1	0	1	0	1	2	0	0	3	0	8
APPROACH %	0%	0%	100%	0%	100%	0%	33%	67%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.250			0.375			0.375			0.500
APP/DEPART	1	/	1	1	/	1	3	/	3	3	/	3	0
PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	0	1	0	2	0	1	1	0	0	0	1	7
APPROACH %	50%	0%	50%	0%	100%	0%	50%	50%	0%	0%	0%	100%	
APP/DEPART	2	/	2	2	/	2	2	/	2	1	/	1	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	1	0	0	0	1	0	0	1	0	0	0	1	4
APPROACH %	100%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	
PEAK HR FACTOR	0.250			0.250			0.250			0.250			0.500
APP/DEPART	1	/	1	1	/	1	1	/	1	1	/	1	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Jun 3, 23

LOCATION: Montebello
NORTH & SOUTH: Bluff
EAST & WEST: Roosevelt

PROJECT #: SC4001
LOCATION #: 2
CONTROL: STOP ALL

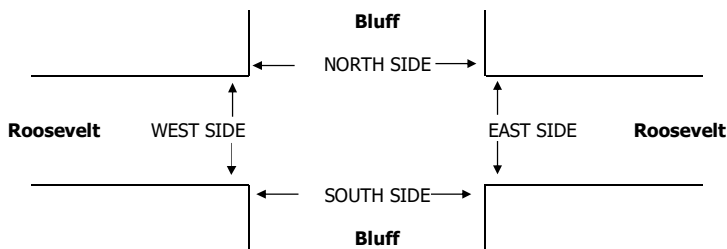
NOTES:	AM PM MD OTHER OTHER	← W	N ↑ S ↓	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bluff			Bluff			Roosevelt			Rio Hondo Bike Path			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	0	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	3	0	0	0	0	1	0	0	1	0	5
	11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	11:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	12:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	3	0	0	0	2	2	0	2	5	0	14
	APPROACH %	0%	0%	100%	0%	0%	0%	50%	50%	0%	29%	71%	0%	
APP/DEPART	3	/	2	0	/	2	4	/	5	7	/	5	0	
BEGIN PEAK HR	11:00 AM													
VOLUMES	0	0	3	0	0	0	2	1	0	1	3	0	10	
APPROACH %	0%	0%	100%	0%	0%	0%	67%	33%	0%	25%	75%	0%		
PEAK HR FACTOR	0.250			0.000			0.750			0.500			0.500	
APP/DEPART	3	/	2	0	/	1	3	/	4	4	/	3	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

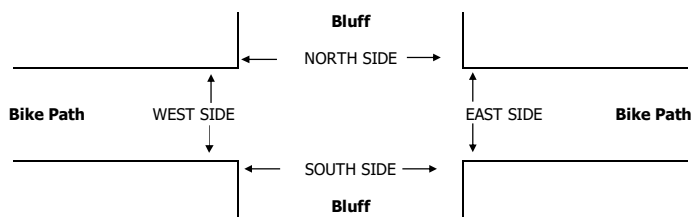
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Bluff Bike Path	PROJECT #: SC4001 LOCATION #: 3 CONTROL: STOP E/W																				
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td>▲</td><td>N</td></tr> <tr><td>PM</td><td></td><td></td></tr> <tr><td>MD</td><td>◀</td><td>W</td></tr> <tr><td>OTHER</td><td></td><td></td></tr> <tr><td>OTHER</td><td></td><td></td></tr> <tr><td></td><td>S</td><td>▶</td></tr> <tr><td></td><td>▼</td><td>E</td></tr> </table>	AM	▲	N	PM			MD	◀	W	OTHER			OTHER				S	▶		▼	E
AM	▲	N																					
PM																							
MD	◀	W																					
OTHER																							
OTHER																							
	S	▶																					
	▼	E																					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
AM													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0
BEGIN PEAK HR	8:30 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250
APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0
PM													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
VOLUMES	0	0	2	2	0	0	0	0	0	0	0	1	5
APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	2	/	1	2	/	0	0	/	4	1	/	0	0
BEGIN PEAK HR	5:15 PM												
VOLUMES	0	0	2	1	0	0	0	0	0	0	0	0	3
APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.750
APP/DEPART	2	/	0	1	/	0	0	/	3	0	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Jun 3, 23

LOCATION: Montebello
NORTH & SOUTH: Bluff
EAST & WEST: Bike Path

PROJECT #: SC4001
LOCATION #: 3
CONTROL: STOP E/W

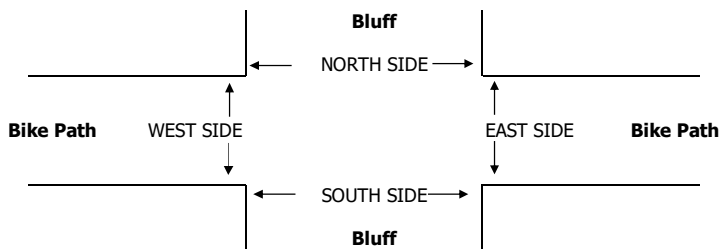
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bluff			Bluff			Bike Path			Bike Path			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	1	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1
	VOLUMES	0	0	0	1	0	0	0	0	0	0	2	3
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	3	1	/	0	0	/	0	2	/	0	
BEGIN PEAK HR	11:00 AM												
VOLUMES	0	0	0	1	0	0	0	0	0	0	1	2	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.250			0.000			0.250			0.500
APP/DEPART	0	/	2	1	/	0	0	/	0	1	/	0	

0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1



TURNING MOVEMENT BIKES COUNTS

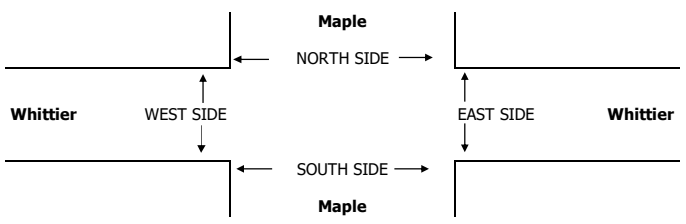
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Maple Whittier	PROJECT #: SC4001 LOCATION #: 4 CONTROL: SIGNAL				
NOTES:		<table border="1" style="border-collapse: collapse; margin: auto;"> <tr> <td style="padding: 2px;">AM PM MD OTHER</td> <td style="padding: 2px;">← W</td> <td style="padding: 2px;">▲ N ▼ S</td> <td style="padding: 2px;">E ►</td> </tr> </table>	AM PM MD OTHER	← W	▲ N ▼ S	E ►
AM PM MD OTHER	← W	▲ N ▼ S	E ►			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Maple			Maple			Whittier			Whittier				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	1	1	0	1	1	0	1	2	0	1	2	0		
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
	8:30 AM	0	0	0	0	1	0	0	1	0	0	4	0	6
	8:45 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
	VOLUMES	0	2	0	0	3	0	0	7	0	0	9	0	21
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	2	/	2	3	/	3	7	/	7	9	/	9	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	1	0	0	2	0	0	3	0	0	7	0	13
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.250			0.500			0.750			0.438		0.542	
APP/DEPART	1	/	1	2	/	2	3	/	3	7	/	7	0	
PM	4:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:30 PM	0	0	0	0	0	0	1	0	0	2	0	3	
	4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	2	0	0	1	0	3	
	5:30 PM	0	1	0	0	0	0	3	0	0	2	0	6	
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	VOLUMES	0	1	0	0	0	0	0	8	0	0	9	0	18
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	1	0	/	0	8	/	8	9	/	9	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	1	0	0	0	0	0	5	0	0	5	0	11
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.250			0.000			0.417			0.625		0.458	
APP/DEPART	1	/	1	0	/	0	5	/	5	5	/	5	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Maple Whittier	PROJECT #: SC4001 LOCATION #: 4 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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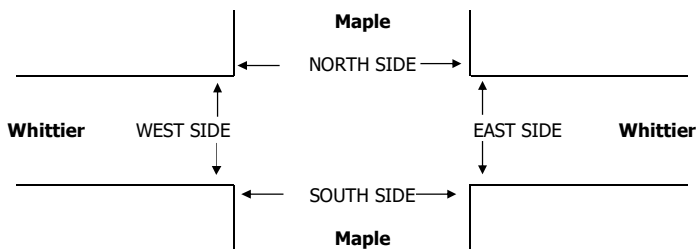
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Maple NL 1	Maple NT 1	NR 0	Maple SL 1	Maple ST 1	SR 0	Whittier EL 1	Whittier ET 2	ER 0	Whittier WL 1	Whittier WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	12:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	0	0	7	0	9
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	7	/	7	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	6	0	7	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.500			0.583	
APP/DEPART	0	/	0	0	/	0	1	/	1	6	/	6	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Maple Beverly	PROJECT #: SC4001 LOCATION #: 5 CONTROL: SIGNAL
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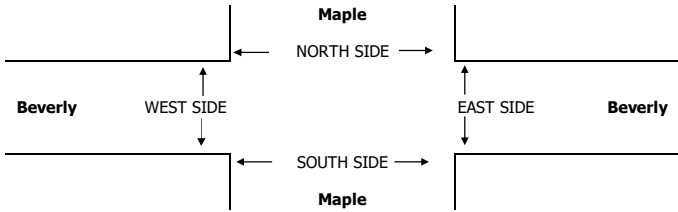
NOTES:	<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td></td> </tr> </table>	AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S	OTHER		
AM	▲	N														
PM	◀	W														
MD	▶	E														
OTHER	▼	S														
OTHER																

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
VOLUMES	0	1	0	0	0	0	0	1	0	0	5	0	7
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	1	0	/	0	1	/	1	5	/	5	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	1	0	0	0	0	0	1	0	0	4	0	6
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.250			0.000			0.250			0.500		0.750
APP/DEPART	1	/	1	0	/	0	1	/	1	4	/	4	0
PM													
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
VOLUMES	0	1	0	1	2	0	0	2	0	0	2	0	8
APPROACH %	0%	100%	0%	33%	67%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	1	3	/	2	2	/	3	2	/	2	0
BEGIN PEAK HR	5:15 PM												
VOLUMES	0	1	0	0	1	0	0	1	0	0	1	0	4
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.250			0.125			0.250			0.250		0.500
APP/DEPART	1	/	1	1	/	1	1	/	1	1	/	1	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Maple Beverly	PROJECT #: SC4001 LOCATION #: 5 CONTROL: SIGNAL
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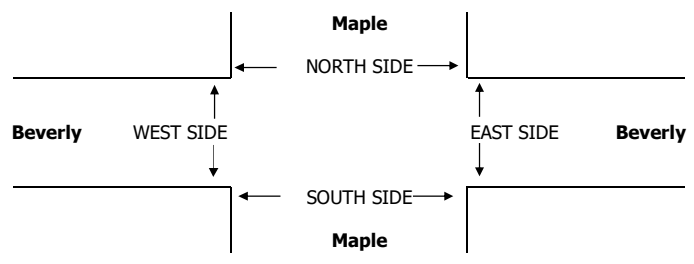
NOTES:	AM PM MD OTHER OTHER	← W	N ↑ S ↓	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	2	0	0	3
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	0	/	0	1	/	1	0	/	0	2	/	2	0	
BEGIN PEAK HR	11:45 AM													
VOLUMES	0	0	0	0	1	0	0	0	0	2	0	0	3	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%		
PEAK HR FACTOR	0.000			0.250										
APP/DEPART	0	/	0	1	/	1	0	/	0	2	/	2	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

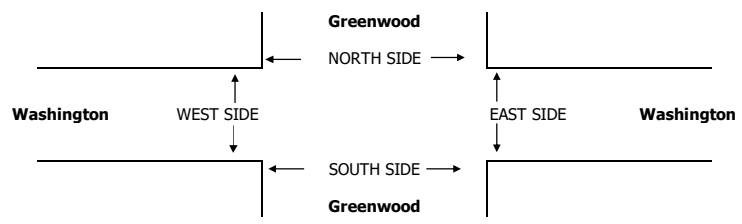
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Greenwood Washington	PROJECT #: LOCATION #: CONTROL:	SC4001 6 SIGNAL																				
NOTES:																								
<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td style="padding: 2px;">AM</td><td style="padding: 2px;">▲</td><td style="padding: 2px;">N</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">PM</td><td style="padding: 2px;">◀</td><td style="padding: 2px;">W</td><td style="padding: 2px;">E</td></tr> <tr><td style="padding: 2px;">MD</td><td style="padding: 2px;">◀</td><td style="padding: 2px;">S</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">▶</td><td style="padding: 2px;">E</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">▶</td><td style="padding: 2px;">S</td><td style="padding: 2px;">▶</td></tr> </table>					AM	▲	N	▶	PM	◀	W	E	MD	◀	S	▶	OTHER	▶	E	▶	OTHER	▶	S	▶
AM	▲	N	▶																					
PM	◀	W	E																					
MD	◀	S	▶																					
OTHER	▶	E	▶																					
OTHER	▶	S	▶																					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Greenwood			Greenwood			Washington			Washington			
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
AM													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
7:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	3
8:00 AM	0	2	0	0	1	0	0	1	0	0	1	0	5
8:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	8	0	0	2	0	0	2	0	0	5	0	17
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	8	/	8	2	/	2	2	/	2	5	/	5	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	7	0	0	2	0	0	1	0	0	4	0	14
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.875			0.500			0.250			1.000		0.700
APP/DEPART	7	/	7	2	/	2	1	/	1	4	/	4	0
PM													
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	2	0	0	1	0	5
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	4	0	5
VOLUMES	0	4	0	0	2	0	0	6	0	0	6	0	18
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	4	/	4	2	/	2	6	/	6	6	/	6	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	3	0	0	1	0	0	4	0	0	6	0	14
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.375			0.250			0.500			0.375		0.700
APP/DEPART	3	/	3	1	/	1	4	/	4	6	/	6	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Greenwood Washington	PROJECT #: SC4001 LOCATION #: 6 CONTROL: SIGNAL
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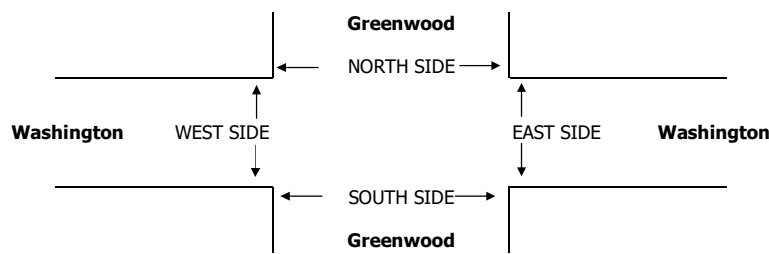
NOTES:	AM PM MD OTHER OTHER	← W	N ↑ S ↓	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Greenwood			Greenwood			Washington			Washington			
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	2	0	0	1	0	0	1	0	4
	11:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	12:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	VOLUMES	0	3	0	0	7	0	0	3	0	0	3	0	16
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	3	/	3	7	/	7	3	/	3	3	/	3	0	
BEGIN PEAK HR	11:00 AM													
VOLUMES	0	0	0	0	3	0	0	3	0	0	3	0	9	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.375			0.375			0.750			0.563	
APP/DEPART	0	/	0	3	/	3	3	/	3	3	/	3	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

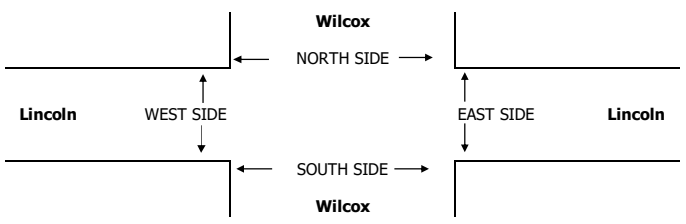
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Wilcox Lincoln	PROJECT #: SC4001 LOCATION #: 7 CONTROL: SIGNAL											
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td>▲</td><td>N</td></tr> <tr><td>PM</td><td>▼</td><td>S</td></tr> <tr><td>MD</td><td>◀</td><td>W</td></tr> <tr><td>OTHER</td><td></td><td>E ▶</td></tr> </table>	AM	▲	N	PM	▼	S	MD	◀	W	OTHER		E ▶
AM	▲	N												
PM	▼	S												
MD	◀	W												
OTHER		E ▶												

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
AM													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	1	0	0	2	0	0	0	0	0	0	0	4
APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	1	2	/	2	0	/	0	0	/	1	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.250												
APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0.375
PM													
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
VOLUMES	0	1	0	0	4	0	0	0	0	1	0	0	6
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	1	/	1	4	/	4	0	/	0	1	/	1	0
BEGIN PEAK HR	5:15 PM												
VOLUMES	0	1	0	0	3	0	0	0	0	1	0	0	5
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.250												
APP/DEPART	1	/	1	3	/	3	0	/	0	1	/	1	0.625

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Wilcox Lincoln	PROJECT #: SC4001 LOCATION #: 7 CONTROL: SIGNAL
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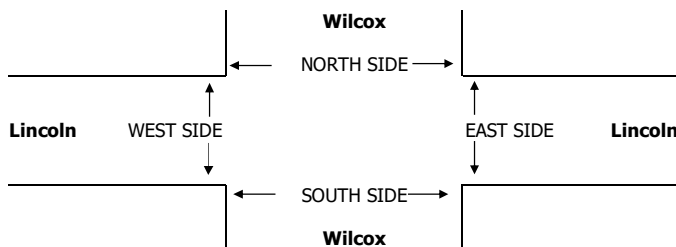
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wilcox			Wilcox			Lincoln			Lincoln			
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	1	0	0	0	0	1	0	0	1	0	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	
APP/DEPART	1	/	0	0	/	0	1	/	2	1	/	1	0		
BEGIN PEAK HR	11:30 AM														
VOLUMES	0	0	1	0	0	0	0	1	0	0	1	0	0	3	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.250			0.250			0.375		
APP/DEPART	1	/	0	0	/	0	1	/	2	1	/	1	0		

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

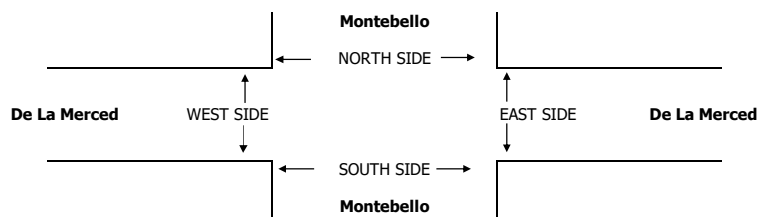
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Montebello De La Merced	PROJECT #: SC4001 LOCATION #: 8 CONTROL: SIGNAL																											
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td>▲</td><td>N</td></tr> <tr><td>PM</td><td></td><td></td></tr> <tr><td>MD</td><td>◀</td><td>W</td></tr> <tr><td>OTHER</td><td></td><td></td></tr> <tr><td>OTHER</td><td></td><td></td></tr> <tr><td></td><td></td><td>S</td></tr> <tr><td></td><td></td><td>▼</td></tr> </table>	AM	▲	N	PM			MD	◀	W	OTHER			OTHER					S			▼	<table border="1" style="margin: auto;"> <tr><td>◀</td><td>W</td><td>▶</td></tr> <tr><td></td><td>E</td><td></td></tr> </table>	◀	W	▶		E	
AM	▲	N																												
PM																														
MD	◀	W																												
OTHER																														
OTHER																														
		S																												
		▼																												
◀	W	▶																												
	E																													

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Montebello			Montebello			De La Merced			De La Merced			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
AM													
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
VOLUMES	0	1	2	0	0	0	0	0	0	0	0	3	6
APPROACH %	0%	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	3	/	4	0	/	0	0	/	2	3	/	0	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	1	2	0	0	0	0	0	0	0	0	2	5
APPROACH %	0%	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
PEAK HR FACTOR	0.375			0.000			0.000			0.500			0.417
APP/DEPART	3	/	3	0	/	0	0	/	2	2	/	0	0
PM													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	3	0	0	0	0	0	0	4	7
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	4	3	/	3	0	/	0	4	/	0	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	3	0	0	0	0	0	0	4	7
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
PEAK HR FACTOR	0.000			0.250			0.000			0.250			0.438
APP/DEPART	0	/	4	3	/	3	0	/	0	4	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Jun 3, 23

LOCATION: Montebello
NORTH & SOUTH: Montebello
EAST & WEST: De La Merced

PROJECT #: SC4001
LOCATION #: 8
CONTROL: SIGNAL

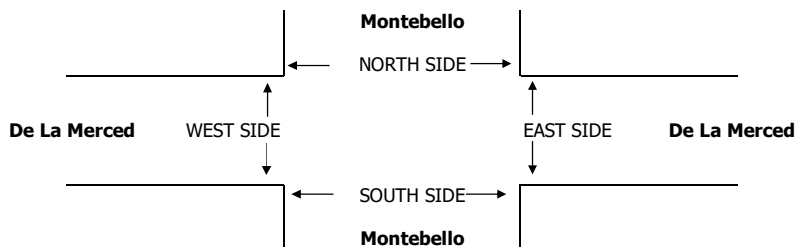
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Montebello			Montebello			De La Merced			De La Merced			
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	1	0	0	2	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	1	/	1	2	/	2	1	/	1	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.500	
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

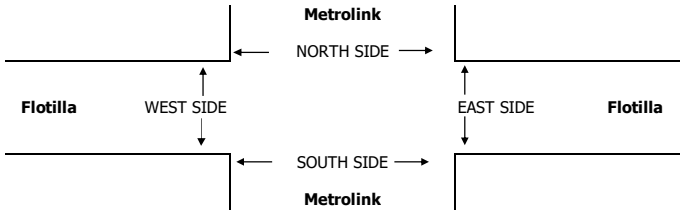
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Metrolink Flotilla	PROJECT #: SC4001 LOCATION #: 9 CONTROL: STOP S											
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td>▲</td><td>N</td></tr> <tr><td>PM</td><td>▼</td><td>S</td></tr> <tr><td>MD</td><td>◀</td><td>W</td></tr> <tr><td>OTHER</td><td></td><td>E ▶</td></tr> </table>	AM	▲	N	PM	▼	S	MD	◀	W	OTHER		E ▶
AM	▲	N												
PM	▼	S												
MD	◀	W												
OTHER		E ▶												

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Metrolink			Metrolink			Flotilla			Flotilla			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	1	0	0	1	1	5
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
VOLUMES	0	0	0	2	0	1	0	4	0	0	2	3	12
APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	40%	60%	
APP/DEPART	0	/	3	3	/	0	4	/	6	5	/	3	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	0	0	2	0	1	0	2	0	0	1	3	9
APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	25%	75%	
PEAK HR FACTOR	0.000			0.375			0.500			0.500			0.450
APP/DEPART	0	/	3	3	/	0	2	/	4	4	/	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	1	0	2	0	0	2	3	8
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	40%	60%	
APP/DEPART	0	/	3	1	/	0	2	/	2	5	/	3	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	1	0	2	0	0	1	3	7
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	25%	75%	
PEAK HR FACTOR	0.000			0.250			0.250			0.500			0.583
APP/DEPART	0	/	3	1	/	0	2	/	2	4	/	2	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Metrolink Flotilla	PROJECT #: SC4001 LOCATION #: 9 CONTROL: STOP S
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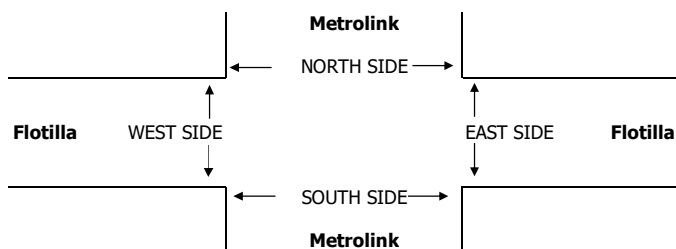
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Metrolink			Metrolink			Flotilla			Flotilla			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1	X	1	1	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	1	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	1	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	1	0	2
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	0	0	1	0	0	0	0	0	1	0	2	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.250			0.000			0.250			0.500
APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

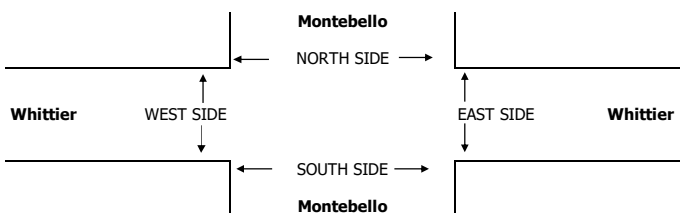
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Montebello Whittier	PROJECT #: SC4001 LOCATION #: 10 CONTROL: SIGNAL								
NOTES:		<table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="text-align: center;">AM</td></tr> <tr><td style="text-align: center;">PM</td></tr> <tr><td style="text-align: center;">MD</td></tr> <tr><td style="text-align: center;">OTHER</td></tr> <tr><td style="text-align: center;">OTHER</td></tr> </table>	AM	PM	MD	OTHER	OTHER	<table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="text-align: center;">▲ N</td></tr> <tr><td style="text-align: center;">◀ W E ▶</td></tr> <tr><td style="text-align: center;">S ▼</td></tr> </table>	▲ N	◀ W E ▶	S ▼
AM											
PM											
MD											
OTHER											
OTHER											
▲ N											
◀ W E ▶											
S ▼											

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Montebello			Montebello			Whittier			Whittier			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
VOLUMES	0	1	0	0	0	0	0	3	0	0	8	0	12
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	1	0	/	0	3	/	3	8	/	8	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	0	0	0	0	3	0	0	5	0	8
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.417			0.500
APP/DEPART	0	/	0	0	/	0	3	/	3	5	/	5	0
4:00 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
5:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	1	0	1	0	3
5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
VOLUMES	1	1	2	0	3	0	1	4	2	0	3	0	17
APPROACH %	25%	25%	50%	0%	100%	0%	14%	57%	29%	0%	100%	0%	
APP/DEPART	4	/	2	3	/	5	7	/	6	3	/	4	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	1	0	1	0	1	0	0	2	2	0	2	0	9
APPROACH %	50%	0%	50%	0%	100%	0%	0%	50%	50%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.250			1.000			0.500			0.750
APP/DEPART	2	/	0	1	/	3	4	/	3	2	/	3	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Whittier	PROJECT #: SC4001 LOCATION #: 10 CONTROL: SIGNAL
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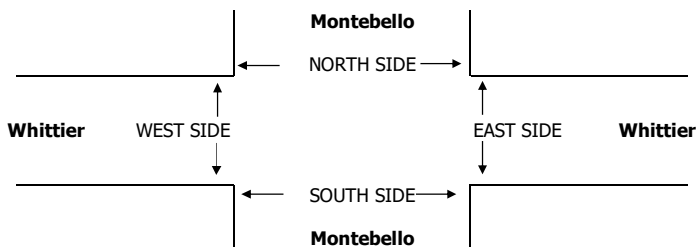
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Montebello			Montebello			Whittier			Whittier			
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	1	0	0	3	0	0	0	0	4
	11:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	3
	11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
	12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
	12:30 PM	0	0	0	0	0	0	0	2	1	0	1	0	4
	12:45 PM	0	0	1	0	0	0	0	1	0	0	1	1	4
	VOLUMES	1	0	1	1	2	0	0	7	1	0	7	1	21
	APPROACH %	50%	0%	50%	33%	67%	0%	0%	88%	13%	0%	88%	13%	
APP/DEPART	2	/	1	3	/	3	8	/	9	8	/	8	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	1	0	1	0	0	0	0	3	1	0	5	1	12	
APPROACH %	50%	0%	50%	0%	0%	0%	0%	75%	25%	0%	83%	17%		
PEAK HR FACTOR	0.500		0.000		0.333		0.500		0.750		0.500		0.750	
APP/DEPART	2	/	1	0	/	1	4	/	4	6	/	6	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

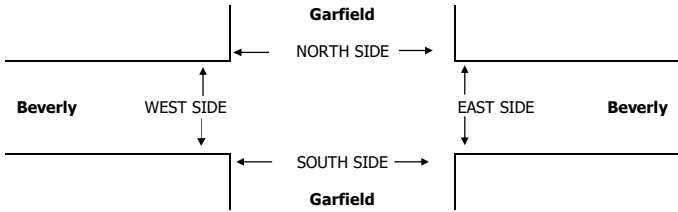
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Garfield Beverly	PROJECT #: SC4001 LOCATION #: 11 CONTROL: SIGNAL								
NOTES:		<table border="1" style="border-collapse: collapse; width: 50px; height: 50px; margin: auto;"> <tr><td style="text-align: center;">AM</td></tr> <tr><td style="text-align: center;">PM</td></tr> <tr><td style="text-align: center;">MD</td></tr> <tr><td style="text-align: center;">OTHER</td></tr> <tr><td style="text-align: center;">OTHER</td></tr> </table>	AM	PM	MD	OTHER	OTHER	<table border="1" style="border-collapse: collapse; width: 50px; height: 50px; margin: auto;"> <tr><td style="text-align: center;">▲ N</td></tr> <tr><td style="text-align: center;">◀ W E ▶</td></tr> <tr><td style="text-align: center;">S ▼</td></tr> </table>	▲ N	◀ W E ▶	S ▼
AM											
PM											
MD											
OTHER											
OTHER											
▲ N											
◀ W E ▶											
S ▼											

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	
AM													
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	1	0	0	2	0	4
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	2	0	0	1	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
VOLUMES	0	1	0	0	6	0	1	4	0	0	3	0	15
APPROACH %	0%	100%	0%	0%	100%	0%	20%	80%	0%	0%	100%	0%	
APP/DEPART	1	/	2	6	/	6	5	/	4	3	/	3	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	1	0	0	5	0	1	2	0	0	2	0	11
APPROACH %	0%	100%	0%	0%	100%	0%	33%	67%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250												
APP/DEPART	1	/	2	5	/	5	3	/	2	2	/	2	0.688
PM													
4:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	4
5:15 PM	0	1	0	0	2	0	0	0	1	0	0	0	4
5:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
VOLUMES	0	5	0	0	5	0	0	3	1	0	4	0	18
APPROACH %	0%	100%	0%	0%	100%	0%	0%	75%	25%	0%	100%	0%	
APP/DEPART	5	/	5	5	/	6	4	/	3	4	/	4	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	3	0	0	4	0	0	3	1	0	2	0	13
APPROACH %	0%	100%	0%	0%	100%	0%	0%	75%	25%	0%	100%	0%	
PEAK HR FACTOR	0.750												
APP/DEPART	3	/	3	4	/	5	4	/	3	2	/	2	0.813

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sat, Jun 3, 23

LOCATION: Montebello
NORTH & SOUTH: Garfield
EAST & WEST: Beverly

PROJECT #: SC4001
LOCATION #: 11
CONTROL: SIGNAL

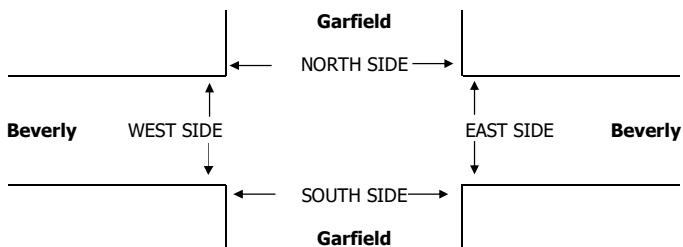
NOTES:	AM PM MD OTHER OTHER	← W	N S	E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Garfield			Garfield			Beverly			Beverly			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	11:15 AM	1	0	0	0	0	0	0	0	0	0	0	1	
	11:30 AM	0	1	0	0	2	0	0	0	0	0	0	3	
	11:45 AM	0	1	0	0	0	0	0	0	0	1	0	2	
	12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	12:15 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	12:30 PM	0	1	0	0	0	0	0	0	0	1	0	2	
	12:45 PM	0	0	0	0	1	0	0	0	0	1	0	2	
	VOLUMES	1	3	0	0	4	0	0	1	0	0	4	0	13
	APPROACH %	25%	75%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	4	/	3	4	/	4	1	/	1	4	/	5	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	2	0	0	3	0	0	1	0	0	1	0	7	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.500			0.375			0.250			0.250			0.583	
APP/DEPART	2	/	2	3	/	3	1	/	1	1	/	1	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



TURNING MOVEMENT BIKES COUNTS

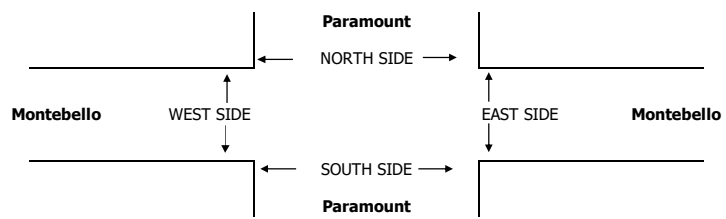
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Paramount Montebello	PROJECT #: SC4001 LOCATION #: 12 CONTROL: SIGNAL																											
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td>▲</td><td>N</td></tr> <tr><td>PM</td><td></td><td></td></tr> <tr><td>MD</td><td>◀</td><td>W</td></tr> <tr><td>OTHER</td><td></td><td></td></tr> <tr><td>OTHER</td><td></td><td></td></tr> <tr><td></td><td></td><td>S</td></tr> <tr><td></td><td></td><td>▼</td></tr> </table>	AM	▲	N	PM			MD	◀	W	OTHER			OTHER					S			▼	<table border="1" style="margin: auto;"> <tr><td>◀</td><td>W</td><td>▶</td></tr> <tr><td></td><td>E</td><td></td></tr> </table>	◀	W	▶		E	
AM	▲	N																												
PM																														
MD	◀	W																												
OTHER																														
OTHER																														
		S																												
		▼																												
◀	W	▶																												
	E																													

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
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TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Paramount	PROJECT #: SC4001 LOCATION #: 12 CONTROL: SIGNAL
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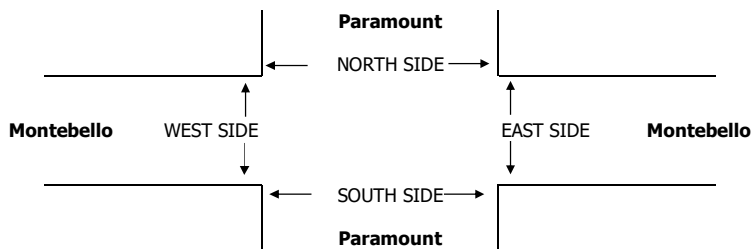
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TURNING MOVEMENT BIKES COUNTS

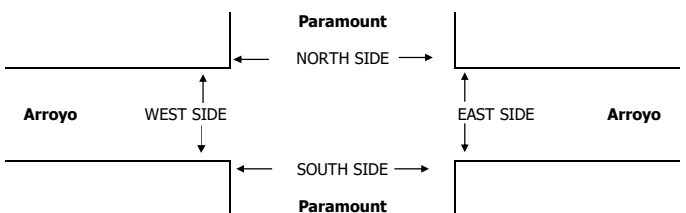
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Paramount Arroyo	PROJECT #: SC4001 LOCATION #: 14 CONTROL: SIGNAL																											
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U-TURNS				
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TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jun 3, 23	LOCATION: NORTH & SOUTH: Montebello EAST & WEST: Paramount Arroyo	PROJECT #: SC4001 LOCATION #: 14 CONTROL: SIGNAL
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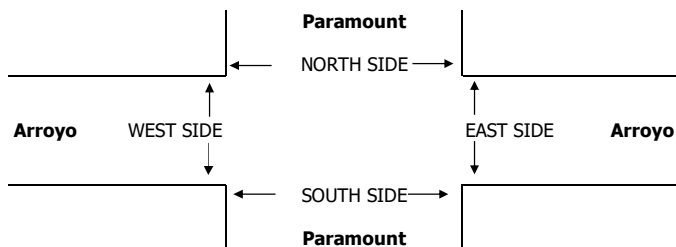
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U-TURNS				
NB	SB	EB	WB	TTL

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C

COMMUNITY ENGAGEMENT PLAN AND MATERIALS



Technical Memorandum

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello
From: Michael Sahimi and Marissa Tucker-Borquez – Kittelson & Associates
RE: Montebello Bicycle Master Plan – Community Engagement Plan [DRAFT]

Kittelson & Associates, Inc. (Kittelson) is preparing the Bicycle Master Plan (BMP) for the City of Montebello, California. As part of the community and stakeholder engagement process, this community engagement plan details the project team's strategy to ensure that sufficient outreach is conducted to develop a BMP that reflects the community's needs. This plan is organized into the following sections:

- Introduction
 - Community Context
- Community Engagement Plan
 - Goals of the Community Engagement Plan
 - Public Involvement Strategies
 - Partner Agency and Stakeholder Committee (PASC)
 - Survey
 - Schedule
- Attachment 1: Draft Survey Content

COMMUNITY CONTEXT

The City of Montebello lies nine miles southeast of Downtown Los Angeles and is home to 63,000 residents spanning 8.4 square miles. Compared to its neighbors, it is a moderate sized city and is part of both the Gateway Cities Council of Governments (GCCOG) and the San Gabriel Valley Council of Governments (SGVCOG). According to the 2010 U.S. Census, residents of the city are primarily Hispanic/Latino (77%), Non-Hispanic White (7%), Asian (14%), and African American (1%). The median income is just over \$56,000, significantly lower than the County and State average resulting in 13.9% of residents experiencing poverty. Historically, the streets in Montebello were built to prioritize the needs of vehicular traffic. As a result, 81% of all trips taken by Montebello residents are done so using a private car. Despite the dominance of the private automobile, 13% of all trips in Montebello are walking or biking trips.

Currently, Montebello has limited bicycle facilities within the city. While Montebello is currently undergoing or has undergone several planning efforts that include the Montebello Downtown Specific Plan, Montebello General Plan, and Safe Travel Plan, this BMP provides a unique opportunity for the City to coordinate and develop a comprehensive strategy to expand bicycle facilities that aligns with ongoing plan updates and meets the current needs of its residents. The Montebello BMP will serve as a guiding document to help the City of Montebello to expand bicycle infrastructure that meets goals established in the updated Mobility Element: shifting trips from people driving to biking to reduce VMT and improve public and community health. From 2015 – 2019 there have been 263 collisions involving a person biking and walking resulting in three fatalities and 19 sever injuries. Fundamentally, the goal of the BMP is to identify priority corridors and strategies to implement to enhance facilities that the safety of all road users, not just drivers.

COMMUNITY ENGAGEMENT PLAN

Goals of the Community Engagement Plan

This document presents the strategy for community outreach to develop the BMP. The success of any plan depends on buy-in and support of the community the plan wishes to serve. Community outreach is vital to ensure the BMP identifies the correct problems and provides useful and implementable recommendations.

The purpose of the community engagement plan is to share information about the development of the BMP, solicit feedback from the community, and provide a transparent decision-making process. This community engagement plan uses five different strategies to engage with the public and relevant stakeholders: public meetings, pop-up events, an online survey, the City website and social media, and the Partner Agency and Stakeholder Committee (PASC).

In the following sections, this document provides details on each strategy and how they help achieve the goals of community outreach. Kittelson will support the City of Montebello in engaging with community groups that will be most affected by the project.

Public Involvement Strategies

Public Meetings

Public meetings serve as a forum to present information on the status of the BMP to the public and receive feedback and answer questions. Kittelson will develop materials for and facilitate all public meetings. Kittelson proposes two (2) public meetings and one (1) pop up event at key milestones in the BMP development. The public meetings will be organized as interactive community workshops that cover the following topics:

- **Community Workshop #1: (August 2023)** Performed early in the project to provide the public with both an introduction of the project and to solicit feedback about existing conditions and the needs of residents.
- **Community Workshop #2: (December 2023)** Will occur after the existing conditions assessment and after a list of proposed bicycle projects has been developed. This workshop will provide an explanation of the types of projects and bike facilities recommended and will gather feedback from the community to prioritize projects and to identify potential changes to the project list.

Where and when public workshops are located can have an impact on the diversity of people that can attend. Nearly all of Montebello is considered a SB 353 Disadvantaged Community and it is also identified by the RAISE Persistent Poverty Tool as a Historically Disadvantaged Community; however, communities south of Beverly Boulevard tend to be lower-income, considered less healthy by the CA Healthy Places Index, and face Persistent Poverty as defined by the RAISE Persistent Poverty Tool. Due to these differences, it is recommended that the two workshops are split geographically with one held in northern Montebello and the other in Southern Montebello. The following dates and locations are proposed for the community workshops to provide multiple opportunities with varying days of the week, meeting times, and locations to create the greatest opportunity to attend.

- **Community Workshop #1:** Wednesday, August 2, at 6 PM
 - Preferred location: Holifield Park Community Center
 - Alternative locations: Greenwood Elementary School or Vail High School
- **Community Workshop #2:** Saturday, December 9, at 2 PM
 - Preferred location: Montebello Senior Center
 - Alternative locations: Montebello Civic Center, Montebello Library, or Montebello High School

To ensure notice of public meetings reaches appropriate community members, Kittelson work with the City to send event/meeting information via email blasts to the following organizations to distribute to their members, to augment the City's social media and website postings (to be discussed later in this plan):

- Los Angeles County Bicycle Coalition (LACBC) and Montebello Bicycle Coalition (MBC)
- Montebello Unified School District
- Montebello City Council members
- Los Angeles County Supervisor Hilda L. Solis (1st District)
- Garcia's Bicycle Shop, A & C Bike Shop, Martin's Bike Shop
- Local religious institutions such as the Our Lady of the Miraculous Medal Catholic Church, First United Methodist Church of Montebello, the Ark Montebello, Holy Cross Armenian Apostolic Cathedral, the California Yuan Yung Buddhism Center, among others
- Montebello Chamber of Commerce
- Local service organizations such as Elks Lodge, Lions Club, Rotary Club of Montebello, Mexican-American Opportunity Foundation, Montebello-Commerce YMCA, and American Legion Post 272 among others
- Any other relevant resident groups or other organizations

Kittelson will provide meeting materials to the City for review two weeks in advance of each event.

Each public meeting is anticipated to last approximately two hours. The meeting will start with a brief presentation; following the presentation will be a general question and answer time. After the general question and answer period, attendees will be asked to break out into smaller groups with a facilitator and have a more specific conversation with the project team members on the topic for the meeting. The break-out sessions may include attendees writing notes on printed out maps or placing sticky notes on boards. Support will be provided by Spanish interpretation to ensure the meeting is inclusive.

Pop-Up Event

Pop-up events provide a less formal and more interactive alternative to public meetings and provide an interactive opportunity to participate for individuals that may choose not to participate in the traditional workshops. Kittelson proposes one (1) pop-up event, with staff present for at least four hours. We propose aiming for a pop-up event in late July 2023 to coincide with the project survey and the information-gathering phase of the project.

Similar to the public meetings, Kittelson will work with the City to send event/meeting information via email blasts to the stakeholders listed above, to augment the City's social media and website postings. Kittelson will provide pop-up event materials to the City for review two weeks in advance of the event.

Project staff will set up presentation materials at high-visibility locations to capture public feedback. The pop-up events should occur at locations with high pedestrian traffic such as parks, or outside schools, or near commercial areas. Pop-up events, when possible, should coincide with other community activities such as sporting events or street fairs.

Kittelson staff will provide materials such as concept boards, maps, and handouts/flyers; sticky notes and/or index cards will be provided for community members to write down their comments. Handouts will be provided to community members that provide more information about the project, upcoming public meetings, as well as links to the project's website, along with paper surveys.

The recommended City event that the pop-up booth should take place at is the Downtown Street Fest which takes place on Saturday, July 29th, from 8:00 AM to 9:00 PM.

City Website and Social Media Content

The City of Montebello will host information about the project on the City's website. The project webpage will contain general information about the project and project schedule, a link to the online survey, announcements regarding upcoming public meetings and pop-up events, links to presentations and handouts from previous meetings and events, the draft and final BMP, and relevant contact information. Kittelson will provide the language and material to post onto the webpage. City staff will be responsible for maintaining the webpage.

Given that the project webpage will be folded into the City website, it is recommended that the City's website home page contain a link directing visitors to the BMP webpage. .

In addition to the project website, the project team will work with the City to use the City's social media accounts to spread information about the project. Example social media posts include advertisements about upcoming public meetings and pop-up events, links to the online survey and project website, and announcements when the draft and final versions of the BMP are ready for review. Kittelson will provide the language and material for all social media posts. City staff will be responsible for posting material on the relevant social media platforms. Examples of social media platforms include Facebook, Twitter, Instagram, and NextDoor.

We will utilize a custom URL shortener (e.g., TinyURL.com/MontebelloBMP) for social media posts and the project flyer to link people to the project webpage.

Materials for the website and social media will be provided in both English and Spanish as appropriate.

We anticipate preparing three rounds of the project flyer for the project webpage and social media:

- Late June/early July – Let residents know about the project, first workshop, pop-up event, and online survey
- Late October – Let residents know about the second workshop
- Early/mid February – Let residents know that the draft BMP is available for review

Partner Agency and Stakeholder Committee

The Partner Agency and Stakeholder Committee is a collection of stakeholders representing various agencies and community groups. Kittelson will use the PASC to review and provide input on significant

project steps and decisions. Proposed ASC members include individuals from the following agencies and organizations:

- Caltrans
- Gateway Cities Council of Governments
- San Gabriel Valley Council of Governments
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Los Angeles County (LACBC) and Montebello (MBC) Bicycle Coalitions
- Montebello Bus Lines
- Montebello Unified School District
- Metrolink
- Montebello Chamber of Commerce
- Montebello Police Department
- Montebello Fire Department

Kittelson will schedule two meetings with PASC to present the project and solicit feedback from members. These meetings are anticipated to occur in mid-July and mid-November 2023 to correspond with project milestones.

We propose conducting the first PASC meeting as an interactive, virtual “walkshop” of critical locations in the city using Google Earth and Streetview. The meeting would be conducted over Zoom or Microsoft Teams. This would allow the project team and ASC attendees to review existing conditions at locations of concern and explore opportunities and constraints. The second ASC meeting would focus on reviewing and giving input on project recommendations for the BMP.

Survey

Starting the first week of July 2023, a survey will be administered to gather general feedback from the public. Kittelson will develop an online survey that will ask general questions about the respondent’s experience biking in Montebello and to highlight priority corridors. At the end of the survey, people will be directed to an online map of the city to add notes/comments to specific locations to highlight issues or recommendations. A link to the survey will be hosted on the project’s website and information about the survey will be advertised to relevant stakeholders and community groups, as outlined earlier in this plan. After the survey response window is closed, the results will be summarized and shared with the project team.

The survey will be prepared in both English and Spanish. While the survey will be hosted online on a platform such as Alchemer, paper surveys will also be available at in-person events and at City Hall.

We will utilize a custom URL shortener (e.g., [TinyURL.com/MontebelloBikeSurvey](https://tinyurl.com/MontebelloBikeSurvey)) for social media posts and the project flyer to link people to the project webpage.

The survey content (including a screenshot of the online map tool) is provided as an attachment to this plan for City review.

Schedule

Figure 1 shows the proposed schedule of the community outreach events. The blue sections correspond to the month each event is expected to take place. Note, the proposed schedule is tentative as delays in the project (should they occur) will result in delayed events.

Figure 1: Draft Schedule of Community Outreach Events

Task/Event	2023									
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Public Meeting #1										
Pop-up Event										
Public Meeting #2										
Online Survey										
Project Website Launch & Updates										
Social Media Posts										
PASC Meetings										

ATTACHMENT 1: DRAFT SURVEY CONTENT

Introduction

The City of Montebello is developing a Bicycle Master Plan (BMP) with the goal of improving biking throughout the city. The plan will establish goals, policies, and programs to make Montebello a more friendly city for biking and to provide improved bicycle connections to nearby cities and key destinations.

Your feedback will help inform the types of improvements that the bike plan will include. At the end of the survey there is an online map where you can provide comments about specific locations.

Please check the project website for future updates [HERE\(URL\)](#). If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebelloca.gov. If you would like to receive project updates, please provide your e-mail address below.

Email address: _____

Section #1 Bicycle Behavior

Please answer the questions below to help us understand more about your bicycling behavior.

1. How often do you currently ride a bicycle?
 - a. Daily
 - b. Weekly
 - c. Monthly
 - d. Several times per year
 - e. Never
2. If you do ride, what is the current purpose for most of your bike trips? (Select all that apply.)
 - a. I do not bike in Montebello
 - b. Commuting to and from work
 - c. Going to school or dropping off kids at school
 - d. Errands, shopping, or other caretaker trips
 - e. Visiting friends or family, going to church, or other social trips
 - f. Going to bars or restaurants
 - g. Recreation or exercise
 - h. Other (please specify)

3. Using the images below, where would you feel safe and comfortable riding a bike? (Select all that apply.)

a. Off-street bike path or trail



b. Street-adjacent landscape-separated bike path



c. Parking or post-separated bike lane



d. Painted bike lane



e. Bike route on residential street



d. I would not feel comfortable biking in any of these situations

4. If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride bike to? (Select all that apply.)

- a. I would not bike in Montebello under any circumstance
- b. Commuting to and from work
- c. Going to school or dropping off kids at school
- d. Errands, shopping, or other caretaker trips
- e. Visiting friends or family, going to church, or other social trips
- f. Going to bars or restaurants
- g. Recreation or exercise
- h. Other (please specify)

Section #2 Biking Experience

Please answer the following questions below to help us understand more about your current bicycling experience in Montebello.

1. In general, which best describes your current level of comfort with biking in Montebello:
 - a. Very comfortable
 - b. Comfortable
 - c. Somewhat comfortable
 - d. Uncomfortable
2. Which of the following statements best describes what prevents you from biking or from biking more frequently than you already do? Select all that apply:
 - a. I feel physically unsafe
 - b. I have too much cargo to carry (such as kids or groceries)
 - c. Destination too far away or would take too long to reach
 - d. I have physical limitations
 - e. Lack of bike paths and lanes
 - f. Lack of safe and secure bicycle parking at my destination
 - g. Cost of owning or maintaining a bike
 - h. I am not interested in biking
 - i. Other (please specify)
3. What destinations in Montebello are currently challenging for you to access or wish you could access by biking?
 - a. Free response
4. Are there any streets that you would like the City to improve with bike lanes or other facilities?
 - a. Free response

Section #3 Demographics

The following questions are optional and will only be used by the City to assess the response rate.

1. Home zip code
 - a. Free response
2. Relationship with Montebello (select all that apply)
 - a. I live here
 - b. I work here
 - c. I visit here
 - d. I go to school here
 - e. Other (please specify)
3. Age
 - a. Under 18
 - b. 18-24
 - c. 25-34
 - d. 35-44
 - e. 45-54
 - f. 55-64
 - g. 65+
4. Gender
 - a. Male
 - b. Female
 - c. Non-binary
 - d. Other
 - e. I prefer not to answer

Section #4 Map

Thank you for your responses! Please click [HERE](https://maps.kittelson.com/MontebelloBike) <maps.kittelson.com/MontebelloBike> if you would like to use the online map to provide comments about specific locations.

Welcome to the Montebello Bicycle Master Plan online map.

Share your thoughts about bicycling in Montebello. Your feedback will help inform the types of improvements that the City will include in the Montebello Bicycle Master Plan.

If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebelloca.gov

Map Instructions


- Zoom-in on the map to your desired location.
- Double click on the location to open a Comment Box on the left.
- In the Comment Box, describe your issue or thoughts and click "Create Comment" to save.

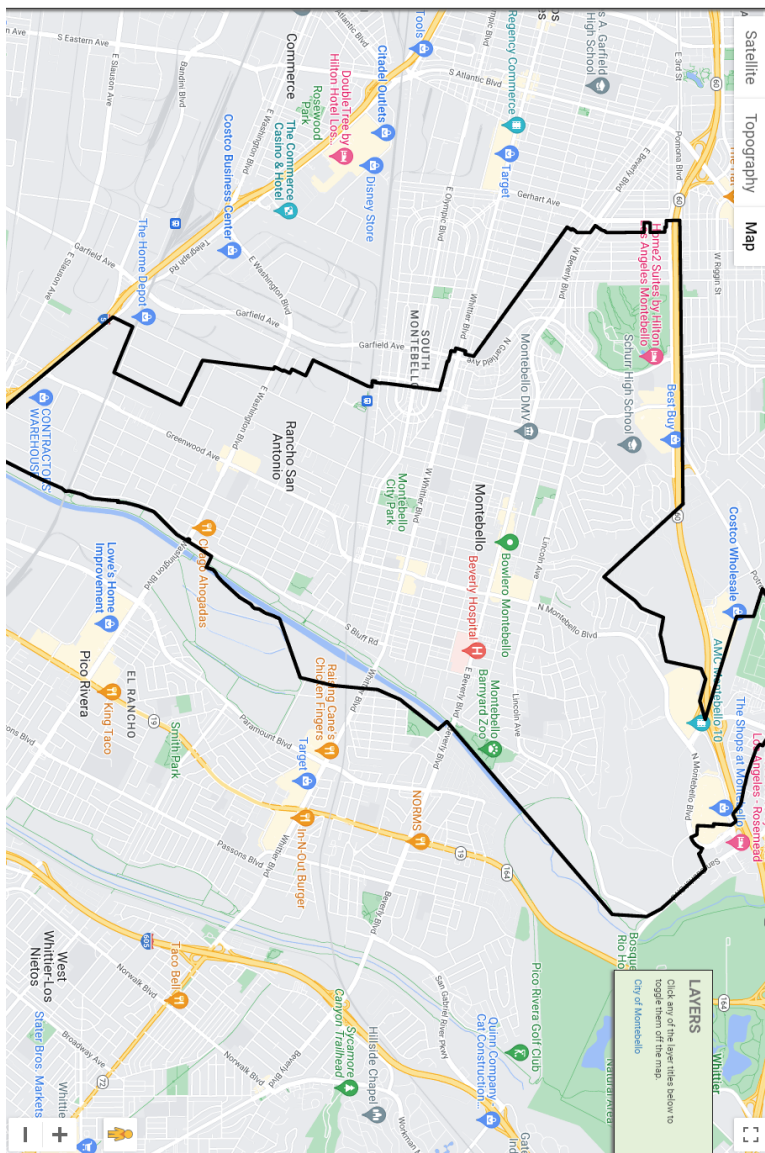
Comment Categories

- Destination You Want to Bike To
- Bike Infrastructure Needed
- Safety Concern
- Other

View a list of existing comments —

© 2007-2023 Kittelson & Associates, Inc. unless otherwise noted. Admin login







Montebello Bicycle Master Plan Survey

The City of Montebello is developing a Bicycle Master Plan (BMP) with the goal of improving biking throughout the city. The plan will establish goals, policies, and programs to make Montebello a more friendly city for biking and to provide improved bicycle connections to nearby cities and key destinations.

Your feedback will help inform the types of improvements that the bike plan will include. At the end of the survey there is a map where you can provide comments about specific locations.

Please check the project website for future updates here:

tinyurl.com/MontebelloBikePlan

If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebellocal.gov. If you would like to receive project updates, please provide your e-mail address below.

Email address:

Please answer the questions below to help us understand more about your bicycling behavior.

1) How often do you ride a bicycle?

- Daily
- Weekly
- Monthly
- Several times per year
- Never

2) If you do ride, what is the current purpose for most of your bike trips? Select all that apply.

- I do not bike in Montebello
- Commuting to and from work
- Going to school or dropping off kids at school
- Errands, shopping, or other caretaker trips
- Visiting friends or family, going to church, or other social trips
- Going to bars or restaurants
- Recreation or exercise
- Other (Please specify): _____

3) If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride a bike to? Select all that apply.

- I would not bike in Montebello under any circumstance
- Commuting to and from work
- Going to school or dropping off kids at school
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- Visiting friends or family, going to church, or other social trips
- Going to bars or restaurants
- Recreation or exercise
- Other (Please specify): _____

**4) Using the images below, where would you feel safe and comfortable riding a bike?
Select all that apply.**

Off-street bike path or trail



Street-adjacent landscape-separated bike path



Parking or post-separated bike lane



Painted bike lane



Bike route on residential street



I would not feel comfortable biking in any of these situations

Please answer the following questions below to help us understand more about your current bicycling experience in Montebello.

5) In general, which best describes your current level of comfort with biking in Montebello?

- Very comfortable
- Comfortable
- Somewhat comfortable
- Uncomfortable

6) Which of the following statements best describes what prevents you from biking more frequently? Select all that apply:

- I feel physically unsafe
- I have too much cargo to carry (such as kids or groceries)
- Destination too far away or would take too long to reach
- I have physical limitations
- Lack of bike paths and lanes
- Lack of safe and secure bicycle parking at my destination
- Cost of owning or maintaining a bike
- I am not interested in biking
- Other (Please specify): _____

7) What destinations in Montebello are currently challenging for you to access or wish you could access by biking?

Please list here: _____

8) Are there any streets that you would like the City to improve with bike lanes or other facilities?

Please list here: _____

The following questions are optional and will only be used by the City to assess the response rate.

9) Your relationship with Montebello? Select all that apply.

- I live here
- I work here
- I visit here
- I go to school here
- Other (please specify): _____

10) Your age

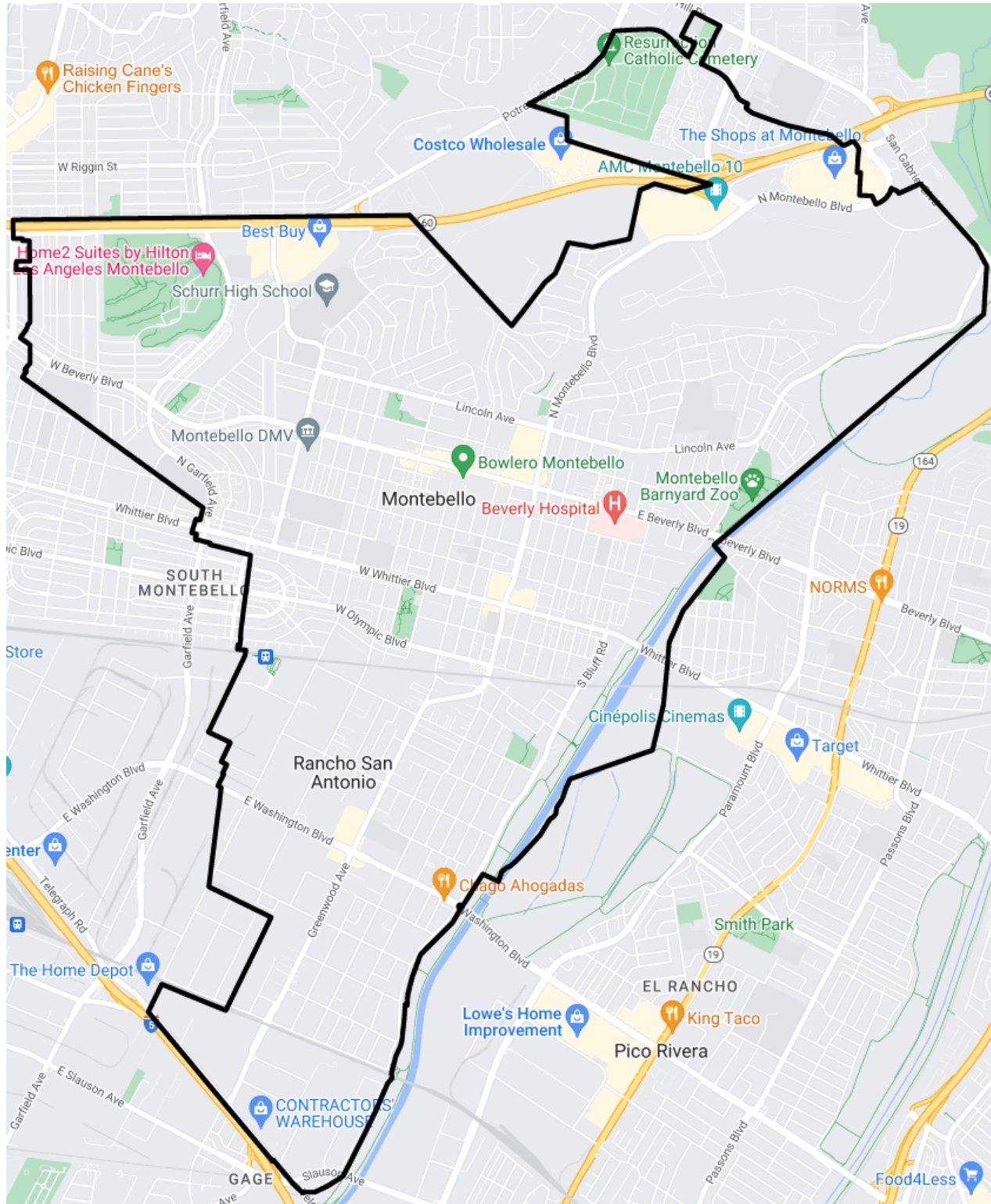
- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

11) Your gender

- Male
- Female
- Non-binary
- Other
- I prefer not to answer

Thank You!

Thank you for your responses! Please use the map below if you would like to provide additional comments about specific locations.





Encuesta sobre el plan maestro de bicicletas de Montebello

La Ciudad de Montebello está desarrollando un Plan Maestro de Bicicletas (BMP, por sus siglas en inglés) con el objetivo de mejorar el uso de bicicletas en toda la ciudad. El plan establecerá metas, políticas y programas para hacer de Montebello una ciudad más amigable para andar en bicicleta y brindar mejores conexiones para bicicletas a ciudades cercanas y destinos clave.

Sus comentarios ayudarán a informar los tipos de mejoras que incluirá el plan de bicicletas. Al final de la encuesta hay un mapa donde puede proporcionar comentarios sobre ubicaciones específicas.

Consulte el sitio web del proyecto para futuras actualizaciones aquí:
tinyurl.com/MontebelloBikePlan

Si tiene alguna pregunta sobre la encuesta o el proyecto, comuníquese con Monica Mercado-Rodriguez a mmrodriguez@montebellocg.gov. Si desea recibir actualizaciones del proyecto, por favor proporcione su dirección de correo electrónico a continuación.

Dirección de correo electrónico:

Responda las siguientes preguntas para ayudarnos a comprender mejor su comportamiento al andar en bicicleta.

1) ¿Con qué frecuencia montas en bicicleta?

- A Diario
- Semanalmente
- Mensualmente
- Varias veces al año
- Nunca

2) Si montas en bicicleta, ¿cuál es el propósito actual de la mayoría de tus viajes en bicicleta? Seleccione todas las que apliquen.

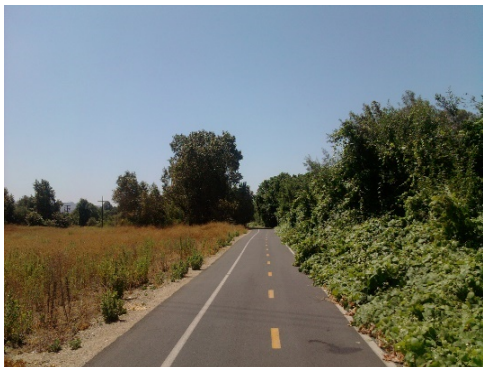
- Yo no ando en bicicleta en Montebello
- Desplazamientos hacia y desde el trabajo
- Ir a la escuela o llevar a los niños a la escuela
- Diligencias, compras u otros viajes de cuidador
- Visitar amigos o familiares, ir a la iglesia u otros viajes sociales
- Ir a bares o restaurantes
- Recreación o ejercicio
- Otro (por favor especifique): _____

3) Si Montebello tuviera una red de infraestructura ciclista, te sentirías seguro y cómodo montando, ¿adónde irías en bicicleta? Seleccione todas las que apliquen.

- No andaría en bicicleta en Montebello bajo ninguna circunstancia
- Desplazamientos hacia y desde el trabajo
- Ir a la escuela o llevar a los niños a la escuela
- Diligencias, compras u otros viajes de cuidador
- Visitar amigos o familiares, ir a la iglesia u otros viajes sociales
- Ir a bares o restaurantes
- Recreación o ejercicio
- Otro (por favor especifique): _____

4) Usando las imágenes a continuación, ¿dónde te sentirías seguro y cómodo andando en bicicleta? Seleccione todas las que apliquen.

Sendero o sendero para bicicletas fuera de la calle



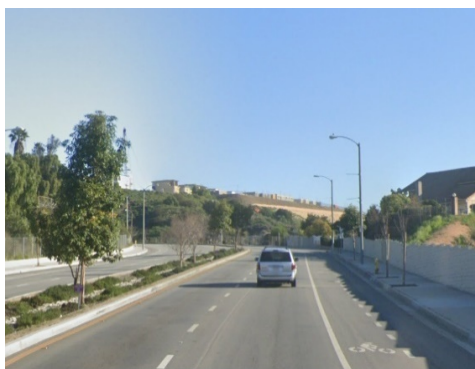
Sendero para bicicletas separado por un ajardinado adyacente a la calle



Estacionamiento o carril para bicicletas separado con postes



Carril para bicicletas pintado



Ruta en bicicleta por calle residencial



No me sentiría cómodo andando en bicicleta en ninguna de estas situaciones.

Por favor responda las siguientes preguntas a continuación para ayudarnos a comprender más sobre su experiencia actual en bicicleta en Montebello.

5) En general, ¿cuál describe mejor su nivel actual de comodidad para andar en bicicleta en Montebello?

- Muy cómodo
- Cómodo
- Algo cómodo
- Incómodo

6) ¿Cuál de las siguientes afirmaciones describe mejor lo que le impide andar en bicicleta con más frecuencia? Seleccione todas las que apliquen:

- Me siento físicamente inseguro
- Tengo demasiada carga que llevar (como niños o comestibles)
- El destino está demasiado lejos o tardaría demasiado en llegar
- Tengo limitaciones físicas
- Falta de ciclovías y carriles para bicicletas
- Falta de estacionamiento seguro y protegido para bicicletas en mi destino
- Costo de poseer o mantener una bicicleta
- No estoy interesado(da) en andar en bicicleta
- Otro (por favor especifique): _____

7) ¿A qué destinos en Montebello actualmente le resulta difícil acceder o le gustaría poder acceder en bicicleta?

Por favor enumere aquí: _____

8) ¿Hay alguna calle que le gustaría que la ciudad mejorara con carriles para bicicletas u otras instalaciones?

Por favor enumere aquí: _____

Las siguientes preguntas son opcionales y solo serán utilizadas por la Ciudad para evaluar la tasa de respuesta.

9) ¿Tu relación con Montebello? Seleccione todas las que apliquen

- Yo vivo aquí
- Yo trabajo aquí
- Yo visito aquí
- Voy a la escuela aquí
- Otro (por favor especifique): _____

10) Su Edad:

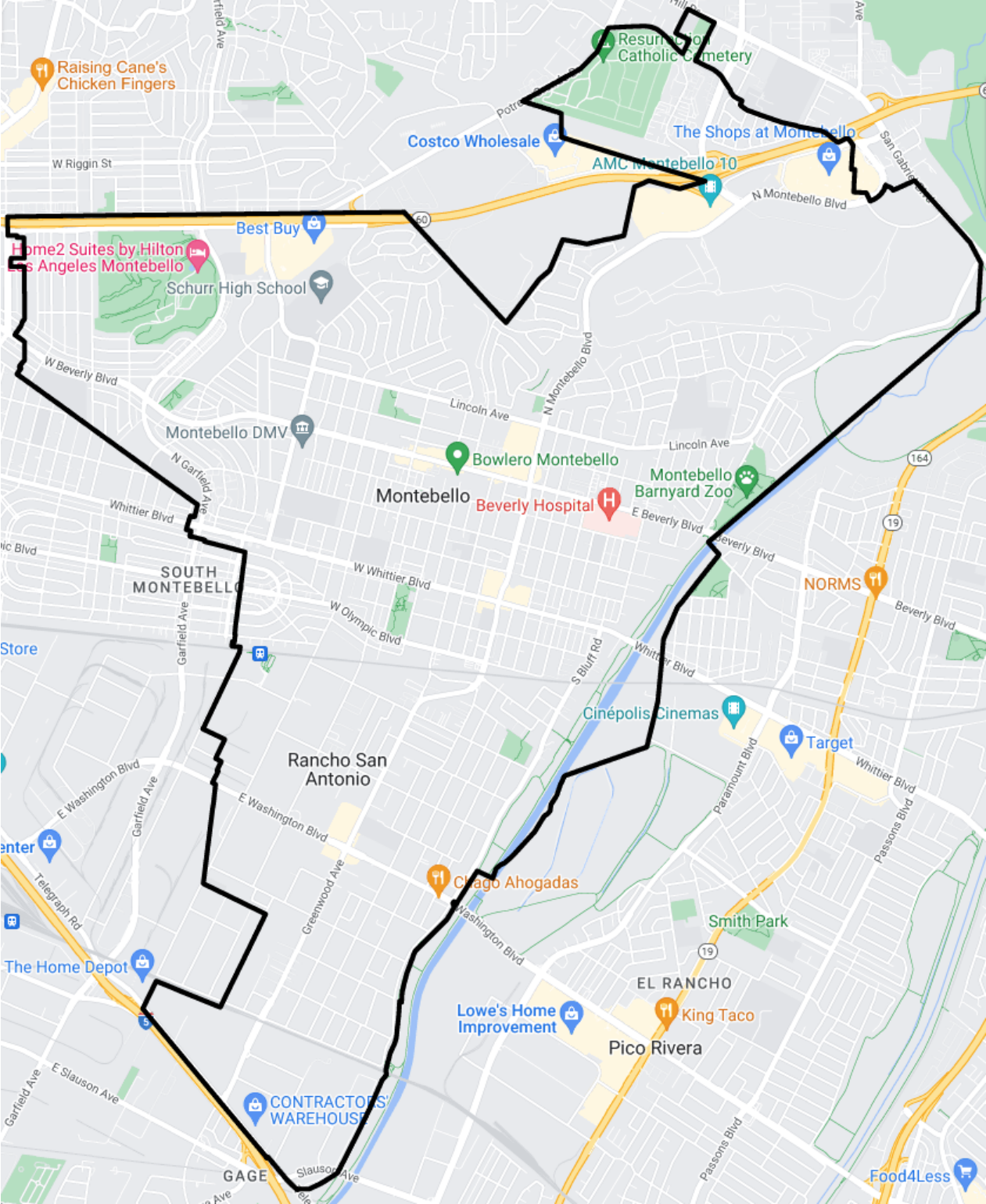
- Menor de 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

11) Su genero

- Masculino
- Femenino
- No binario
- Otro
- Prefiero no responder

¡Gracias!

¡Gracias por sus respuestas! Utilice el mapa a continuación si desea proporcionar comentarios adicionales sobre ubicaciones específicas.





MONTEBELLO
ELEVATE

MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing
its first Bicycle Master Plan!



WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING
SAFER AND MORE COMFORTABLE IN MONTEBELLO.

Join us for a community workshop:

When: Thursday, August 10, 6:00 PM to 8:00 PM

Where: Holifield Park Community Center, 1060 S. Greenwood Ave.

You can also use the online survey:

tinyurl.com/MontebelloBikeSurvey



For more
information,
please email
mmrodriguez@montebelloca.gov



MONTEBELLO
ELEVATE

PLAN MAESTRO DE BICICLETAS DE MONTEBELLO

¡La Ciudad de Montebello está desarrollando su primer Plan Maestro de Bicicletas!



QUEREMOS SU OPINIÓN SOBRE CÓMO PODEMOS HACER QUE EL CICLISMO SEA MÁS SEGURO Y CÓMODO EN MONTEBELLO.

Únase a nosotros para un taller comunitario:

¿Cuándo?: Jueves 10 de Agosto, de 6:00 PM to 8:00 PM

¿Dónde?: Centro Comunitario Holifield Park, 1060 S. Greenwood Ave.

También puede utilizar la encuesta en línea:

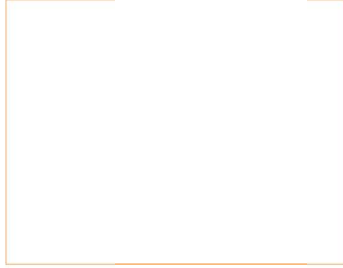
tinyurl.com/MontebelloEncuesta



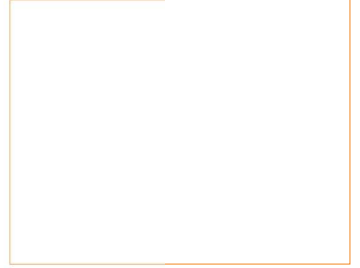
Para más información,
por favor envíe un correo electrónico a
mmrodriguez@montebelloca.gov

WHAT OTHER IMPROVEMENTS DO YOU WANT TO SEE?

BIKE PARKING



BIKE REPAIR STATIONS



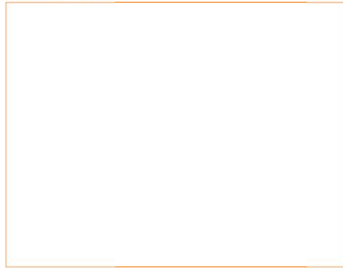
WAYFINDING SIGNAGE FOR BICYCLISTS



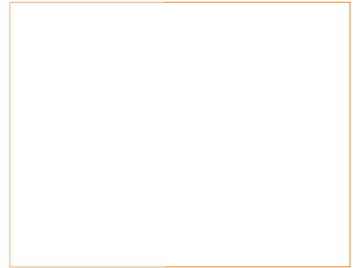
EBIKE CHARGING STATIONS



IMPROVED LIGHTING FOR BICYCLISTS



TREATMENTS TO REDUCE SPEEDS ALONG BIKE ROUTES



BIKE SAFETY CLASSES



SCHOOL ZONE ENFORCEMENT

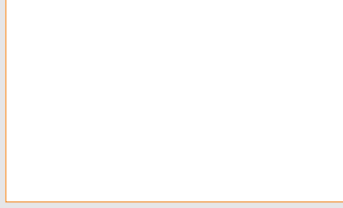


Add stickers next to improvements you would like to see.
Use more stickers for the improvements that you think are most important.

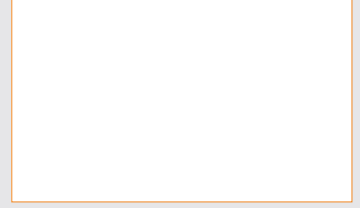
WHAT TYPES OF BIKING IMPROVEMENTS DO YOU WANT TO SEE?

Bikeway Types

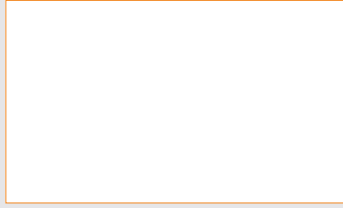
OFF-STREET BIKE PATH OR TRAIL



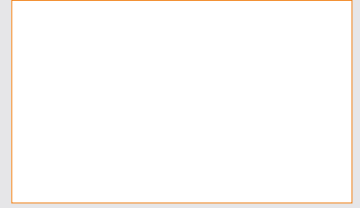
STREET-ADJACENT LANDSCAPE-SEPARATED BIKE PATH



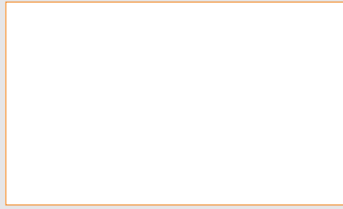
PARKING- OR POST-SEPARATED BIKE LANE



PAINTED BIKE LANE



BIKE ROUTE ON RESIDENTIAL STREET



Other Improvements

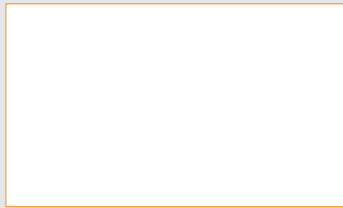
PAINTED INTERSECTION CROSSINGS



NEIGHBORHOOD TRAFFIC CIRCLE



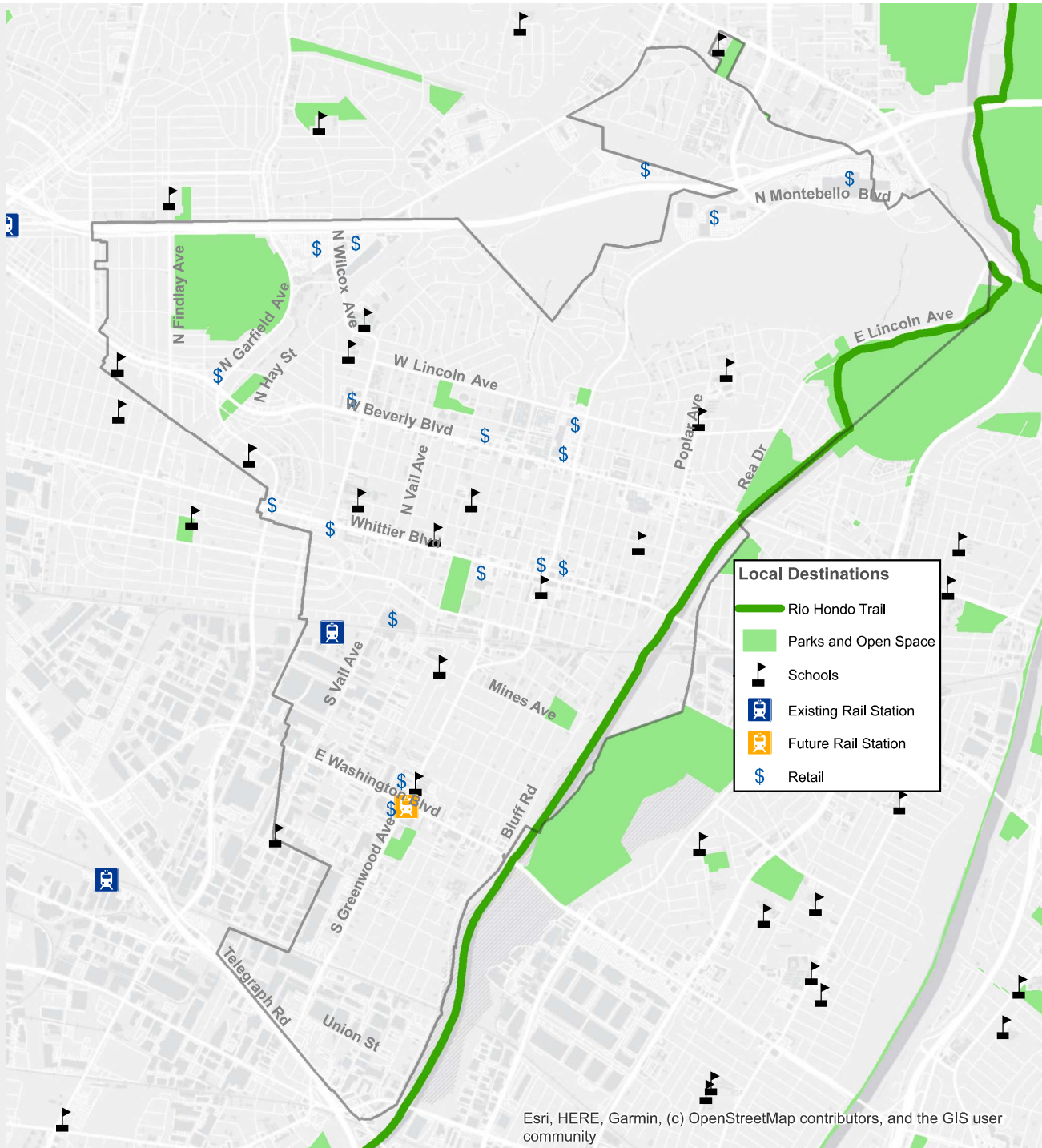
DEDICATED BIKE SIGNAL



Add stickers to different facilities based on how you feel:

- I would definitely feel comfortable biking using this improvement
- I might feel comfortable using this improvement

WHERE DO YOU CURRENTLY BIKE? WHERE DO YOU WANT TO BIKE?



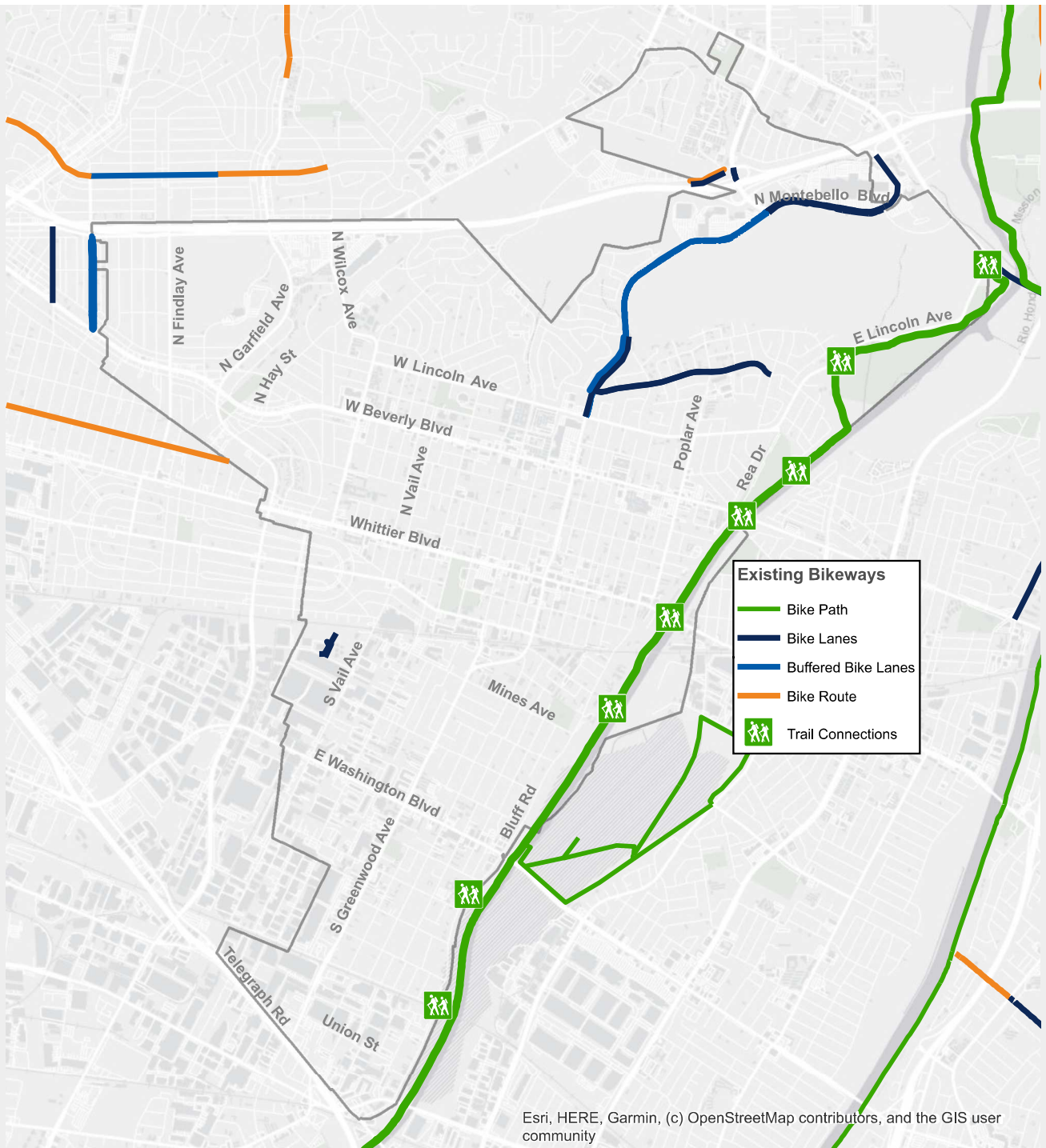
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Use stickers to mark the following locations:

- Place a blue sticker on destinations that you currently bike to.
- Place a red sticker on destinations that you want to bike to.

Are there routes you bike on or would like to bike on? You can use your pen to draw out your routes to your favorite destinations.

BARRIERS TO BIKING AND AREAS OF CONCERN



Where do you have concerns about biking, or experience barriers to comfortably traveling on a bike?
Use stickers to mark roads, intersections, and other locations where you have concerns or face barriers.

8/10/2023



MONTEBELLO BICYCLE MASTER PLAN

PARTNER AGENCY AND STAKEHOLDER MEETING



Overview

- Project Introduction
- Meeting Purpose
- Work Completed to Date
- Discussion
- Next Steps

What is a Bicycle Master Plan?

- Guiding document to help the City of Montebello enhance **biking safety** in ways that **connect people to destinations**
- Create a network of **low-stress routes** for bicyclists of **all ages and abilities**
- Set up recommended biking projects in Montebello to be **competitive for grants** and **regional funding** opportunities



Plan Goals



Increase Bicycling



Improve Bike Safety



Promote Community Health

Tasks and Deliverables

Project Inventory & Data Analysis

- Review existing plans
- Inventory of existing conditions/facilities
- Collect bicyclist counts

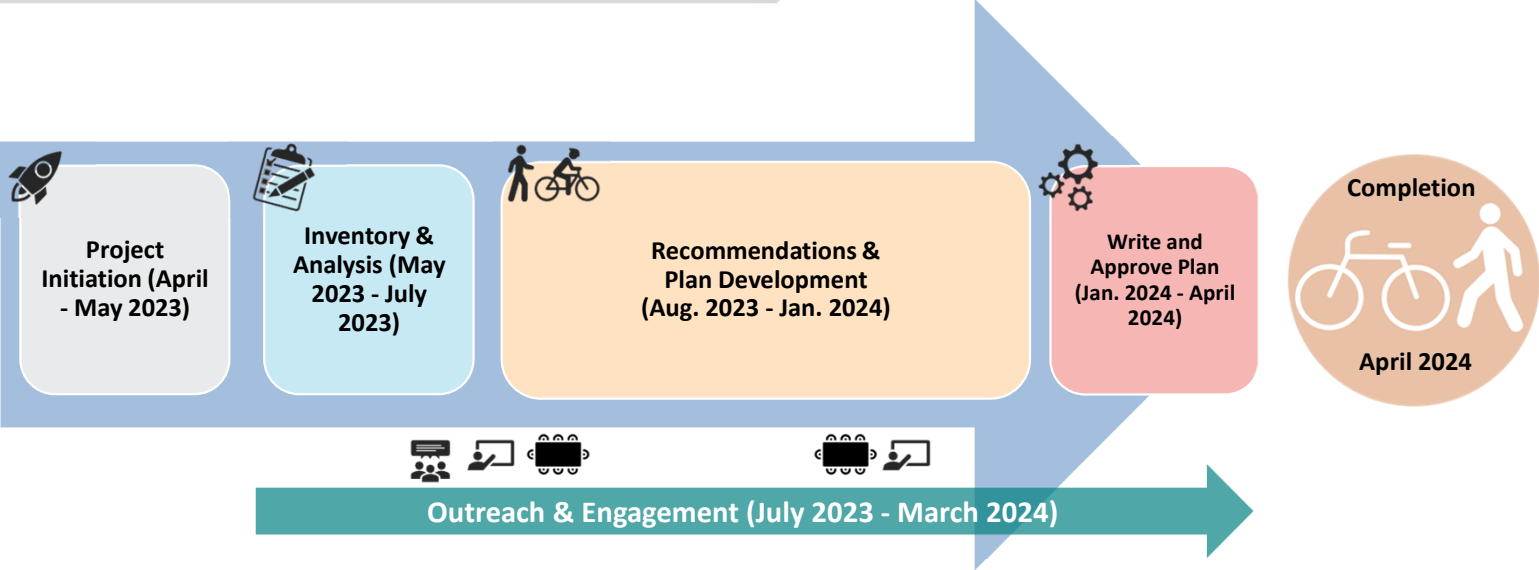
Community & Stakeholder Engagement




- Partner Agencies and Stakeholders (2 meetings)
- Community Outreach Plan
- Workshops (2) and pop-up events
- Survey and interactive map

Plan Development

- Develop vision, goals, and objectives
- Develop projects and prioritize
- Priority project concept plans and cost estimates
- Funding and implementation guidance
- E-bikes, bike parking, and wayfinding research
- Prepare Plan

Project Schedule



-  Pop-Up
-  Workshop
-  Partner Agencies and Stakeholders Meeting

Partner Agency and Stakeholder Meeting Purpose

- Provide input on existing conditions, opportunities, and constraints based on day-to-day experiences in the city
- Review and provide input on BMP recommendations
- Review and provide feedback on final BMP document



Partner Agencies and Stakeholders

- **Caltrans**
- **LA Metro**
- **Montebello Bus Lines**
- **Montebello Unified School District**
- **Montebello Fire Department**
- **Montebello Traffic and Safety Commission**

- *Gateway Cities Council of Governments*
- *San Gabriel Valley Council of Governments*
- *Metrolink*
- *Chamber of Commerce*
- *Montebello Police Department*
- *Active SGV*

Recent and Ongoing Work

- Collected existing conditions data and reviewed relevant documents
- Collected bicycle counts around the city
- Started community outreach and engagement
- Project survey



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You can also use the online survey:

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For more information,
please email
mmrodriguez@montebelloca.gov

Online Survey and Map

Montebello Bicycle Master Plan

Please answer the questions below to help us understand more about your bicycling behavior.

2. How often do you ride a bicycle?

- Daily
- Weekly
- Monthly
- Several times per year
- Never

- Link: tinyurl.com/MontebelloBikeSurvey
- Spanish version: tinyurl.com/MontebelloEncuesta

Online Survey and Map



Welcome to the Montebello Bicycle Master Plan online map.

Share your thoughts about bicycling in Montebello. Your feedback will help inform the types of improvements that the City will include in the Montebello Bicycle Master Plan.

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Map Instructions

- Zoom-in on the map to your desired location.
- Double click on the location to open a Comment Box on the left.
- In the Comment Box, describe your issue or thoughts and click "Create Comment" to save.

Comment Categories

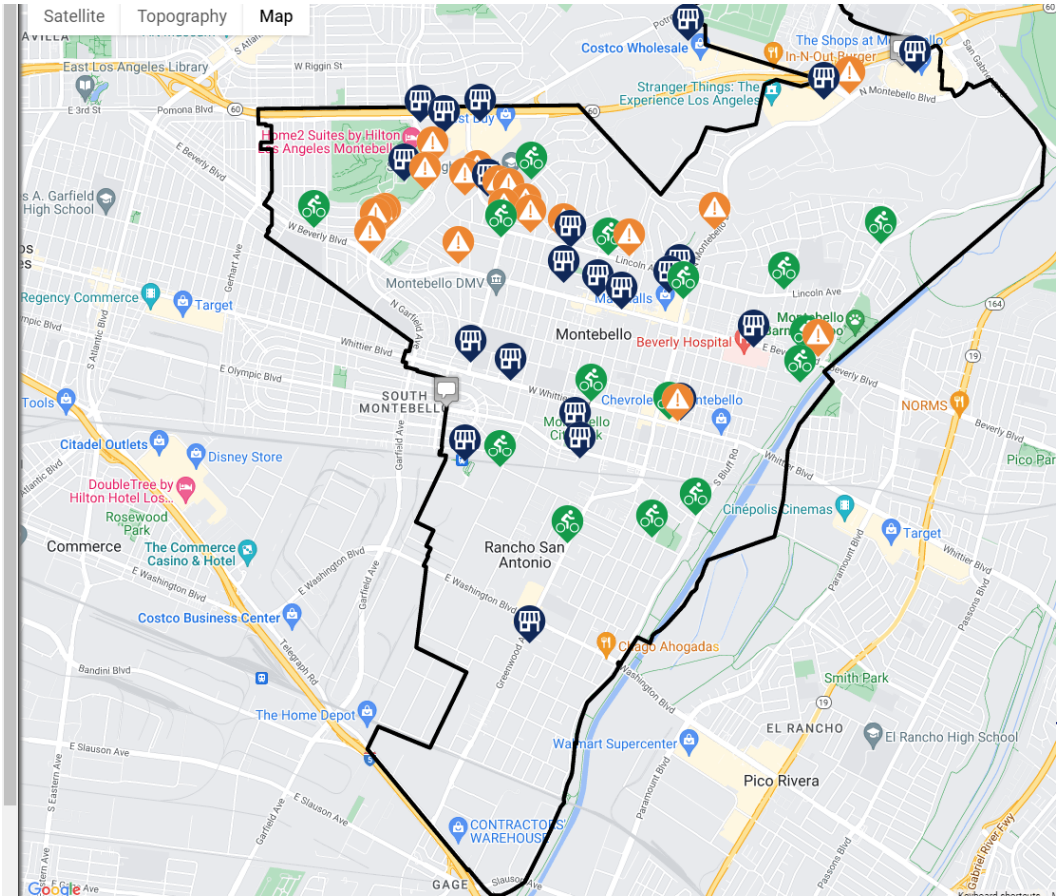


Destination You Want to Bike To
 Bike Infrastructure Needed
 Safety Concern
 Other

[View a list of existing comments](#) →

Created by Michael Sahimi

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First Community Workshop

- Introduced project to the community
- Provided input on:
 - What destinations do you bike to or want to bike to?
 - What concerns do you have about biking in Montebello?
 - What type of bike improvements do you want to see in Montebello?
 - What is most important to you?



First Community Workshop

- **East-west corridors – Beverly; Whittier; Via Campo; Lincoln; Mines**
- **North-south corridors – Montebello Blvd; Greenwood; Wilcox; Bluff; Garfield; Maple**
- **Destinations – Rio Hondo Trail; Shops at Montebello; Downtown; middle and high schools**
- **Barriers/challenges – lack of protected bikeways; Montebello Blvd. bike lanes uphill; traffic volumes; long blocks and trucks south of Whittier Blvd.**
- **Protected bike lanes on major roads preferred due to destinations, directness, and visibility; include facilities on local residential roads for all levels of comfort**
- **Speeding is a major concern, especially south of Whittier Blvd.; cut-through traffic in residential areas near schools**
- **Traffic calming**
- **Driver education; Warning signage**
- **Wayfinding to key destinations and connectors**
- **Intersection treatments (green paint, queue boxes, leading bike/ped intervals)**
- **Community rides; Ciclavia and slow streets; Mobility hubs (including on Greenwood/Washington) and bikeshare**
- **Open to allocating space away from on-street parking on major roads near retail**
- **Bike parking is lacking**

Discussion

- General discussion
- Focused questions and topics



Thank you!

- Please let us know if you have any additional questions or comments:
 - mmrodriguez@montebelloca.gov
- The City will continue to post updates on the project website:
 - tinyurl.com/MontebelloBikePlan
- Next meeting anticipated late winter to discuss project recommendations



MONTEBELLO
ELEVATE

MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing
its first Bicycle Master Plan!



WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING
SAFER AND MORE COMFORTABLE IN MONTEBELLO.

You can share your thoughts about bicycling in
Montebello using the online survey and interactive
map here:

tinyurl.com/MontebelloBikeSurvey



For more
information,
please email
mmrodriguez@montebellocal.gov



MONTEBELLO
ELEVATE

PLAN MAESTRO DE BICICLETAS DE MONTEBELLO

¡La Ciudad de Montebello está desarrollando su primer Plan Maestro de Bicicletas!



QUEREMOS SU OPINIÓN SOBRE CÓMO PODEMOS HACER QUE EL CICLISMO SEA MÁS SEGURO Y CÓMODO EN MONTEBELLO.

Puede compartir sus opiniones sobre andar en bicicleta en Montebello utilizando la encuesta en línea y el mapa interactivo aquí:

tinyurl.com/MontebelloEncuesta



Para más información,
por favor envíe un correo electrónico a
mmrodriguez@montebellocal.gov



MONTEBELLO
ELEVATE

MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing
its first Bicycle Master Plan!



WE WANT YOUR INPUT ON THE PLAN'S PROPOSED
CITYWIDE BICYCLE NETWORK.

Join us for a community workshop:

When: Thursday, November 9, 6:00 PM to 8:00 PM

Where: Montebello Senior Citizen Center, 115 S. Taylor Ave.



For more
information,
please email

mmrodriguez@montebellocity.gov



MONTEBELLO
ELEVATE

PLAN MAESTRO DE BICICLETAS DE MONTEBELLO

¡La Ciudad de Montebello está desarrollando su primer Plan Maestro de Bicicletas!



QUEREMOS SU OPINIÓN SOBRE LA RED DE BICICLETAS
PROPUESTA POR EL PLAN PARA TODA LA CIUDAD.

Únase a nosotros para un taller comunitario:

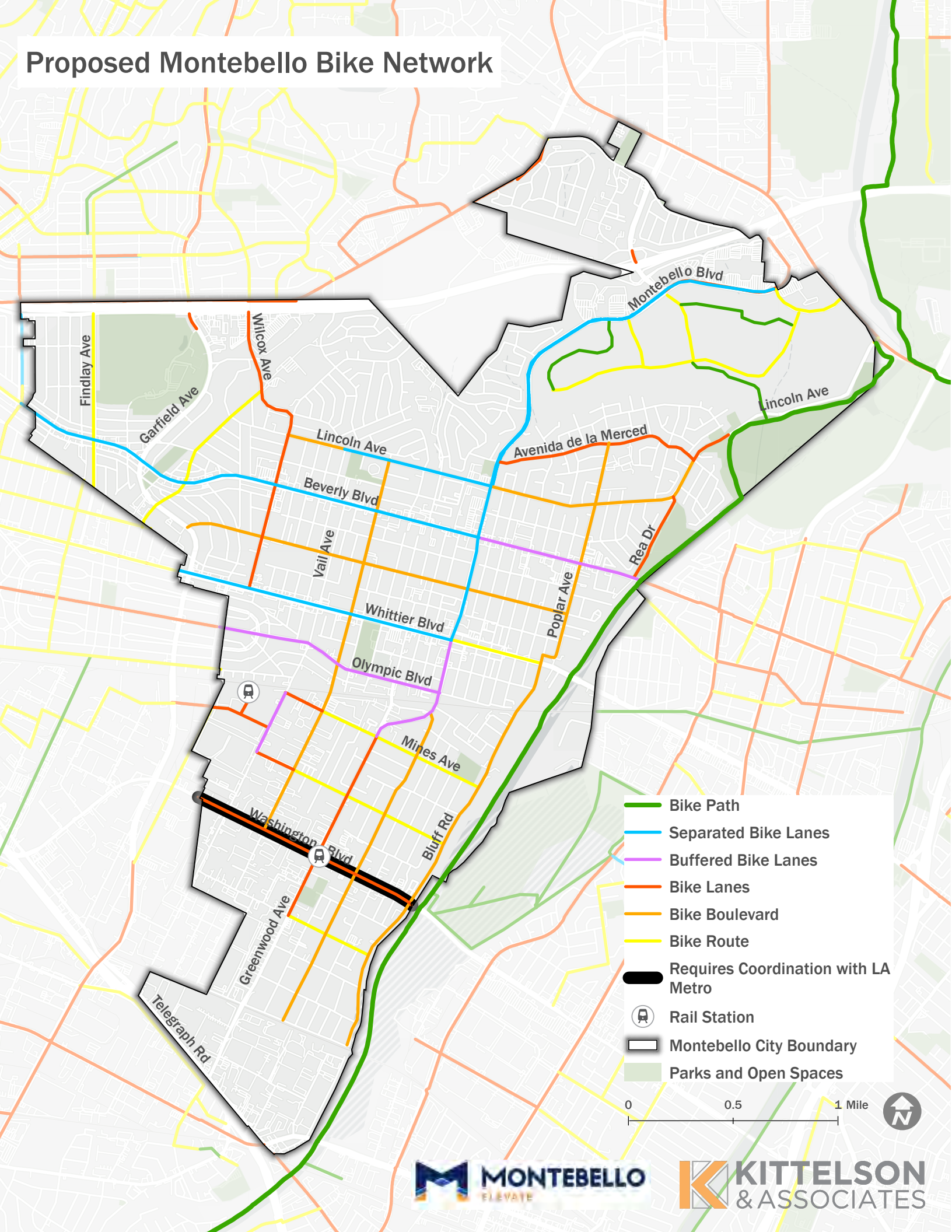
Cuándo: Jueves 9 de Noviembre, de 6:00 PM a 8:00 PM

Dónde: Montebello Senior Citizen Center, 115 S. Taylor Ave.



Para más
información,
por favor envíe un correo
electrónico a
mmrodriguez@montebelloc.gov

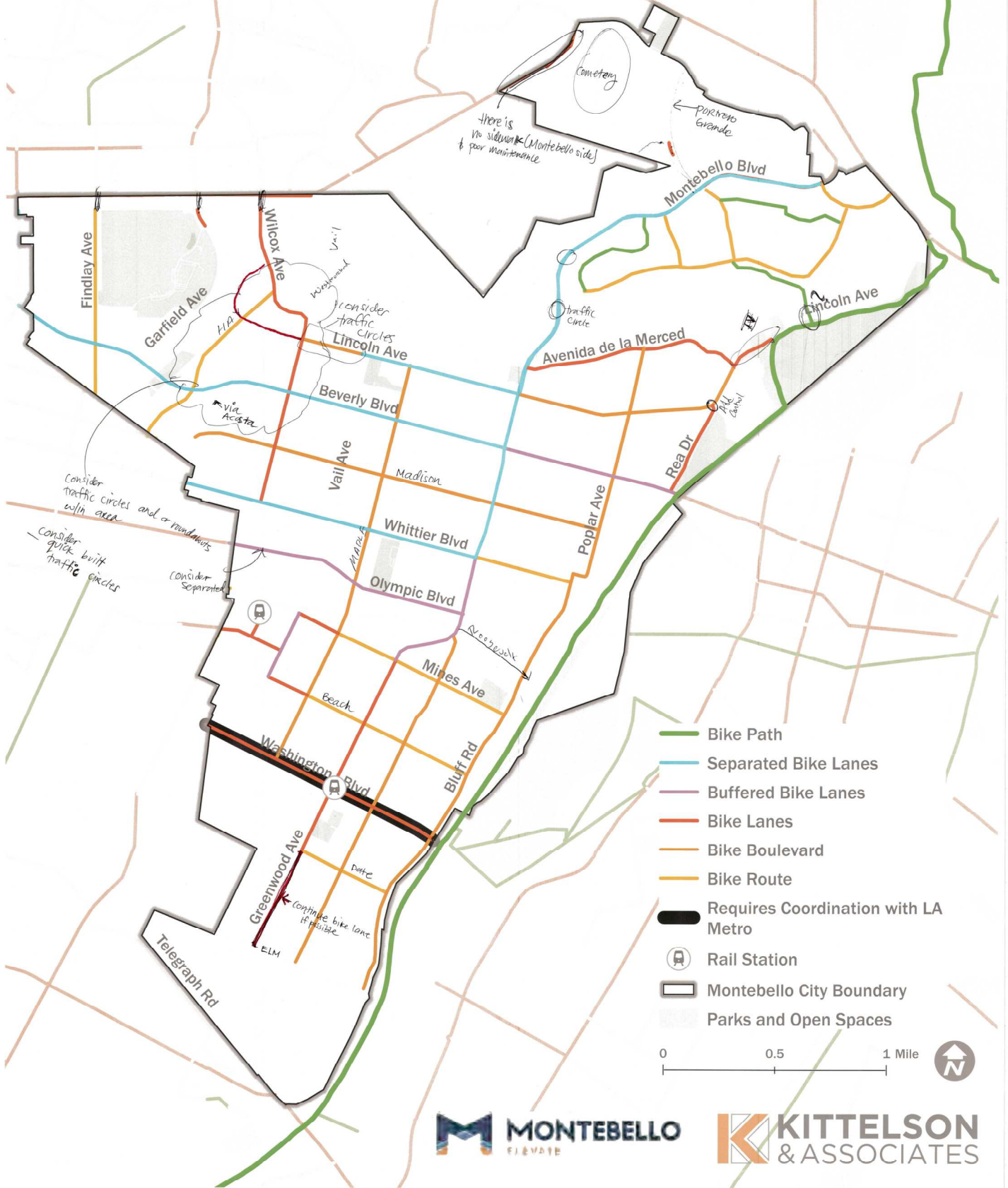
Proposed Montebello Bike Network



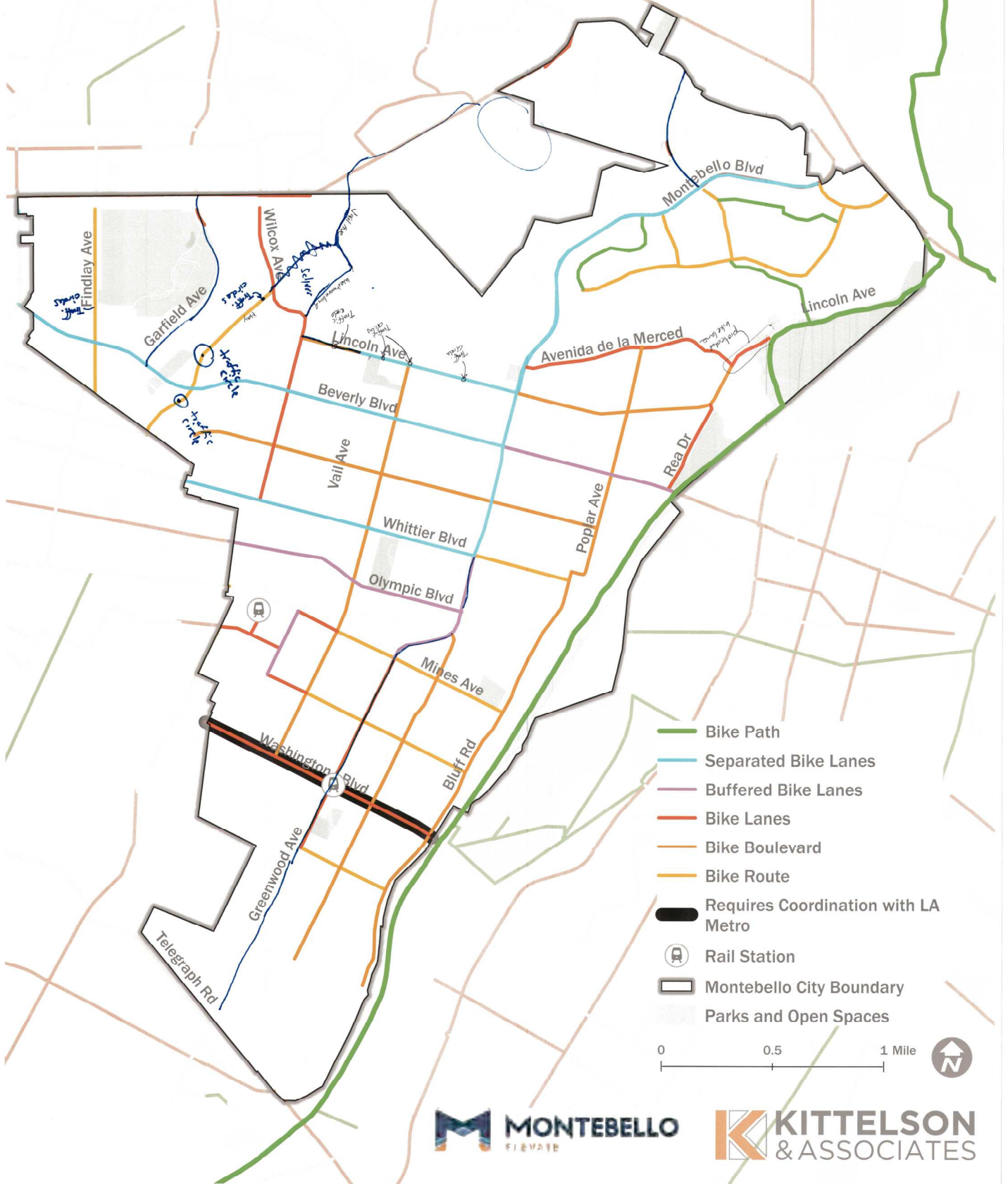
- Bike Path
- Separated Bike Lanes
- Buffered Bike Lanes
- Bike Lanes
- Bike Boulevard
- Bike Route
- Requires Coordination with LA Metro
- Rail Station
- Montebello City Boundary
- Parks and Open Spaces



Proposed Montebello Bike Network

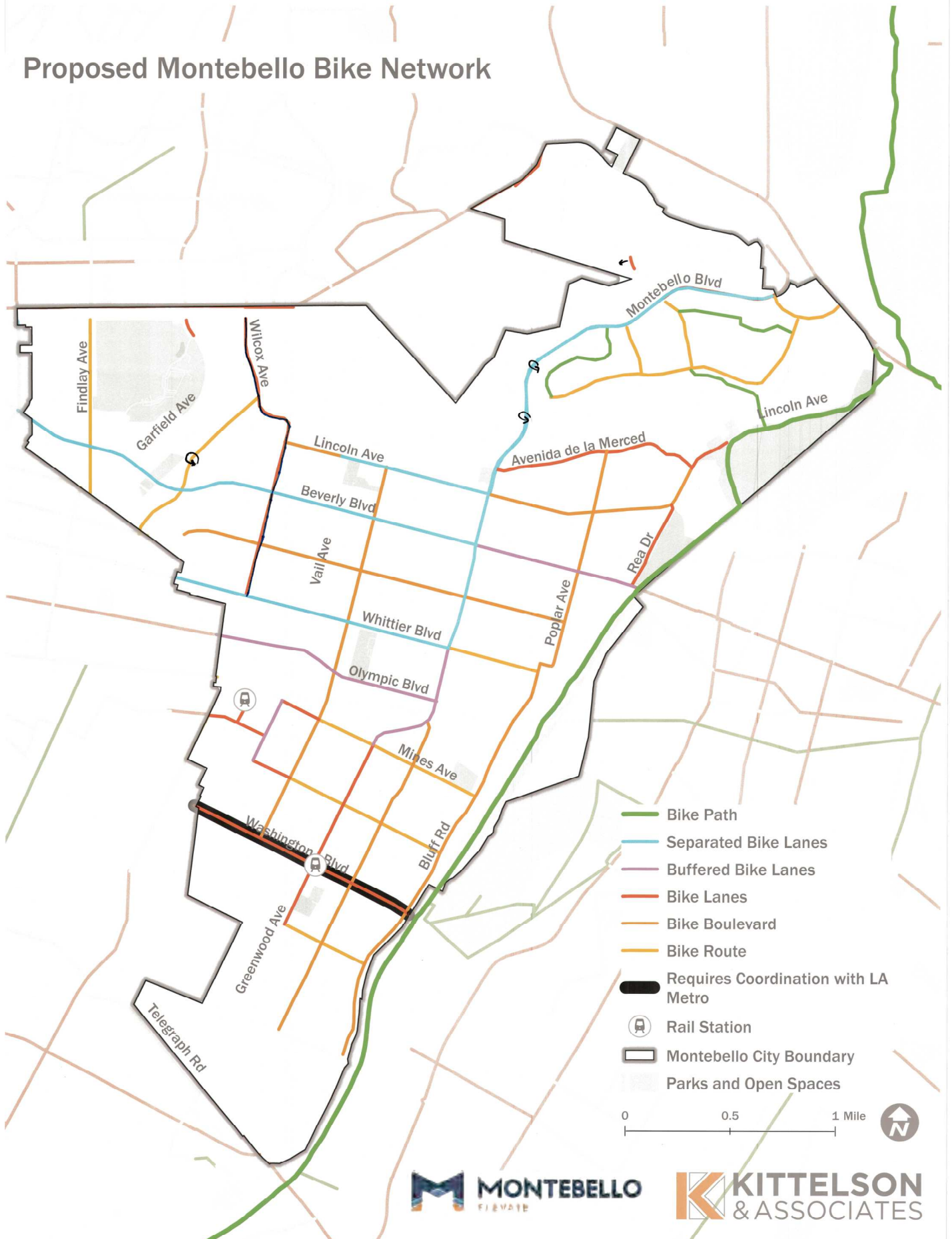


Proposed Montebello Bike Network



- Bike Path
 - Separated Bike Lanes
 - Buffered Bike Lanes
 - Bike Lanes
 - Bike Boulevard
 - Bike Route
 - Requires Coordination with LA Metro
 - Rail Station
 - Montebello City Boundary
 - Parks and Open Spaces
- 0 0.5 1 Mile

Proposed Montebello Bike Network



- Bike Path
- Separated Bike Lanes
- Buffered Bike Lanes
- Bike Lanes
- Bike Boulevard
- Bike Route
- Requires Coordination with LA Metro
- Rail Station
- Montebello City Boundary
- Parks and Open Spaces

D

COMMUNITY AND STAKEHOLDER ENGAGEMENT PHASE 1 SUMMARY MEMO



Technical Report

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello
From: Michael Sahimi – Kittelson & Associates, Inc.
RE: Montebello Bicycle Master Plan – Community and Stakeholder Engagement Phase 1 Summary

Kittelson & Associates, Inc. (Kittelson) is helping the City of Montebello (City) prepare their Citywide Bicycle Master Plan (BMP). To inform the development of the draft bicycle network and policies/programs, multiple strategies were used to engage the community and relevant stakeholders and gather feedback. This feedback will inform the BMP's recommended infrastructure and non-infrastructure improvements. The strategies are as follow:

- Partner Agency and Stakeholder Meeting
- Project Booth at Downtown Street Fest
- Community Workshop
- Online Survey and Interactive Map

This document summarizes feedback received during this initial phase of the public outreach.

Partner Agency and Stakeholder Meeting

The Partner Agency and Stakeholder Committee (PASC) is a collection of stakeholders representing various agencies and community groups. The City reached out to a number of agencies and groups and the following responded and were able to participate in the meeting on August 15, 2023:

- Caltrans
- LA Metro
- Montebello Bus Lines
- Montebello Unified School District
- Montebello Fire Department
- Montebello Traffic Commission (2 members)

Feedback received from each participant is summarized below.

Caltrans

- The plan should consider conflict zone green striping, high visibility crosswalks, class IV separated bikeways, and raised crosswalks.

LA Metro

- LA Metro has initiated a first/last mile plan for the proposed L Line Station at Greenwood & Washington.
- The first/last mile plan will have two focus areas around the future station – Half-mile for pedestrians, and three-mile radius for bike and other wheeled modes.
- The first/last mile plan will include spot improvements for bikes (e.g., specific location improvements and bike parking).

- LA Metro has not identified specific projects yet. At this time, they are wrapping up their existing conditions analysis and will be starting walk audits. They are planning on identifying specific projects around January 2024.
- LA Metro aims to fold in all of the existing local plans into their planning process, including local active transportation and bike master plans. They aim to be in line with what the local plans show.
- L Line stations do have bicycle parking.
- LA Metro will be examining considerations for micromobility.

Montebello Bus Lines

- The City's Bus Lines is preparing a local first/last mile plan for bus stops. They are anticipating being done by end of the year.

Montebello Unified School District

- The district is interested in policy and education.
- There is a lot of congestion around schools during the beginning and end of the school day. There are conflicts with people biking and walking.
- The bike plan should examine enforcement and education.
- The bike plan should consider school programs such as walking buses.

Montebello Fire Department

- Bluff Road is an emergency access over the rail lines, that avoids major corridors.
- The plan should avoid reducing curb to curb widths.
- The representative was interested to know what types of bikeway separators would be proposed, and hoped that they would not be intrusive to emergency vehicles.
- The bike plan should take the 2022 CA Fire Code into account.

Montebello Traffic Commission

- Slip lanes are an issue for biking and walking. The bike plan should redesign or eliminate them.
- The bike plan should explore bike and ped leading intervals at the underpass of the 60 freeway and at major intersections.
- Traffic on Beverly Boulevard is difficult for bikes. The City should implement protected bike lanes. Traffic on Beverly Boulevard should also be slowed down.
- The bike plan should examine Whittier Boulevard to potentially install bike lanes.
- The City should develop hubs in popular areas, near development such as the golf course, downtown, and Metro Heights. Hubs would include things such as bike parking.
- The plan should address vehicle speeding.
- The plan should examine Garfield to the Metro station.
- The plan should include Montebello Boulevard to the future L Line station.
- The plan should Metro funding for capital improvements. For example, the reconnecting communities grant near freeways and rail lines may be applicable.
- The City should try to incorporate SS4A grant requirements.

Downtown Street Fest

The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The event offered a day of live bands, food, a beer garden, artisan & craft vendors, and a fun-filled kids' zone. Whitter Boulevard between Montebello Boulevard and 4th Street was closed to vehicle traffic.

The City's Planning and Community Development booth included information about the City's Bicycle Master Plan. The purpose was to inform the public of the upcoming community workshop as well as the ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.

Downtown Street Fest Booth



Project Flyer



MONTEBELLO BICYCLE MASTER PLAN

**The City of Montebello is developing
its first Bicycle Master Plan!**

WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING
SAFER AND MORE COMFORTABLE IN MONTEBELLO.

Join us for a community workshop:
When: Thursday, August 10, 6:00 PM to 8:00 PM
Where: Holifield Park Community Center, 1060 S. Greenwood Ave.

You can also use the online survey:
tinyurl.com/MontebelloBikeSurvey



For more
information,
please email
mmrodriguez@montebelloca.gov

Community Workshop

The first community workshop was held on Thursday, August 10, 2023 from 6:00 PM to 8:00 PM at Holifield Park Community Center. The City shared the project flyer with information about the workshop on its social media channels, and also distributed the information to local groups and other interested parties. The purpose of this workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programmatic improvements that should be included in the plan.

Eight members of the public attended the workshop. The key comments from the workshop are summarized below.

- East-west travel is a challenge for bikes.
- Wilcox is curvy, and there are instances of drivers racing and numerous crashes.
 - Access to Via Campo shopping center is challenging, due to Wilcox being curvy.
- Participants would rather use Lincoln. However, the intersection near the school is dangerous.
 - The City should consider protected bike lanes. Parking is underutilized off-peak and connects to retail.
 - A bikeway should connect all the way east to Rio Hondo Trail.
- The City should consider a consider road diet with protected bike lanes on Beverly Boulevard.
 - The Metro station to the northwest of the city along Beverly Blvd is difficult to access on bike. Bicyclists tend to avoid Beverly to get there.
 - A bikeway on Beverly would need physical separation, due to the hilly geography that is difficult to climb on bike.
 - The City should remove street parking where feasible, such as near City Hall. Also, retail parking on streets is usually underutilized, with customers using back parking lots instead.
- The City should improve access to downtown via Whittier Boulevard.
 - This street is busy with traffic and a tight curb-to-curb with; there should be protected bike lanes.
- The existing bike lanes on Montebello Boulevard in the northern part of the city are challenging due to the incline. Those bikes lanes generally not used due to speeding. Physical separation should be added.
- Bluff Road is difficult for bikes to use.
- The plan should examine Garfield and Maple as north-south streets.
- Mines provides access to the Metrolink Station. Bike lanes should be explored.
- Bicyclists would need to travel along Greenwood Avenue to connect to the future Metro L Station at the Washington intersection. The plan should incorporate this pathway.
- The plan should provide connections to schools (mainly middle and high schools) and the Rio Hondo Trail.
- The plan should include short-term and quick-build solutions, and may need to consider allowing sidewalk biking at some locations until permanent solutions are implemented.
- Bikeways should minimize travel times, as opposed to being circuitous.
 - Participants supported protected bike lanes on major roads, and generally were not enthusiastic about bike routes and sharrows on roads that aren't 25mph or lower. There is a perception that drivers would not respect those facilities.
 - Participants preferred bikeways on major roads due to the presence of shops and other destinations. Also, such bikeways would increase driver awareness of bikes and their visibility in the community, helping make drivers more cautious.
 - Riding on residential streets can be frustrating due to bicyclists having to cross several major roads.
- The bike network should meet the needs of users of all comfort levels. So, the bike plan should include both major streets and local residential roads, providing multiple levels of facilities and routes.
- The City should implement left-turn queue boxes at major intersections.

- These increase the visibility of bikes and stand out at major intersections.
 - Left turns are currently difficult for bikes at major intersections.
- Participants supported bike signals and leading bike intervals.
 - There is a need for bike detection at major intersections (e.g., loops or push buttons).
- Bicyclists need bike wayfinding to key connectors. Another purpose for the signs could be branding and identifying key bikeways.
- Participants were interested in bike repair classes.
- Small businesses currently don't offer bike parking.
 - The City may need to update its parking code.
 - There is a need for bike parking for cargo and e-bikes too (e.g., universally compatible bike parking).
- Participants expressed interest in the City reducing vehicle speeds.
 - There was general interest in reducing speeds citywide, not just along bikeways.
 - The City should increase speed enforcement with speed cameras.
 - Bulbouts and other traffic calming measures should be implemented.
 - Speeding is more noticeable in the half of the city south of Whittier Boulevard, which is more industrial and has longer blocks.
 - Road diets can also address speeding.
- There is concern about cut-thru traffic, especially near schools.
- The City should implement programs such as Ciclavia, Slow Streets programs, and community bike rides.
- The City should increase driver education, paired with increased visibility of biking.
- The City currently lacks high-visibility warning and caution signs.
- The plan should explore opportunities for bike share and mobility hubs.

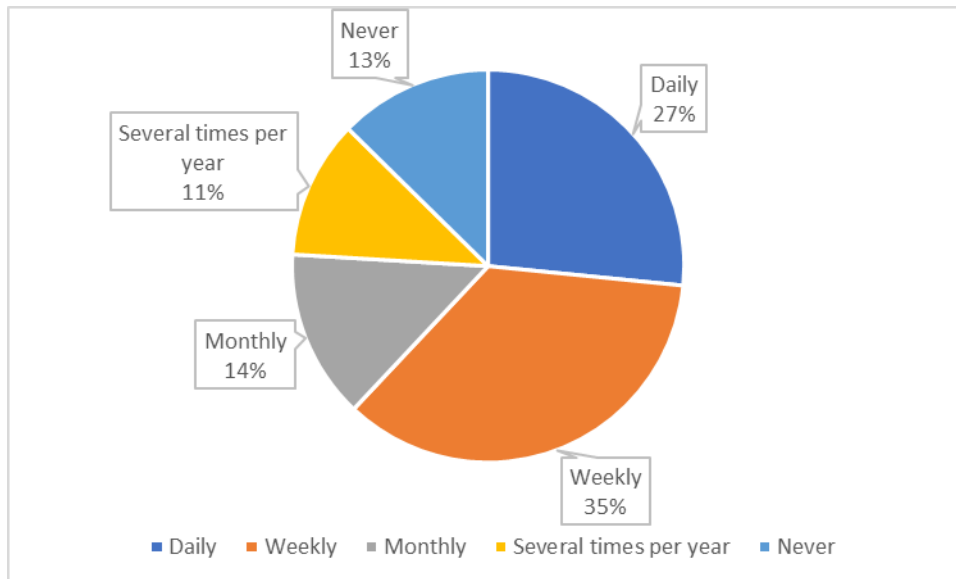
Online Survey and Interactive Map

An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience biking in Montebello, key biking destinations, and other information that would help in the development of the BMP. The survey was available in both English and Spanish. In total, 87 people responded to the survey. The results of the survey are summarized below.

Survey Responses

The responses to individual survey questions are summarized below. Note, while 87 individuals participated in the survey, not all answers will add up to 87 responses. For example, some individuals skipped certain questions. In addition, several questions allowed participants to select more than one response.

How often do you ride a bicycle?



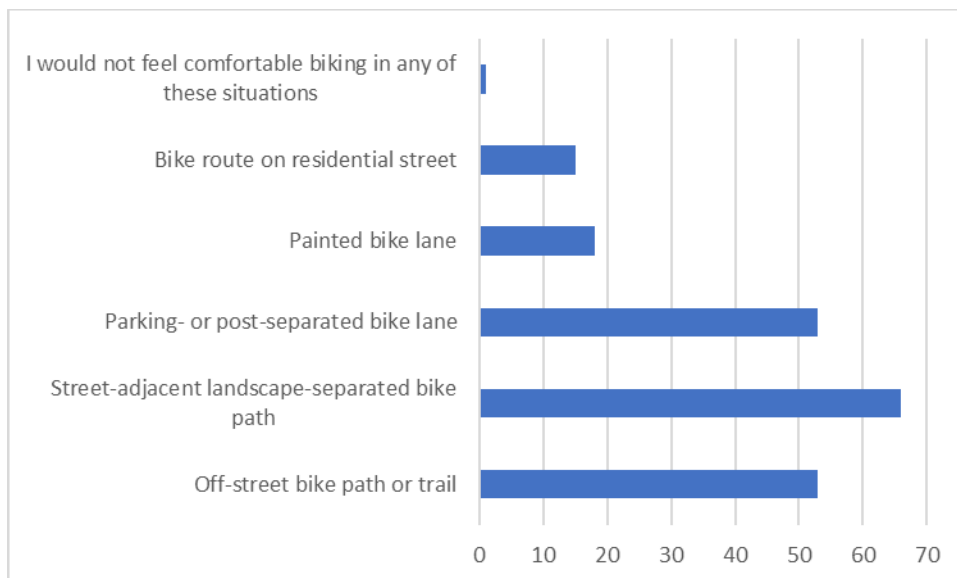
More than half of respondents ride a bicycle at least weekly. Approximately one quarter bicycle fewer than once per month.

If you do ride, what is the current purpose for most of your trips?



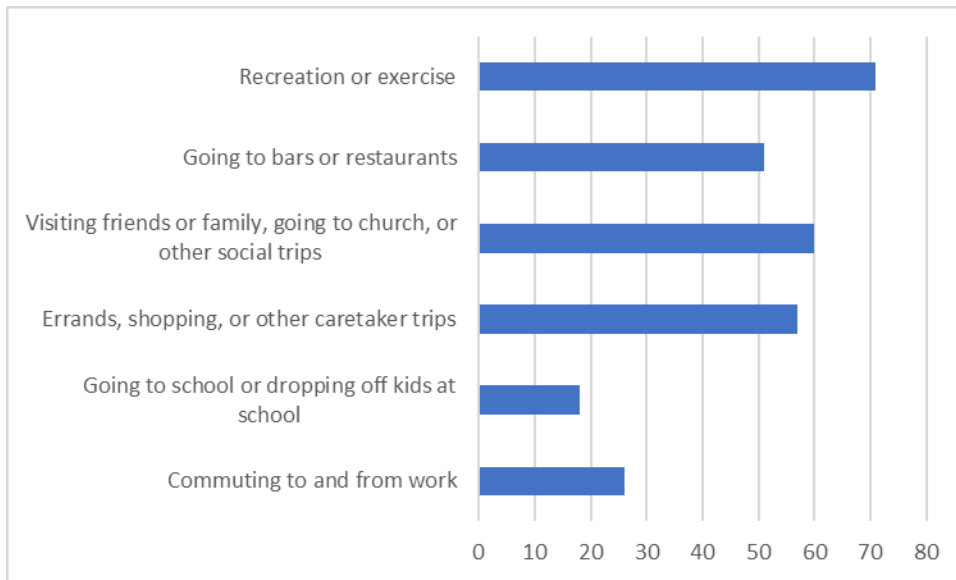
Recreation and exercise is the most common bicycle trip purpose, significantly more common than other trip purposes.

Of the following bicycle facilities, where would you feel safe and comfortable riding a bike?



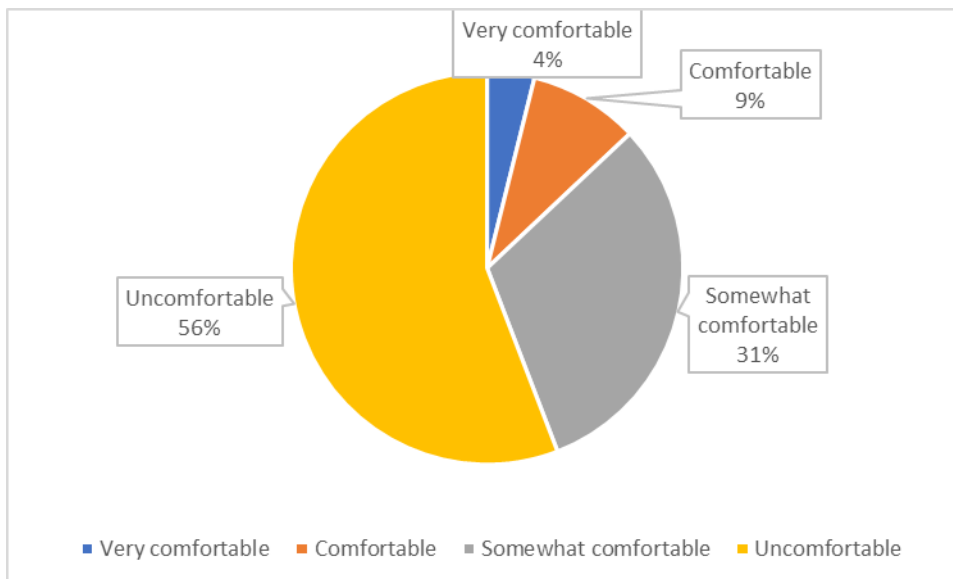
Participants were provided with a list and corresponding pictures for five bicycle facility types. Respondents overwhelmingly indicated a preference for bikeways that provide a physical separation between bicycles and vehicle traffic.

If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride a bike to?



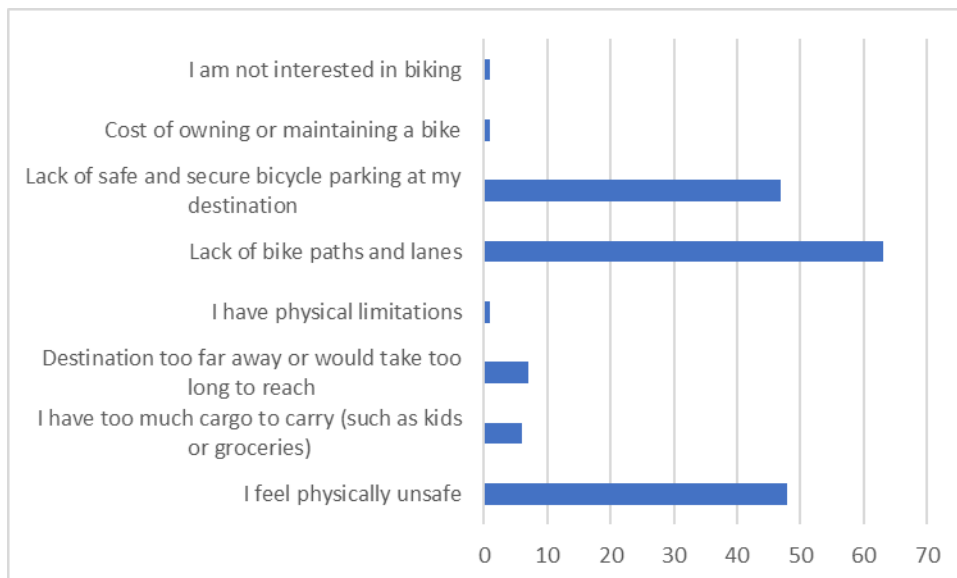
When given the scenario of safe and comfortable bikeways in the city, respondents indicated a willingness to bicycle for retail, social, and errand trips.

In general, what best describes your current level of comfort with biking in Montebello?



Over half of respondents indicated that they are currently uncomfortable bicycling in Montebello.

Which of the following statements best describes what prevents you from biking more frequently?



When asked what prevents them from bicycling more frequently, respondents mostly responded with lack of safe and secure bike parking, lack of bike paths and lanes, and a lack of physical safety.

What destinations are currently challenging for you to access or wish you could access by biking?

Participants were asked which destinations are challenging and/or they wish to access by bicycling. Responses included the following:

- General/other retail and shopping (14 responses)
- Major/main/arterial streets (13 responses)
- Downtown (8 responses)
- Parks (5 responses)
- Metro Atlantic Station (5 responses)
- Blvd Market (5 responses)
- Montebello Town Center/The Shops at Montebello (3 responses)
- Rio Hondo Trail (3 responses)
- Mart of Montebello (3 responses)
- City Hall (3 responses)
- Schools (2 responses)
- Beverly Hospital (2 responses)
- Metrolink Station (2 responses)
- Library (1 responses)
- Golf course (1 response)
- Montebello Plaza (1 response)

Are there any streets that you would like the City to improve with bike lanes or other facilities?

Participants were asked which streets should be improved with bikeways. Responses were as follows:

- Beverly Boulevard (36 responses)
- Whittier Boulevard (27 responses)
- Montebello Boulevard/Greenwood Avenue (17 responses)
- Lincoln Avenue (12 responses)
- Garfield Avenue (10 responses)
- Washington Boulevard (5 responses)
- Olympic Boulevard (3 responses)
- Wilcox Avenue (2 responses)
- Pomona Boulevard (2 responses)
- Via San Delarro (1 response)
- Vail Avenue (1 response)
- Bluff Road (1 response)
- Via Campo (1 response)
- Poplar Avenue (1 response)

Online Map Comments

In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. 74 comments were provided on the map, summarized below. Comments are summarized below.

- Beverly Boulevard should be improved with a dedicated bike facility. Currently is uncomfortable/unsafe for bicyclists. This includes providing a better connection to the Rio Hondo Trail, Beverly Hospital, shops/restaurants, City Hall, Montebello Library. (12 responses)
- Slip lanes present safety issues for bicyclists. (6 responses)
- Implement a protected bikeway along Whittier Boulevard, and improve access to Downtown Montebello. Speed is an issue, and could be addressed through traffic calming measures. (6 responses)
- Improve access to the Rio Hondo Trail via roads such as Beverly Boulevard, Bluff Road, Maiden Lane, Lincoln Avenue. (5 responses)
- Implement a bikeway such as protected bike lanes along Lincoln Avenue and improve intersection timing. (5 responses)
- Some speed bumps in the city are ineffective at slowing vehicles down along minor streets (for example, on Findlay Avenue, San Antonio Drive, and Hay Street), including for discouraging cut-through traffic. Additional stop signs are needed on Merle Drive. (3 responses)
- Garfield Avenue has high speeds and parked cars; the City should implement traffic calming and reduce speeds. (3 responses)
- Implement protected and/or green bike lanes along Montebello Boulevard; currently unsafe for bicyclists. (3 responses)
- Improve bike access to Montebello Town Center and the Shops at Montebello (including reduced vehicle speeds) and increase the number of bike racks. (3 responses)
- Improve access to Acuna Park, including crossing Lincoln Avenue. (3 responses)
- At major intersections, make sure traffic lights provide enough time for bikes to cross, and include bike detectors. (2 responses)
- Wilcox Avenue should be improved (e.g., implement protected bike lanes, provide infrastructure to/from Schurr High School. (2 responses)
- Bluff Road should be improved to provide access to the Rio Honda Trail. For example, implement a bike route with sharrows. (2 responses)

- It is currently uncomfortable to bike to the Metrolink Station. A protected bikeway is needed. (2 responses)
- Improve access to Mart of Montebello. (2 responses)
- Provide protected facilities on Greenwood Avenue, and improve access to the future L Line Greenwood Station. (2 responses)
- Improve biking conditions to and around Potrero Heights Park. (2 responses)
- Improve access to Cantwell-Sacred Heart of Mary High School.
- Implement buffered bike lanes on Westmoreland Drive.
- Improve access to the shopping center at Via Camp and Wilcox Avenue.
- Improve access to Montebello City Park.
- Access to Rodriguez Park should be improved via Mines Avenue.
- Improve access to Holifield Library and the community center.

Report for Montebello Bicycle Master Plan

Response Counts



Totals: 84

1. Email address:

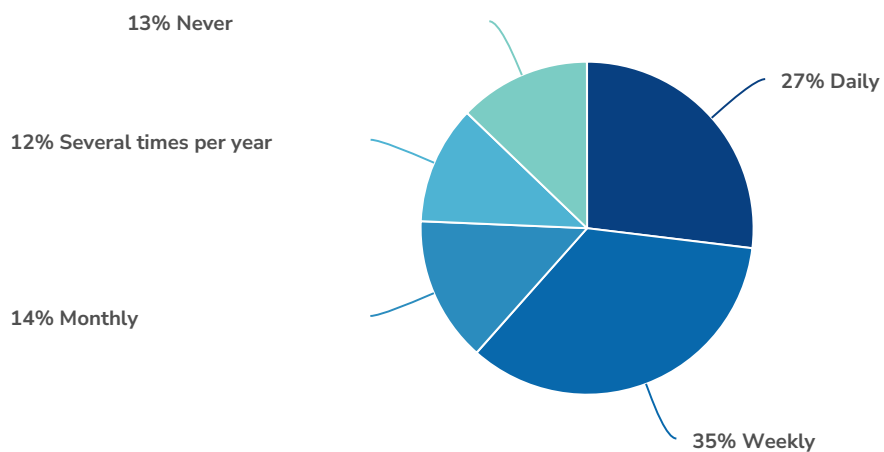
ResponseID	Response
4	sameeralalami@gmail.com
5	raytakosharky@gmail.com
6	Franceisg@allamericansportswearcorp.com
8	James.morales3@gmail.com
10	3moni29@gmail.com
11	Peralta.scarletohara@gmail.com
12	Kcardenas725@gmail.com
13	Gabi.gomez1028@gmail.com
14	vincentlarocca1@gmail.com
15	Ralphmoreno.esms@gmail.com
16	nahiely23@gmail.com
17	vincentlarocca1@gmail.com
18	Salasbrian61@gmail.com
19	Antiguacoffeehouse@yahoo.com
20	Erikamzap88@gmail.com
21	Sct5872@gmail.com
22	Aracelyguerrero15@yahoo.com
23	dlopez2877@gmail.com
24	info@amfconsulting.net
25	randy_peinado77@hotmail.com
26	Malo166@yahoo.com
27	Peralta.scarletohara@gmail.com
28	fpeggy34@gmail.com

ResponseID	Response
29	yolandaanaya@att.net
31	goeligo@gmail.com
33	dgherrera05@gmail.com
34	jas3651CA@msn.com
35	pebbles6253@gmail.com
36	jairo.r.avalos@gmail.com
37	Stefaniar10@hotmail.com
39	delgadomonica@sbcglobal.net
41	billmoreno@gmail.com
43	sicmscratchy@yahoo.com
44	tanyaaaism@gmail.com
45	almaadelacruz17@gmail.com
46	dmadina16@gmail.com
47	dzapata34@gmail.com
49	ericj4k@gmail.com
51	r6rodriguez@gmail.com
52	donsonliu@gmail.com
55	javier.silva711@gmail.com
56	Sdfarfan@gmail.com
57	calcarlos@zoho.com
58	shaynes1776@gmail.com
59	topher@activesgv.org
60	987.matt@gmail.com
61	luisvgutierrez93@gmail.com

ResponseID	Response
62	daniellenzamora@gmail.com
65	mattbnfin@gmail.com
66	Baybluegurl55@yahoo.com
67	carly@activesgv.org
68	Christiannss@icloud.com
69	Gerazo248@gmail.com
70	philiptaylor4545@gmail.com
71	wpasillas@gmail.com
72	echteltyreecumm@gmail.com
73	Futurewarss@gmail.com
75	Asd@gmail.com
76	ango46923@gmail.com
77	ogonnablessing40@gmail.com
78	ealejandra27@yahoo.com
79	BikesInLA@yahoo.com
81	Andthewalrus@gmail.com
82	fpeggy34@gmail.com
83	stevfalcon10@gmail.com
84	charger440@att.net
85	Ericanthonymehra@hotmail.com
87	0028vsmail@gmail.com
89	Mbmaribella@gmail.com
90	mattcterry@.com
91	gilcas2000@yahoo.com

ResponseID	Response
92	Deniseiks@yahoo.com
93	pancakeaddict0@gmail.com
95	manriquez323@gmail.com
96	spurgeon96@gmail.com
97	gonzalezdominic28@gmail.com
98	jas3651CA@msn.com

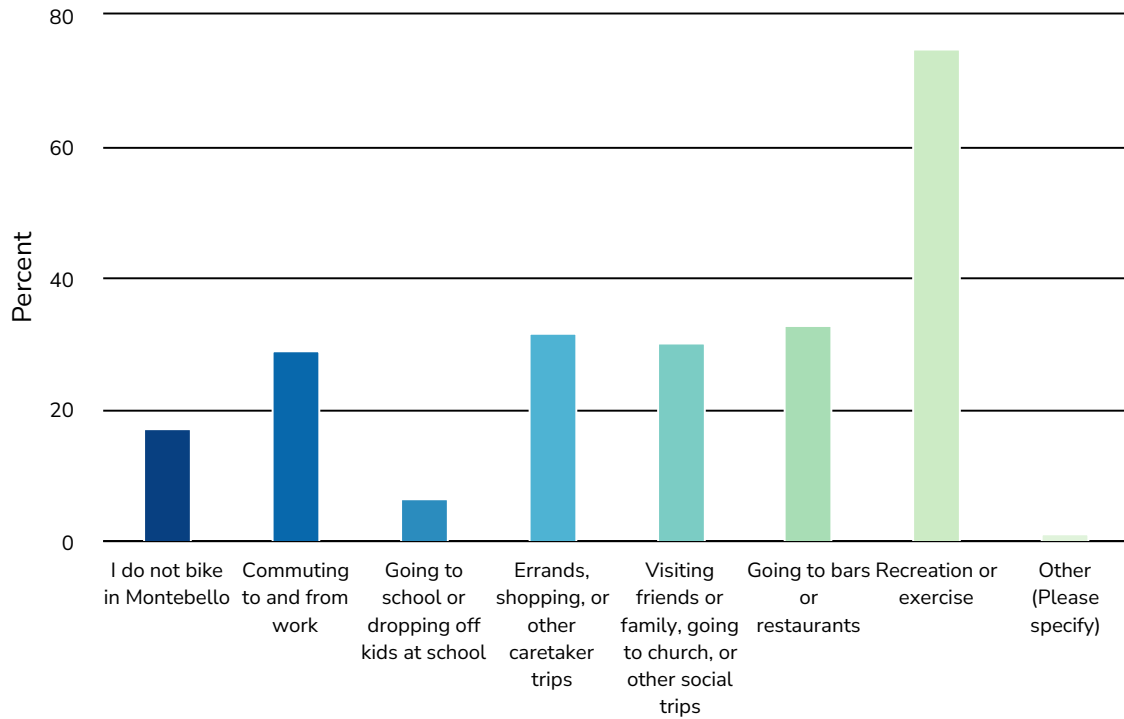
2. How often do you ride a bicycle?



Value	Percent	Responses
Daily	26.9%	21
Weekly	34.6%	27
Monthly	14.1%	11
Several times per year	11.5%	9
Never	12.8%	10

Totals: 78

3. If you do ride, what is the current purpose for most of your bike trips?
Select all that apply.



Value	Percent	Responses
I do not bike in Montebello	17.1%	13
Commuting to and from work	28.9%	22
Going to school or dropping off kids at school	6.6%	5
Errands, shopping, or other caretaker trips	31.6%	24
Visiting friends or family, going to church, or other social trips	30.3%	23
Going to bars or restaurants	32.9%	25
Recreation or exercise	75.0%	57
Other (Please specify)	1.3%	1

4. Using the images of bicycle facilities below, where would you feel safe and comfortable riding a bike? Please enter in the box below:

ResponseID	Response
4	A, C.
5	D and E seem the most practical for Montebello
6	B
7	A, B, C
8	A, B and C
10	A, B, C
12	A,B, and C
13	A, B, C, D, E.
14	I would feel safe riding on Street adjacent landscape separated bike paths and parking separated bike lanes
15	A,B,C, E
16	A, B
17	Street-adjacent landscape-separated bike path or parking separated bike lane
19	It's usually very safe and pleasant riding around a 9 block radius near the golf course
20	A&B
21	B and C
23	A, B, C, D
24	(C) Parking or post-separated bike lane
25	B. Street-adjacent landscape-separated bike path
27	A, B, C
28	A B C D
29	A

ResponseID Response

31 B

32 On B

33 I'm comfortable biking in A-E but especially C.

34 All of these

35 A, B, C

36 A, B, and C, in that order. Protection from cars is what makes me feel safe when biking

37 Street adjacent landscape separated bike path

41 C, A, B

43 ABCE D could feel safe if speed limit 30 & lower

45 F

46 A off street path or trail

47 A & B if they are able to connect me safely to other areas and zones. I feel okay riding in D.

49 A and B are my top choices, C is a last resort.

50 B, C

51 A,B,C

52 A, B, C, D, E

55 B

56 A, B, C

57 A, B, and C.

58 A, B

59 I would feel safe in A, B and C in that order.

60 A,B, & only C IF there's concrete. PLASTIC does NOT make me feel safe

61 I would feel most safe riding on A and B.

ResponseID Response

62 B. street- adjacent landscape-separated bike path

63 A, B, & C

64 The only safe options are (A) and (B). (C) is only acceptable if its parking separated, post separated is unsafe as most drivers ignore/run over the plastic posts. B is the best/safest option, and the preferred one.

65 A, B, C

66 C

67 A, B, C

69 C,b,a

70 A B C

71 A, B, E

72 A,B,C

73 (C) parking or post separated bike lane

75 A/b/c

76 I feel most safe and comfortable riding my bike in the environment in pictures A and B

77 The areas in picture A, B, C are the safest and most comfortable to ride a bicycle

78 Painting bike lines

79 In order C B A D E

81 B

82 A B C D E

84 A, B, C,D, E

85 (A. B. C.)Are great. (D E) are not good because drivers are usually looking at their phones.

86 B

87 A B C D E

ResponseID Response

89 B and c

90 A, B and C

91 A,B,C,D

92 B

93 I would feel safe and comfortable riding a bike in the following options: B) Street-adjacent landscape-separated bike path C) Parking or post-separated bike lane E) Bike route on residential street

94 A, B, C, D

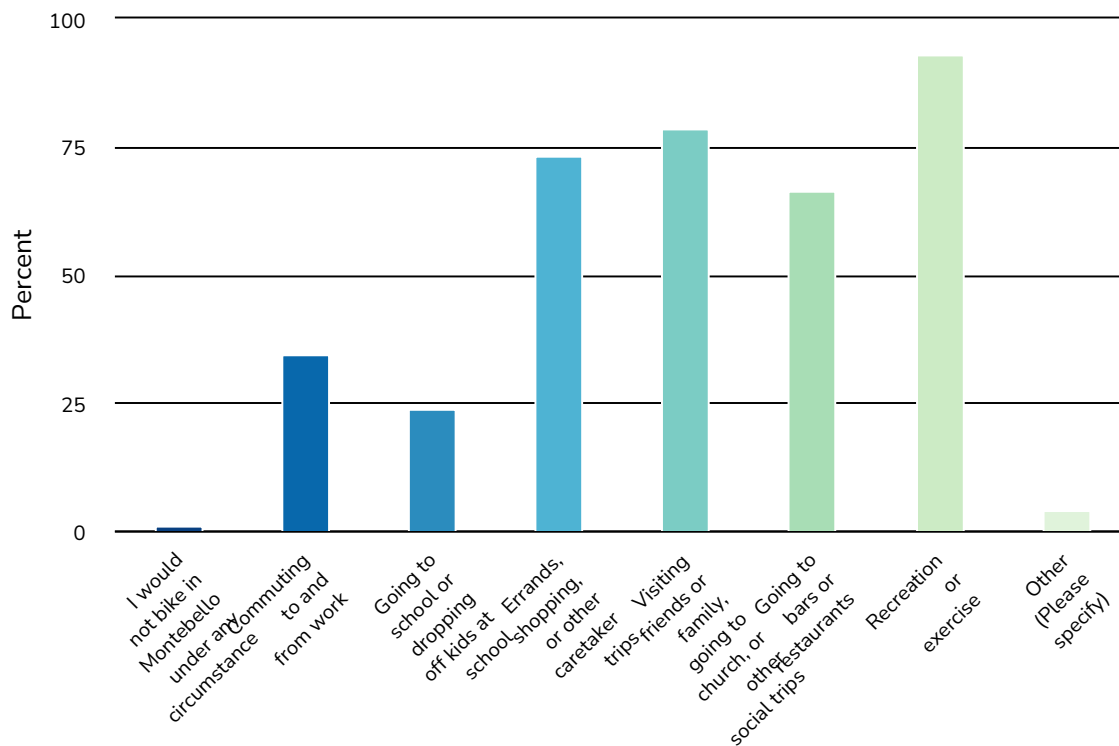
95 Only on the Rio Hondo Bike Path and possibly on a painted bike lane

96 Preferably B, but also C

97 A,B, C

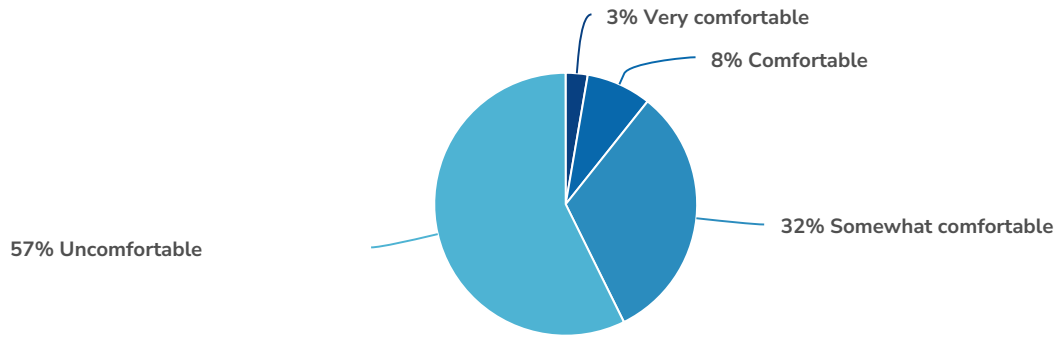
98 A, B, C, D, and E. I am an experienced cyclist.

5. If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride a bike to? Select all that apply.



Value	Percent	Responses
I would not bike in Montebello under any circumstance	1.3%	1
Commuting to and from work	34.7%	26
Going to school or dropping off kids at school	24.0%	18
Errands, shopping, or other caretaker trips	73.3%	55
Visiting friends or family, going to church, or other social trips	78.7%	59
Going to bars or restaurants	66.7%	50
Recreation or exercise	93.3%	70
Other (Please specify)	4.0%	3

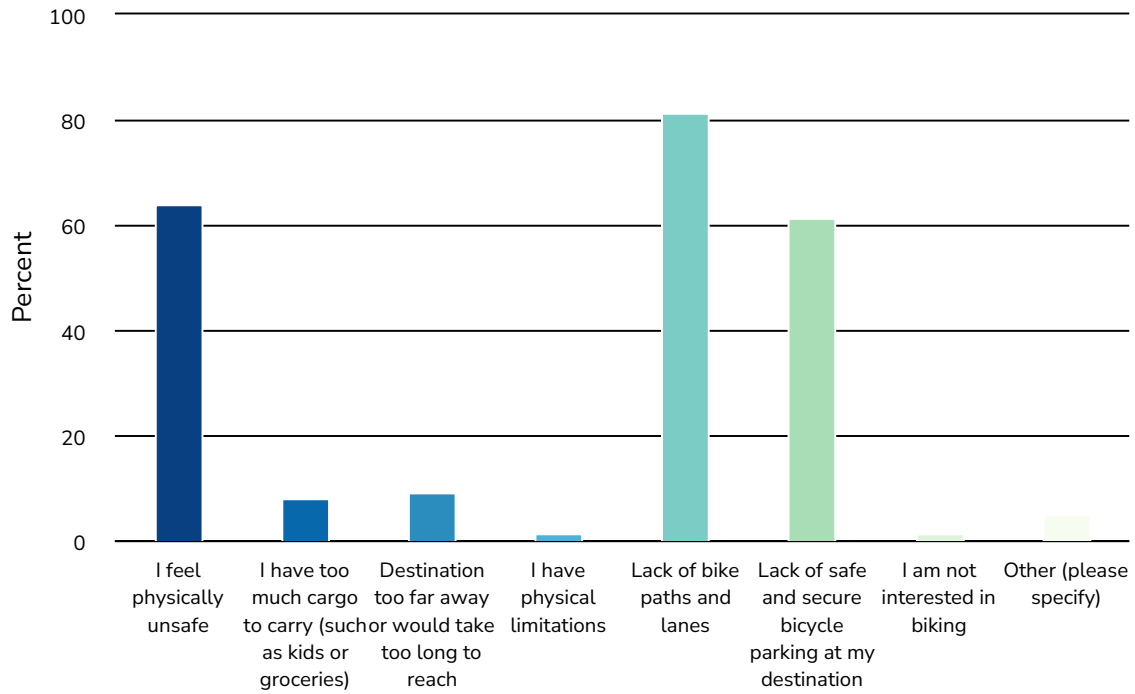
6. In general, which best describes your current level of comfort with biking in Montebello?



Value	Percent	Responses
Very comfortable	2.7%	2
Comfortable	8.0%	6
Somewhat comfortable	32.0%	24
Uncomfortable	57.3%	43

Totals: 75

7. Which of the following statements best describes what prevents you from biking more frequently? Select all that apply:



Value	Percent	Responses
I feel physically unsafe	64.0%	48
I have too much cargo to carry (such as kids or groceries)	8.0%	6
Destination too far away or would take too long to reach	9.3%	7
I have physical limitations	1.3%	1
Lack of bike paths and lanes	81.3%	61
Lack of safe and secure bicycle parking at my destination	61.3%	46
I am not interested in biking	1.3%	1
Other (please specify)	5.3%	4

8. What destinations in Montebello are currently challenging for you to access or wish you could access by biking?

ResponseID Response

4	Anywhere on the main part of the city.
5	Main streets like Whittier, Beverly blvd and Olympic all have their challenges. Main issue being there is no clear indication of a bicycle lane, cars frequently get to close and do not observe 6ft between their car and someone cycling
6	Montebello blvd, Beverly blvd, whittier blvd.
7	The parks, the "downtown area"
8	Downtown Montebello, Montebello mall, Metro Atlantic station
10	Commercial centers, schools
13	The Montebello Town Center
14	Downtown Montebello on Whittier Blvd, Montebello Mall, Rio hondo bike path, Beverly Hospital, AMC Theaters, Bowlero,
15	Anywhere along Beverly Blvd or Whittier Blvd.
16	montebello public library
19	Not in particular
21	To parks
23	Shopping, restaurants, bars etc. secure bike parking in a high visibility area
24	local shops in Downtown Montebello
25	Most neighborhood streets do not provide easement for bike travel to our many parks.
31	Riding down San Gabriel Avenue towards Lincoln Avenue. Too many homeless in the area.
32	The shopping center where Marshall's is located.
34	Bars and restaurants
35	Downtown Montebello
36	BLVD Market, Tierra Mia Coffee, Vons on Montebello Boulevard

ResponseID Response

41	Golf course, Downtown LA or Montebello
43	Atlantic Metro station, accessing Rio hondo trail
46	The shopping center off of Beverly and montebello blvd.
47	BLVD Market
49	Costco and Home Depot in Monterey Park. I know that isnt techincally Montebello, but it is a major destination
50	Metro Gold Line Station (getting there from East)
51	Do not feel safe riding along main streets anywhere in Montebello.
52	the shops along Whittier and Beverly. BLVD MRKT, Angry Horse
55	All locations
56	Recreational path, shopping areas, transit stops/ transit hubs.
57	Shopping, parks, restaurants, and bars.
59	places on Whittier and Beverly
60	Most of them. Biking only works if there's a network.
61	N/A
62	Whittier Blvd Market
63	Restaurants/going inside any building. No where to leave bike that feels safe.
64	anything on beverely or whittier is a horror to bike to as those main streets are extremely unsafe for cyclists.
67	Easier access to the closest metro rail station (Atlantic Station)
76	It's too far from work
77	It's inconvenient to go shopping and pick up the kids
78	Bervely Blvd
79	City Hall / DMV / Hospital / Restaurants

ResponseID Response

81	Anything on Whittier or Beverly Blvd. There is no good way to go East to West in ot through Montebello. BLVD Mkt, Brujeria, all the shops downtown, Broguieres Dairy would all be great by bike but there are sketchy sections to get there.
82	Most restaurants in Montebello
84	Montebello City Hall
85	Vons market. Rio hondo bike path
86	Just riding throughout the city not safe
87	None
89	The metro station on Atlantic. All around MTB
90	Grant Rea Park
91	City hall
92	Shopping centers
93	Montebello/Commerce Metrolink Station
94	Stores and shops on Whittier Blvd
96	All of the businesses by the Garfield exit off the 60 freeway, also the downtown section of Montebello
97	Train station
98	Washington and Whittier Blvds

9. Are there any streets that you would like the City to improve with bike lanes or other facilities?

ResponseID	Response
4	Whittier Avenue, Beverly Blvd, most others.
5	Garfield, Beverly blvd, Whittier and Olympic
7	Whittier Blvd, Beverly Blvd
8	Lincoln Blvd between Wilcox and Montebello Blvd, Whittier Blvd, and Beverly Blvd going east to west. Additionally, all of Montebello Blvd
10	Whittier, greenwood, around the downtown area.
13	Beverly Blvd.
14	Montebello Blvd, Whittier Blvd, Beverly Blvd, Garfield Ave, Lincoln Ave, Via San Delarro
15	Beverly Blvd and Whittier Blvd.
16	Greenwood Ave, Montebello Blvd, Whittier Blvd
17	Beverly blvd, Montebello Blvd, Whittier blvd, Lincoln Ave, Garfield Ave, Wilcox Ave, Washington Blvd
19	Residential streets should be of good repair.
20	Would be nice to have a bike path resembling what exists in Whittier (greenway trail)
21	Olympic, Vail , Montebello
23	Beverly Bl from the westside city limits to the eastside city limits needs a road diet and a post parking protected bike lane.
24	Lincoln Ave between Wilcox Ave and Montebello Blvd
25	All major boulevards traveling East and West. Montebello Blvd South of Lincoln Blvd, traveling North and South.
28	Beverly Blvd
31	Yes, Montebello Blvd.
32	Lincoln Ave
34	Whittier and Washington Blvds

ResponseID Response

35	Montebello Boulevard and Beverly Boulevard
36	Beverly Boulevard, Whittier Boulevard, Montebello Boulevard
41	Whittier blvd
43	Lincoln Blvd, other East West roads.
44	Lincoln Ave by the park cars are always speeding
46	Whittier blvd and Olympic blvd
49	Whittier Blvd and Lincoln Blvd.
50	Whittier Blvd, Beverly Blvd
51	All main streets
52	Whittier, Garfield, Beverly, Lincoln
55	Major streets such as Garfield, Whittier, and Beverly.
56	Beverly Blvd, Whittier Blvd, Garfield, Montebello Blvd, Greenwood,
57	Beverly Blvd or Lincoln Ave, Montebello Blvd, Garfield ave, Whittier, and Bluff Rd.
59	We need a network of protected bike lanes.
60	Literally all of them. If a car should be able to go there so should I on my bike. It's environmentally friend. Car isn't.
61	N/A
62	Whittier Blvd
63	Beverly blvd. Garfield blvd. bike parking.
64	Beverly Blvd, Whittier, Montebello, Wilcox, Washington, Garfield.
67	E. Pomona Blvd, Montebello Blvd., Beverly Blvd., Via Campo
69	Beverly and Whittier
73	Beverly, Whittier
76	Cycle lanes on major arterial roads

ResponseID Response

77 Building bike lanes on major roads

78 Beverly

79 Beverly Blvd

81 Beverly could really use bike lines.

82 Beverly Blvd

84 Beverly Blvd

85 Beverly Blvd. Whittier Blvd. Garfield. Mednik.

86 Beverly Blvd montebello Blvd going to mall

87 Beverly

89 Beverly. Pomona. Montebello

90 Beverly and Montebello Blvd.

91 Beverly

92 Whittier blvd, beverly

93 Lincoln Ave (stretch from Wilcox Ave to Montebello Blvd); Beverly Blvd; Whittier Blvd

94 Beverly Blvd, between Montebello Blvd and Poplar Ave, by Beverly Hospital

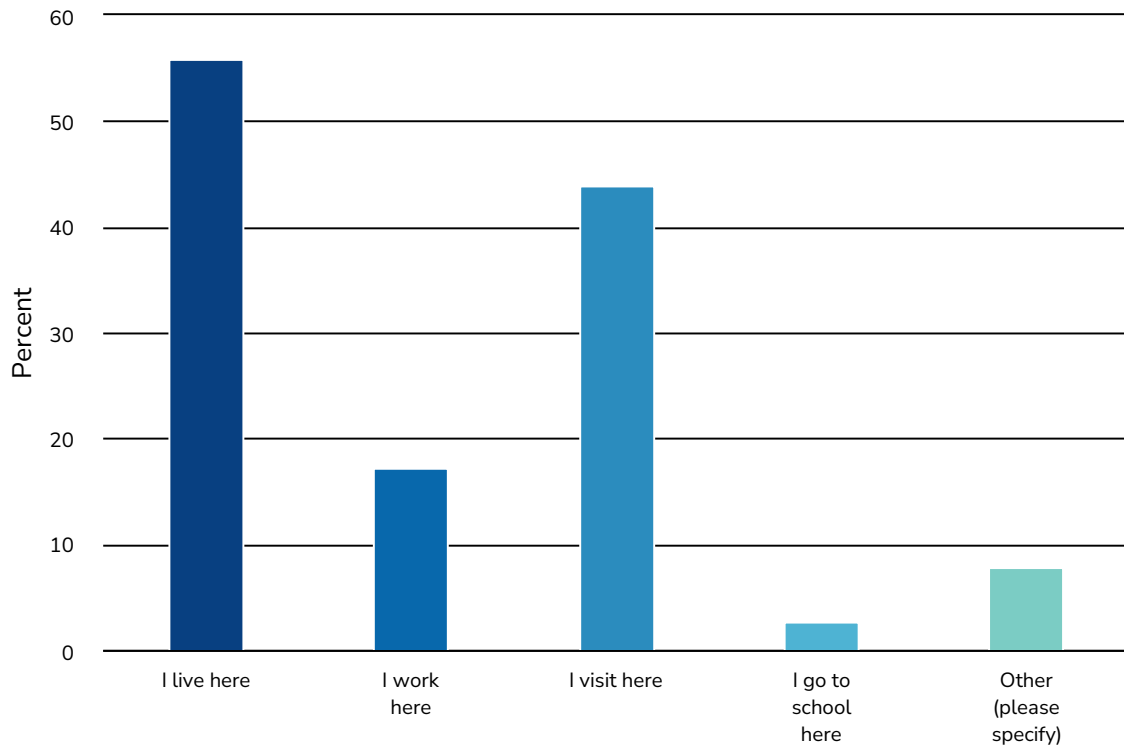
95 Lincoln, between San Gabriel & La Merced

96 Almost every one, there is a decent bike lane on Gerhart Ave. I believe

97 Montebello Blvd, Beverly Blvd, and whittier Blvd

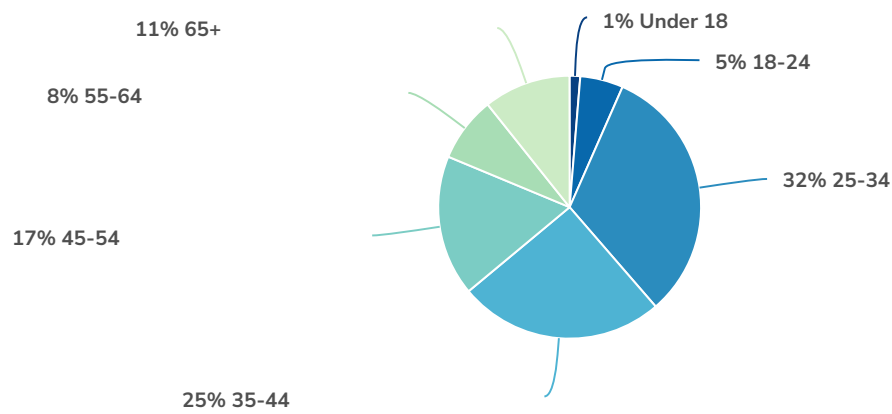
98 Washington and Whittier Blvds

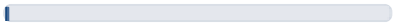
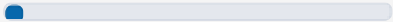
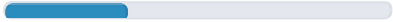
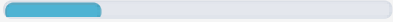
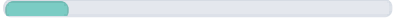
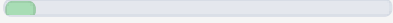
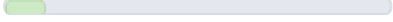
10. Your relationship with Montebello (select all that apply)



Value	Percent	Responses
I live here	56.0%	42
I work here	17.3%	13
I visit here	44.0%	33
I go to school here	2.7%	2
Other (please specify)	8.0%	6

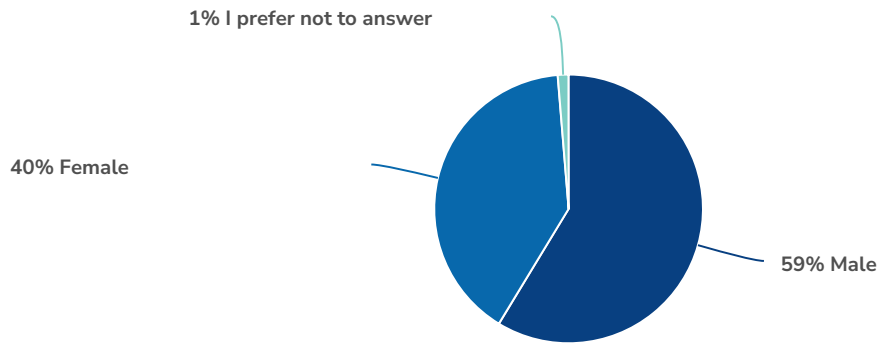
11. Your age



Value	Percent	Responses
Under 18	1.3% 	1
18-24	5.3% 	4
25-34	32.0% 	24
35-44	25.3% 	19
45-54	17.3% 	13
55-64	8.0% 	6
65+	10.7% 	8

Totals: 75






12. Your gender



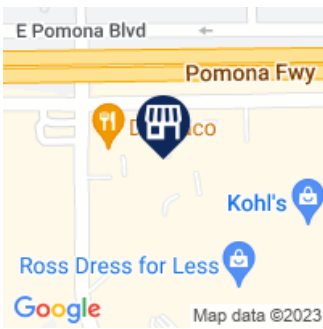
Value	Percent	Responses
Male	58.7%	44
Female	40.0%	30
I prefer not to answer	1.3%	1

Totals: 75

Montebello Bicycle Master Plan

1.  **James Morales | james.morales3@gmail.com | 3109623339**, Added July 15 2023
Protected bike lanes between Wilcox and Montebello blvd are needed.
Liked 2 times
2.  **James Morales | james.morales3@gmail.com | 3109623339**, Added July 15 2023
Make DTMTB more accessible by bike! Parking is scarce so making it more easily accessible by bike makes sense.
Liked 2 times
3.  **James Morales | james.morales3@gmail.com | 3109623339**, Added July 15 2023
Possibly paint the existing bike lanes green making them more visible/safer?
Liked 1 time
4.  **James Morales | james.morales3@gmail.com | 3109623339**, Added July 15 2023
Protected bike lanes all along Montebello Blvd would encourage more bike riding within the city and increase use of public transit.
Liked 3 times
5.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598**, Added July 19 2023
There should be a protected bike lane here to allow recreational cyclists to connect from the Avenida De La Merced bike lane to the Rio Hondo Bike Lane
Liked 4 times

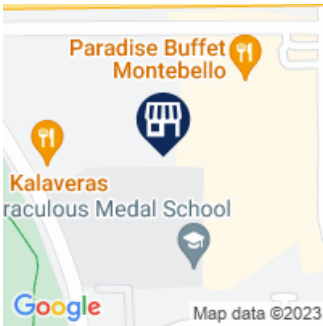
6. **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**



I would like to bike to the Doctors office and to visit the Bank and Montebello Plaza shops

Liked 1 time

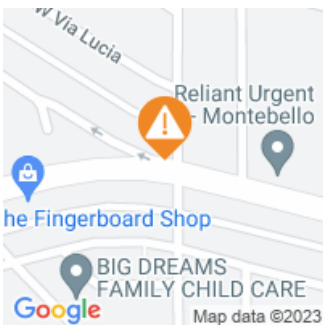
7. **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**



I would like to bike to Montebello City Park to use the park facilities.

Liked 0 times

8. **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**



Vehicles around this curve going eastbound and parked cars act as a blind spot endangering pedestrians and cyclists.

Liked 3 times

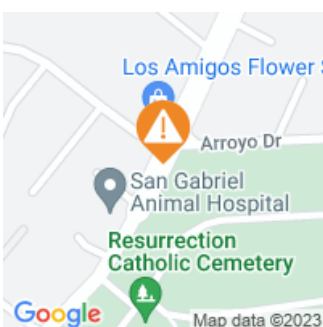
9. **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**



Unsafe and uncomfortable for pedestrians and cyclists.

Liked 0 times

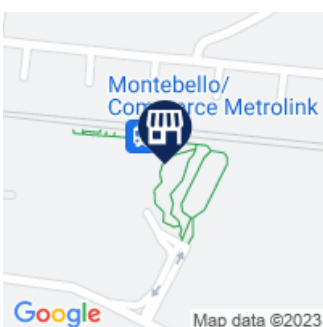
10. **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**



Lots of potholes along Potrero Grande, no sidewalk for pedestrians and no safe way for biking along Potrero Grande and accessing Potrero Heights Park.


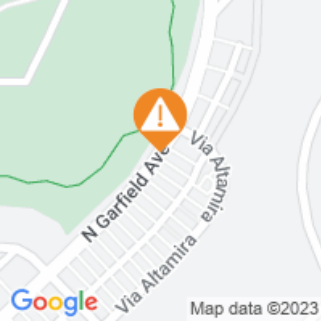


Liked 1 time

11. **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**

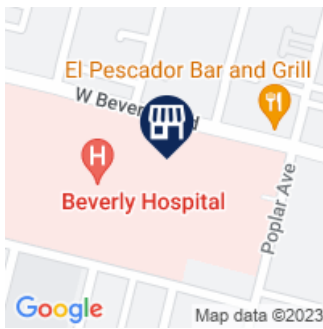


Difficult and uncomfortable to get to the Montebello Metrolink Station by bike

Liked 2 times

12.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**
I would like bike to City Hall and Montebello Library
Liked 3 times
13.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**
Would like to bike to Montebello City Park to use its facilities like tennis, pickle ball courts and pool
Liked 2 times
14.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**
Difficult to bike on Garfield Ave due to lots of Parked cars and car traffic at high speeds. Traffic calming needed and bike lane needed.
Liked 2 times
15.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**
Chet holifield library and community center for community meetings and park facilities
Liked 2 times
16.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**
Protected bike lanes on Greenwood Ave needed for safe travel in South Montebello and safe route to school for Greenwood Elementary Students
Liked 2 times
17.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023**
Bike lane needed on Wilcox ave for students to access Schurr high school and to access Montebello Plaza grocery stores and shops.
Liked 4 times

18. **Vincent La Rocca** | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023



Bike to Beverly hospital

Liked 2 times

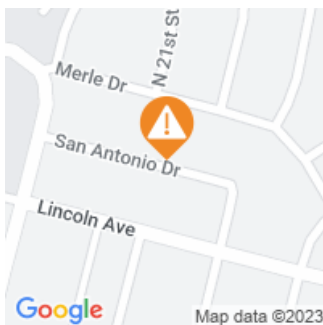
19. **Sylvia Takeyama** | sct5872@gmail.com | 3235165409, Added July 20 2023



I feel it's very dangerous to ride a bike on Olympic, Montebello Boulevard and Vail Street

Liked 1 time

20. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023



Safety Concern - Drivers use San Antonio Dr as a shortcut traveling eastbound on Lincoln Ave. Speed bumps have become ineffective as drivers speed between the speed bumps and often speed around the turn from San Antonio into 20th Street.

Liked 0 times

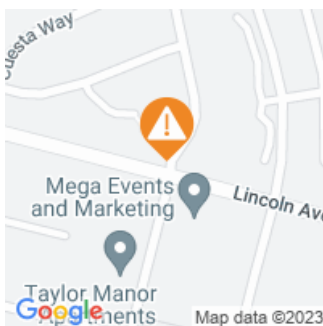
21. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023



lack of crosswalks or controlled intersections on Lincoln Ave between Wilcox and Germain Dr. where drivers are able to speed without good sight distance due to the topography of the street. I recommend putting in a round-about at the intersection of Lincoln Ave and 20th Street as a traffic calming measure.

Liked 1 time

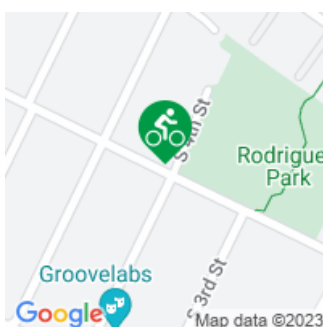
22. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023



Speeding traffic with two lanes of traffic in each direction. I recommend a parking protected bike lane and the limiting traffic to one lane in each direction.





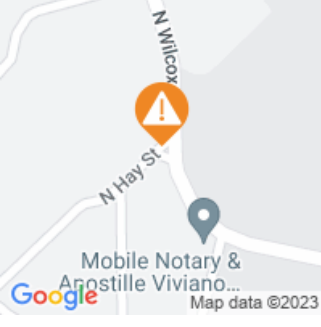

Liked 1 time

23. **Randy Peinado** | randy_peinado77@hotmail.com | Added July 20 2023



While a Reggie Rodriguez provides plenty of recreational activity for the surrounding neighborhood, there is no way to safely travel to this park by bicycle, scooter, or skates. Additionally, only ONE SIDE of Mines Ave., between Bluff Rd. and Montebello Way, provides a sidewalk to allow for safe pedestrian travel. This is lack of safe passage is only compounded by the speeding traffic as there are no speed bumps. And this traffic grows to a very unsafe level when a train cuts access off at Olympic Blvd.

Liked 4 times

24.  **Randy Peinado | randy_peinado77@hotmail.com | Added July 20 2023**
 The intersection of Bluff Rd. and W Roosevelt Ave. provides access to the Rio Hondo Bike Path. However, the entirety of Bluff Rd. provides no bike pathway to actually get to the entry point for the bike access. No safe sidewalk exists that leads to the entry way as there are several sections along Bluff Rd where the sidewalk is no longer there.
 Liked 4 times
25.  **Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023**
 Poorly signalized intersection. Pedestrians need an additional crosswalk leading directly to Westmoreland Dr. as this street serves as a secondary drop off point for students of Schurr HS and is part of the primary network for local running and walking path.
 Liked 1 time
26.  **Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023**
 A buffered bike lane is useful on Westmoreland Dr from Wilcox Ave to Vail Ave as this serves as a connection to the shops at Market Plaza
 Liked 2 times
27.  **Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023**
 Very narrow sidewalks on both sides of the street with traffic at a high rate of speed. A bollard protected bike lane would be helpful here.
 Liked 2 times
28.  **Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023**
 The slip lane at this location does little to protect pedestrians and cyclists at this location. A massing of students often congregates at the pedestrian island in making their way to and from school. I recommend closing the slip lane to prioritize pedestrians/cyclists crossing the street.
 Liked 3 times
29.  **Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023**
 A wide roadway does little to protect pedestrians walking/riding to Acuna Park. I recommend putting in a HAWK signal and a midblock crossing.
 Liked 3 times

30. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023
Need protected bike lanes to reach Costco. Wish we had Costco back in Montebello
Liked 1 time



31. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023
Destination I'd like to bike to.
Liked 2 times



32. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023
Destination I'd like to bike to.
Liked 2 times



33. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023
Destination I'd like to bike to.
Liked 2 times





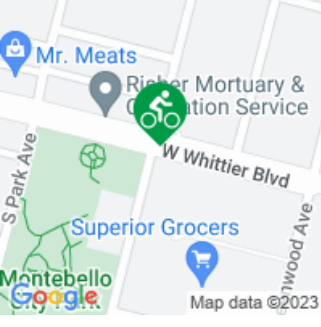
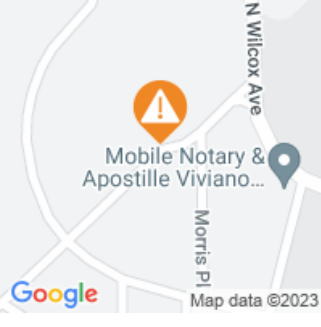








34. **Armando Medina** | info@amfconsulting.net | 3236793802, Added July 20 2023
Destination I'd like to bike to.
Liked 1 time














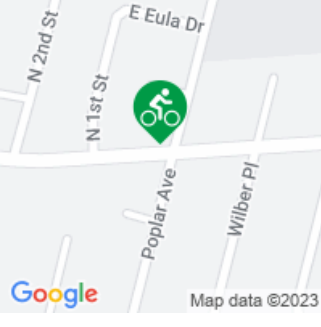
35. **Kevin Smith** | kev3060@gmail.com | Added July 25 2023
The massive slip lane off of Garfield encourages cars to enter into a high density neighborhood at high speeds. This intersection is (unfortunately literally) a death trap. I fear for my life every time I walk in this area.
Liked 1 time



36.  **Kevin Smith | kev3060@gmail.com | Added July 25 2023**
 High speeds along Whittier Blvd create dangerous conditions for pedestrians and bikers. Consider traffic calming devices (bulb outs, raised crosswalks, etc) and street narrowing (lane width narrowing, reducing the number of lanes, etc) in order to slow down traffic along Whittier Blvd. The faster the cars move, the more people will drive by without stopping, the more people will die, and the fewer people will risk their life to visit the establishments here.
 Liked 3 times
37.  **Kevin Smith | kev3060@gmail.com | Added July 25 2023**
 Additional bike infrastructure can give students another method of getting to school, reducing car traffic and giving kids some much-needed exercise.
 Liked 0 times
38.  **Kevin Smith | kev3060@gmail.com | Added July 25 2023**
 The Montebello Town Square is a key amenity to the city. Decreasing traffic speed, increasing bike racks, and providing safe bike paths to and from this location will help create a more bikable Montebello.
 Liked 2 times
39.  **Kevin Smith | kev3060@gmail.com | Added July 25 2023**
 The Shops at Montebello are a key amenity to the city. Decreasing traffic speed, increasing bike racks, and providing safe bike paths to and from this location will help create a more bikable Montebello.
 Liked 0 times
40.  **Kevin Smith | kev3060@gmail.com | Added July 25 2023**
 Protected bike lanes along Whittier Blvd are a key step to breathing life into our downtown.
 Liked 4 times
41.  **Kevin Smith | kev3060@gmail.com | Added July 25 2023**
 Even with speed bumps, drivers hit incredible speeds going down Hay Street. The design of the street is very forgiving to drivers, indicating that fast speeds are appropriate and safe. Traffic calming devices such as bulb outs, raised crosswalks, and lane width reductions (possibly via parking protected bike lanes) should be STRONGLY considered.
 Liked 1 time

42.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023**
 The traffic light for traveling on Via Acosta at Garfield is extremely fast and does not give enough time for cyclists to cross. There should be a bike loop detector to lengthen the duration of the signal timing. This a safer bike route for cyclists to connect to Via San Delarroo given the lack of safe infrastructure on Beverly Blvd.
 Liked 0 times
43.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023**
 The traffic light for traveling on Lincoln Ave at Wilcox Ave is extremely fast and does not give enough time for cyclists to cross. There should be a bike detector at the left turn lane and center lane to lengthen the duration of the signal timing. Lincoln is a safer bike route for cyclists given the lack of safe infrastructure on Beverly Blvd.
 Liked 0 times
44.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023**
 Maiden lane has the opportunity to be another connection to the Rio Hondo Bike Path offering nearby residents another means of safely entering bike way. There could be collaboration with Montebello Land & Water which might own the property to give through access to cyclists.
 Liked 0 times
45.  **Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023**
 Parking protected bike lanes along Beverly Blvd would be great for safety and reducing car traffic by giving residents a safe option on bike. This infrastructure would also reduce car speeds making making the area more pedestrian friendly and increasing foot traffic to local businesses.
 Liked 1 time
46.  **Kevin Smith | kev3060@gmail.com | Added July 26 2023**
 Slip lanes like this allow drivers to approach intersections with minimal slowdown. This poses a danger for all other users of the intersection (pedestrians, bikers, and public transit users). Slip lanes are rarely useful, and should NEVER be implemented in a neighborhood where pedestrians should be prioritized.
 Liked 0 times
47.  **Kevin Smith | kev3060@gmail.com | Added July 26 2023**
 Slip lanes like this allow drivers to approach intersections with minimal slowdown. This poses a danger for all other users of the intersection (pedestrians, bikers, and public transit users). Slip lanes are rarely useful, and should NEVER be implemented in a neighborhood where pedestrians should be prioritized.
 Liked 0 times

48.  **Kevin Smith | kev3060@gmail.com | Added July 26 2023**
 Beverly and Garfield is a key node in the city, and should be built to prioritize people wanting to patronize nearby stores. High speeds in this area are bad enough, but this slip lane make this intersection incredibly dangerous for those walking around the area, looking to patronize local businesses.
 Liked 0 times
49.  **Kevin Smith | kev3060@gmail.com | Added July 26 2023**
 Key destination in the city. Lots of shops around here, and it needs to be made more accessible for biking and pedestrian. This can be done by adding bike lanes and slowing down the streets around it, and creating better connections to the rest of the city.
 Liked 2 times
50.  **Kevin Smith | kev3060@gmail.com | Added July 26 2023**
 Despite the high speed streets, this area is waiting to become a walkable center to the city. Slower streets with bike lanes can help be a key step in making this dense, street facing commerce come to life.
 Liked 2 times
51.  **Added August 01 2023**
 Supporting local businesses is important, having more bicycle access here will allow us to be able to support them
 Liked 0 times
52.  **Added August 01 2023**
 Love Tierra Mia coffee! It's a great community gathering place that would see a lot more visitors if there was safe biking infrastructure
 Liked 1 time
53.  **Added August 01 2023**
 Being able to bike to a grocery store and get food and essentials is important. Lots of people frequent this store and have to make short car trips, wasting gas and money. If there was safe biking infrastructure we could go here easily and use that money for groceries instead
 Liked 0 times

54.  Added August 01 2023
Protected bike lanes on whittier boulevard would bring back so many businesses. Studies show over and over again that having bike lanes increases the number of customers and reduces business vacancies
Liked 1 time
55.  Added August 01 2023
Fun with friends. I like to go here but would go more if there was safer biking infrastructure
Liked 0 times
56.  Added August 01 2023
LA Taqueria is opening here soon and me and my friends would visit more often if we felt safe getting there on our bikes
Liked 0 times
57.  Added August 01 2023
We need a protected bike lane to the Montebello Metrolink station. By doing this we can get more people to ride the train and the bus. Right now it's impossible to get there safely
Liked 1 time
58.  **Travis Wong | sicmscratchy@yahoo.com | 9164769571**, Added August 09 2023
Rio hondo access from West requires riding on Beverly, which is dangerous.
Liked 1 time
59.  **Donson Liu | donsonliu@gmail.com | (626) 824-6655**, Added August 10 2023
Bike lanes on Lincoln to get to the Rio Hondo Bike Path. City of LA is spending billions to make the LA River usable for bikes while Montebello is letting the already built Rio Hondo Bike Path languish. Hundreds if not thousands of recreational riders would love to eat/shop in Montebello if it were safe to get off the river.
Liked 2 times

60. **Donson Liu | donsonliu@gmail.com | (626) 824-6655, Added August 10 2023**



Bike lanes from Beverly to Rio Hondo River. City of LA is spending billions to make the LA River usable for bikes while Montebello is letting the already built Rio Hondo Bike Path languish. Hundreds if not thousands of recreational riders would love to eat/shop in Montebello if it were safe to get off the river.

Liked 1 time

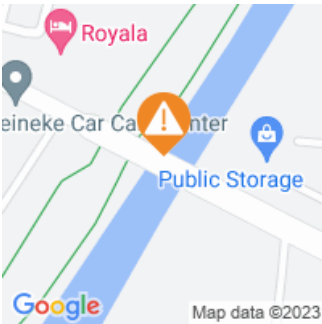
61. Added August 23 2023



Slip lane on Via Acosta encourages drivers on Beverly Blvd to continue at his speeds in front of homes. There is an existing Stop sign in the Slip lane, however, cars either ignore the stop sign or fail to do a complete stop. This slip lane should be closed making the street only accessible by pedestrians and cyclists trying to access Ashiya park on a slower street than Beverly Blvd. Residents could still access the street via Concourse Ave

Liked 1 time

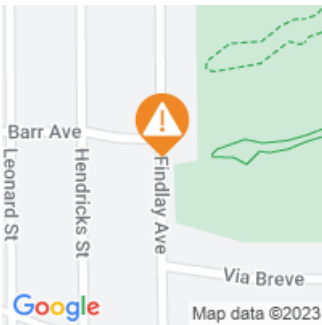
62. Added August 23 2023



Difficult to cross Whittier Blvd bridge on a bike. Recommend converting Whittier Blvd Bridge to one travel lane in each direction and adding a protected 24/7 bus/bike lane in each direction

Liked 1 time

63. Added August 23 2023



Some of the Speed humps on Findlay Ave are not large enough to reduce speeding. Dangerous for pedestrians and cyclists crossing at Dewar Ave and at Via San Delarros.

Liked 0 times

64. Added August 23 2023



Dangerous to bike or walk on Garfield Ave between Montebello and Monterey Park. Safety improvements and better intersection design are needed. Infrastructure improvements needed to reduce vehicle speeds on Via Campo


Liked 0 times


65. Added August 23 2023





Paramount Blvd is wide enough to accommodate protected bike lanes to access Potrero Heights park the Monterey Park Market place and the Shops at Montebello.


Liked 0 times


66.  Added August 23 2023
 Difficult to safely bike to Potrero Heights Park
 Liked 0 times

67.  Added August 23 2023
 Cantwell Sacred Heart High School
 Liked 0 times

68.  Added August 23 2023
 The future Metro rail station
 Liked 0 times

69.  **Jonathan | futurewarss@gmail.com | 3235339058**, Added August 25 2023
 A lot of these intersections on Merle from Westmoreland up to Germain far don't have stop signs on either directions
 Liked 0 times

70.  **Jonathan | futurewarss@gmail.com | 3235339058**, Added August 25 2023
 Cars overflow from Sizzler's parking to Beverly having cyclists to take the full lane almost jumping into the second lane to avoid parked cars. There's never cars parked on Beverly but always here
 Liked 1 time

71.  **GILBERT JAUREGUI | charger440@att.net | 3235281402**, Added August 26 2023
 Dangerous for bikes. No bike lane.
 Liked 0 times

72. **GILBERT JAUREGUI | charger440@att.net | 3235281402, Added August 26 2023**



Bike lane needed

Liked 2 times

73. **GILBERT JAUREGUI | charger440@att.net | 3235281402, Added August 26 2023**



Many shops and restaurant at this location

Liked 0 times

74. **GILBERT JAUREGUI | charger440@att.net | 3235281402, Added August 26 2023**



Bluff road should have "Sharrows" (share the road) on pavement as per bike route.

Liked 0 times

E

PROJECT VISION, GOALS, AND ACTIONS MEMO



Technical Memorandum

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello
From: Michael Sahimi and Karen Phan – Kittelson & Associates, Inc.
RE: Montebello Bicycle Master Plan – Project Vision, Goals, and Actions

Kittelson & Associates, Inc. (Kittelson) is helping the City of Montebello (City) prepare their Citywide Bicycle Master Plan (BMP) to improve biking conditions throughout the city. This document outlines Kittelson's recommended framework for the BMP's vision, goals, and actions to help the City implement the recommended network and programs and to help encourage more biking in the City.

This framework was informed by the existing and baseline conditions analysis, community and stakeholder outreach efforts, and a review of recent and ongoing City planning efforts such as the General Plan Update. The vision statement identifies the long-term, aspirational goal for biking in Montebello, supported by the goals and actions to achieve the vision.

VISION

The City of Montebello will increase bicycling by being a place where people of all ages and abilities can conveniently bike to local and regional destinations. The City will provide safe and accessible bicycle facilities and supporting amenities to create a more welcoming and encouraging environment for bicyclists, cultivating a culture of bicycling as part of the City's identity.

GOALS AND ACTIONS

Goal 1.0 Accessibility: Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.

Providing comfortable and convenient bicycle facilities that offer direct pathways to key destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping.

Actions

- Provide bicycle facilities to and from key local and regional destinations, and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency.
 - Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and key destinations in Montebello, and providing bicycle facilities to and from the trail.
 - Improve bicycling connectivity to existing and planned transit stations.
-

- Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented.
- Supplement the provision of bikeways at key destinations with other bicycle-oriented amenities.
- Provide or encourage the provision of secure and convenient bicycle parking at key destinations.
- Design bikeways that acknowledge the needs of bicyclists of all ages and abilities

Goal 2.0 Safety: Improve safety and the perception of safety for bicyclists.

Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include engineering improvements, enforcement, and education.

Actions

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities network.
- Improve bicyclists' perception of safety while using Montebello's circulation network with protected bicycle facilities where feasible.
- Implement designs that reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

Goal 3.0 Encouragement: Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also help foster a sense of local identity, increase the visibility of bicycling in the city, and engrain bicycling as part of Montebello's culture. In addition to education and campaigns, the design of physical improvements can also help achieve this goal and put bicycling at the forefront of the City's identity.

Actions

- Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello.
- Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events.
- Utilize the City's resources (such as social media channels) to promote bicycling.

F

BICYCLE-ORIENTED WAYFINDING, PARKING, AND E-BIKES MEMO



Technical Memorandum

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello
From: Dhawal Kataria, AICP and Michael Sahimi, AICP – Kittelson & Associates, Inc.
RE: Montebello Bicycle Master Plan – Bicycle-Oriented Wayfinding, Parking, and E-Bikes

Kittelson & Associates, Inc. (Kittelson) is assisting the City of Montebello (City) in preparing a Bicycle Master Plan (BMP). As part of this effort, the City has expressed interest in establishing bicycle-oriented wayfinding protocols. Kittelson has prepared this memorandum outlining guidance for selecting locations and designing bicycle-oriented wayfinding signage. This memorandum also includes guidance on locating and designing secure bicycle parking at key destinations, and for regulating and planning for electric bikes (e-bikes). This memorandum is organized into the following sections:

- Background
- Bicycle Wayfinding Signage
- Bicycle Parking
- Planning for E-Bikes
- Recommendations and Next Steps

BACKGROUND

Bicycle Wayfinding Signage

A bicycle wayfinding system encompasses both signing and pavement markings that are designed to assist bicyclists in reaching their destinations via preferred bicycle routes and enhance the cycling experience. Typically, signs are installed at critical decision points along bikeways, such as where two or more bikeways intersect or at other strategic locations along the bicycle routes.

A coordinated, thoughtfully designed signage system improves the coherency of a bikeway network. It also provides a greater sense of security and comfort for users by confirming that riders are on the correct route and are aware of how far they will have to travel to reach their destination. On-street bicycle wayfinding signs also provide visual cues to motorists that people on bicycles may be present and they should drive with caution.

A consistent wayfinding system within the City of Montebello will benefit residents and visitors by:

- Providing information about destinations, direction, and distance
- Enhancing users' ability to navigate the bikeway network and find key attractions
- Reinforcing the visual identity of the City
- Promoting community awareness of trails and the bikeway network

There is no state law that requires the local jurisdiction to provide bicycle wayfinding signs. However, provision of bicycle wayfinding signs is considered a good practice and is recommended as part of National Association of City Transportation Officials (NACTO) Bicycle Wayfinding Signs and California Manual on Uniform Traffic Control Devices (CA MUTCD) guidelines.

During the first Montebello Bicycle Master Plan community workshop that occurred on August 10, 2023, participants indicated a desire for more bicycle signage and wayfinding to help navigate the city while also promoting bicycle culture and increasing its visibility.

This memo covers the following topics relevant to developing bicycle wayfinding signage:

- Wayfinding principles and elements
- Types of destinations
- National and state guidance
- Approach taken by the City of Costa Mesa

Bicycle Parking

Bicycle parking is critical because many people's decision to bicycle is affected by security concerns for their property. California state law leaves rules on minimum numbers of bicycle parking spaces to local jurisdiction discretion. Typically, cities establish provisions for both short-term and long-term bicycle parking facilities. Short-term parking caters to brief visitors, while long-term secure bike parking is primarily intended for building tenants such as employees or residents. In 2016, the California Green Building Standards Code (CALGreen) introduced mandatory bike parking requirements for non-residential structures. These regulations offer valuable guidance for determining the recommended minimum combination of short- and long-term secure bike parking spaces in non-residential buildings.

While the City's Municipal Code does not include general minimum bicycle parking requirements for new developments, bicycle racks are required as part of vehicle trip reduction and travel demand measures for non-residential development of 50,000 square feet or more, as follows:

- Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.

Short-term bike parking options, such as bike racks, can be found at various key destinations within Montebello including the following City facilities:

- City Hall
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holifield Community Center

Downtown Montebello, which consists of two main roadways (Montebello Boulevard and Whittier Boulevard), is not served by dedicated bicycle facilities although bike racks are provided along the sidewalk on Whittier Boulevard.

During the first community workshop, several participants indicated that a lack of convenient bike parking at local retail destinations discouraged them from bicycling for shopping or dining trips.

This memo covers the following topics relevant to bicycle parking:

- Parking supply requirements
- Short-term bicycle rack types

- Siting and location for short- and long-term parking
- Approach taken by City of Los Angeles

Planning for E-Bikes

With the rising popularity of electric bikes, commonly known as e-bikes, it is crucial for cities to incorporate this new mode into their transportation strategies. As e-bikes become more prevalent, it is important to consider their impact on non-electric bicyclists and the overall cycling network, as well as on pedestrians, drivers, and other users. E-bike riders have a higher risk of being involved in collisions than traditional bicycle riders due to their higher speeds compared to non-electric bicycles; crash severity may also be higher due to traveling at higher speeds.

Outreach participants have indicated a need to address e-bikes in the city, including unsafe riding by people under the age of 18, including children and teenagers which may be novice e-bike users.

This memo covers the following topics relevant to planning for e-bikes:

- Classes of e-bikes
- Factors to consider when planning for e-bikes
- Federal guidance
- Approach taken by City of Irvine

BICYCLE WAYFINDING SIGNAGE

This section provides an overview of the principles of wayfinding, types of signs, major destinations where signs should be located, and guidance on how to place the signs effectively along the roadways.

Wayfinding Principles

There are six core principles to keep in mind when developing a bicycle wayfinding program. These principles aim to guide the placement and design of a wayfinding system in order to create a clear wayfinding experience and achieve a more navigable bicycle network.¹

1. Connect Places

Effective wayfinding is an extension of the bicycling and walking network and provides a seamless travel experience for non-motorized users. Wayfinding signs typically only allow for a maximum of three destinations per sign. Therefore, there must be an approach for selecting and prioritizing the potential destinations to which bicyclists may want to travel.

Generally, potential destinations for inclusion on signs can be categorized within three levels:

- **Level 1:** Recognizable districts and neighborhoods. These may be city centers; historic, commercial, cultural, or educational districts; or neighborhoods with a distinct and recognizable name and character. Level 1 destinations should be included on signs up to 3–4 miles away.

¹ Alta Planning + Design. Six Wayfinding Design Principles. Retrieved from <https://altago.com/wayfinding-design/>

- **Level 2:** Specific landmarks or major attractions which generate a high volume of visitors. Landmarks include transit stations, major tourist venues, regional parks, open spaces, and post-secondary educational institutions. Level 2 destinations should be signed up to 2 miles away.
- **Level 3:** Local destinations such as civic buildings, parks, high schools, shopping centers, and healthcare facilities. They typically occur on signs in low- density areas where few other destinations are present or along pathways not connecting higher priority (Level 1 and 2) destinations. Level 3 destinations may be signed up to 1 mile away.

Connectivity also goes beyond physical signage — wayfinding signage elements can create a deeper connection to a place, cultivate a sense of pride by reflecting community values and identity, and support local economic development by encouraging residents and visitors to use services.

2. Promote Active Travel

The presence of wayfinding signs should help to communicate that walking and bicycling to many destinations is possible, helping to reduce physical barriers to using these modes for all types of trips. An effective wayfinding system makes active transportation facilities more visible and helps to increase use of both on-street and off-street facilities. If existing facilities are underutilized, wayfinding improvements are a cost-effective way of increasing use.


3. Maintain Motion


Bicycling and walking require physical effort, and frequent stopping and starting to check directions may lead to frustration and discouragement. Consistent, clear, and visible wayfinding elements allow people walking and bicycling to navigate while maintaining their state of motion. To help users maintain motion, wayfinding information also needs to be presented so that it can be quickly read and easily comprehended. Navigation elements that support bicyclists maintaining motion are discussed below.

Fundamental Navigational Elements


According to the NACTO Urban Bikeway Design Guide, there are three general types of wayfinding signs. 1 presents information on the three primary types of wayfinding signs. These are categorized based on their purpose, which in turn influences their placement along the bicycle routes. Figure 2 (provided later in this memo) illustrates a typical scenario where these signs are strategically positioned near a busy intersection.

Table 1: Types of Signs


Confirmation Signs			
Purpose	Information	Placement	Examples
Indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.	Can include destinations and distance/time. Do not include arrows.	Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s).	

		<p>Pavement markings can also act as confirmation that a bicyclist is on a preferred route.</p>	
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Turn Signs

Purpose	Information	Placement	Examples
<p>Indicate where a bikeway turns from one street onto another street. Can be used with pavement markings.</p>	<p>Include destinations and arrows.</p>	<p>Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.</p>	

Decision Signs

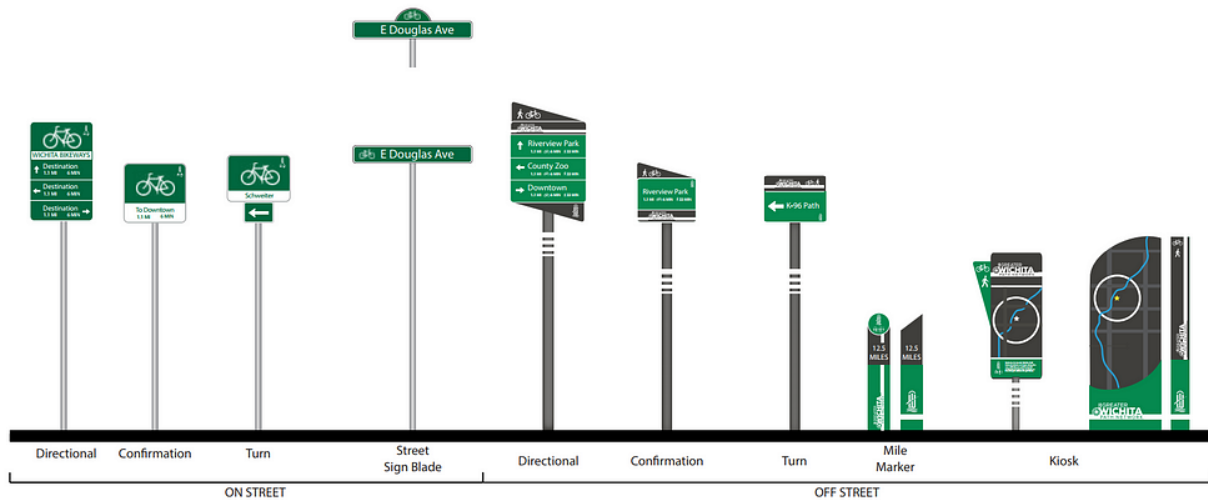
Purpose	Information	Placement	Examples
<p>Mark the junction of two or more bikeways. Inform bicyclists of the designated bike route to access key destinations.</p>	<p>Destinations and arrows, distances, and travel times are optional but recommended.</p>	<p>Near-side of intersections in advance of a junction with another bicycle route. Along a route to indicate a nearby destination.</p>	

SOURCE: NACTO URBAN BIKEWAY DESIGN GUIDE, BIKE ROUTE WAYFINDING SIGNAGE AND MARKINGS SYSTEM

Enhanced Navigational Elements

Other navigational elements can enhance the overall wayfinding system and serve as valuable additions to the fundamental navigational elements, elevating the rider's overall experience. Examples of these enhanced elements include pavement markings, mile markers, and map kiosks. Figure 1 illustrates the comprehensive bicycle wayfinding sign system family, incorporating both fundamental and enhanced wayfinding components.

Figure 1: Types of Wayfinding Signs

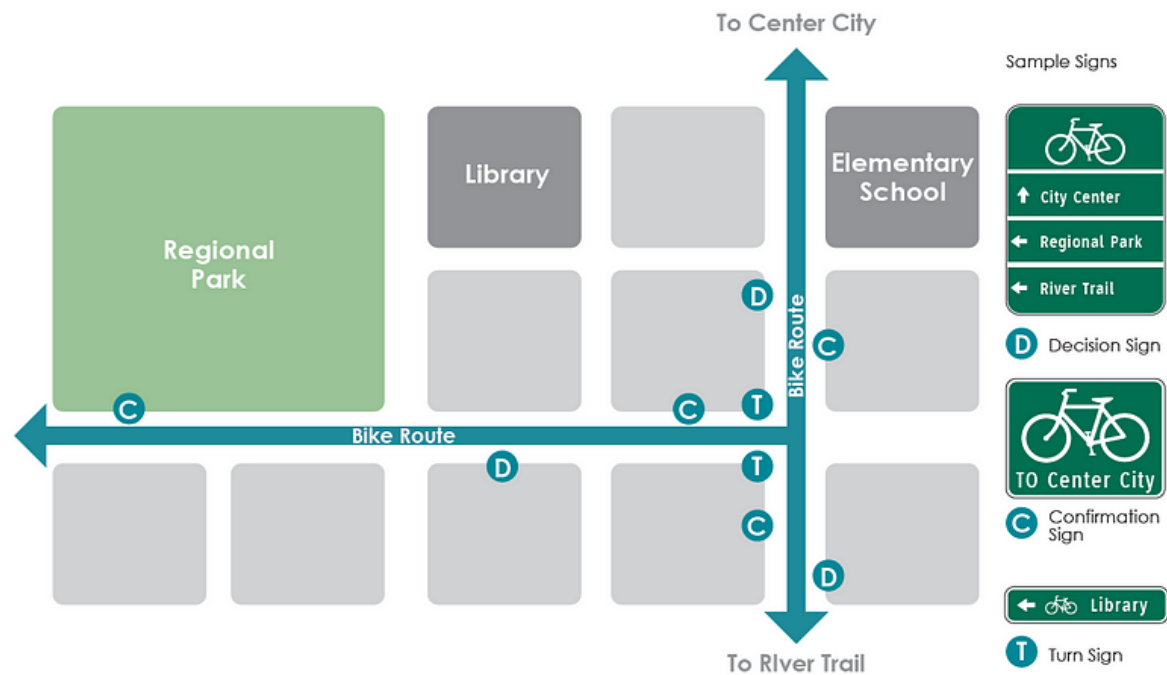


SOURCE: ALTA PLANNING + DESIGN

4. Predictable

Effective wayfinding systems are predictable. When information is predictable, patterns emerge, and users of the network will be able to rely on the system to provide information when they expect it. Predictability also helps users to understand new situations quickly, whether it be navigating a new intersection or travelling to a destination for the first time. A key component of predictability is strategic sign placement that is consistent and logical, illustrated in Figure 2.

Figure 2: Typical Sign Placement



SOURCE: ALTA PLANNING + DESIGN

Users come to trust a predictable wayfinding network, making new journeys easier to attempt and complete. Every time a new trip is completed, users' confidence in the wayfinding network will be sustained or increased.

Predictability should relate to all aspects of wayfinding placement and design (i.e., sign materials, dimensions, colors, forms, and placement). Similarly, maps should employ consistent symbology, fonts, colors, and style. The system should be designed in accordance with local, state, and federal guidelines, ensuring that it can be funded through state and federal sources.

5. Simplify Information

For a wayfinding network to be effective, information needs to be presented clearly and logically. It is important to provide information in manageable amounts. Too much information can be difficult to understand; too little and decision-making becomes impossible.

The placement of signs and the information provided at each placement are also critical. To be successful, wayfinding information must be provided in advance of where major changes occur and confirmed when the maneuver is complete.

6. Accessible

Wayfinding signage should be accessible and be designed to be comprehensible by a wide range of users, including people of all ages and ability levels. As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to consider technical guidance from the Americans with Disabilities Act (ADA) to implement wayfinding signs and other elements that do not impede travel or create unsafe situations for pedestrians, bicyclists, and/or those with disabilities.

Types of Destinations

A comprehensive citywide bicycle wayfinding system can direct users to a number of different types of destinations, including the following:

- On-street bikeways along local City streets
- Regional bikeways such as the Rio Hondo Bike Path
- Commercial centers such as Downtown Montebello or the various shopping centers in the city
- Public transit centers and stations such as the Montebello/Commerce Metrolink Station and the future L Line Greenwood Station
- K-12 schools
- Civic/community destinations such as City Hall, Hollifield Park Community Center, and the Senior Citizens Center
- Parks and recreation centers such as Montebello City Park and Grant Rea Park
- Hospitals
- Bicycle and pedestrian bridges

As part of the wayfinding system planning, the City can work with local stakeholders and residents to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. Based on this community input, a particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as Downtown Montebello) may be included on signage up to five miles away. Secondary destinations (such as the Metrolink Station) may be included on signage up to two miles away. Tertiary destinations (such as a local park) are more local in nature and may be included on signage up to one mile away.

State of the Practice Wayfinding Design Guidance

Sources of state of the practice design guidance that the City can utilize when developing a wayfinding program are outlined below.

National Guidance

Figure 3 presents the design guidance from NACTO's Urban Bikeway Design Guide. The design features are grouped into three categories: required, recommended, and optional. For the required features, guidance is sourced from the MUTCD, which is commonly used nationwide. However, in the case of Montebello, California MUTCD will be applicable. This guidance in Figure 3 supplements the information on sign placement, as depicted in Figure 2.

Figure 3: NACTO Bike Route Wayfinding Design Guidance

Design Guidance

Bike Route Wayfinding

longer routes, show intermediate destinations rather than include all destinations on a single sign.

5 Turn signs should be placed on the near-side of the intersection to indicate where the bike route turns.¹¹⁸

6 Confirmation signs should be placed every 1/4 to 1/2 mile along off-street bicycle routes or every 2 to 3 blocks along on-street routes, as well as on the far side of major street intersections.

7 Clearview Hwy font is recommended, as it is commonly used for guide signs in the United States.¹¹⁹

12 Pavement markings may be used to help reinforce routes and directional signage. Pavement markings may be useful where signs are difficult to see (due to vegetation or parked cars) and can help bicyclists navigate difficult turns and provide route reinforcement. Pavement markings may also be a standard component of bicycle routes.

13 Some wayfinding signage networks, such as those in San Francisco and Denver, utilize a route numbering system. Refer to MUTCD Section 9B.21—Bicycle Route Signs for standards and options. Route numbering systems may not be intuitive for bicyclists without a map or directory.

14 There is no standard color for bicycle wayfinding signage. Section 1A.12 of the MUTCD establishes the general meaning for signage colors. Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US, including those included in the MUTCD. Signed bicycle routes may be partnered with a printed or on-line bicycle route map. Many online services, such as Google, now offer bicycle route mapping that may differ from signed routes. Cities may wish to consider such advancements in technology when planning wayfinding programs.¹²⁰

Required Features

1 Follow MUTCD standards (Section 9B.01—Application and Placement of Signs), including mounting height and lateral placement from edge of path or roadway. Additional standards and guidance are found in Section 9B.20—Bicycle Guide Signs.

Recommended Features

2 Decision signs should be placed in advance of all turns (near side of the intersection) or decision points along the bicycle route.¹¹⁶

3 Decision signs should include destinations, directional arrows, and distance. Travel time required to reach the destination provides bicyclists with additional information and may also be included. It is recommended that a 10 mph bicycle speed be used for travel time calculations.¹¹⁷

4 Place the closest destination to each sign in the top slot. Destinations that are further away can be placed in slots two and three. This allows the nearest destination to “fall off” the sign and subsequent destinations to move up the sign as the bicyclist approaches. For

Optional Features

8 Signs may be placed on “feeder” streets between the bicycle route and nearby destinations.


9 Bicycle route map signs may be periodically placed along bike routes to provide additional wayfinding benefits to users.

10 Conventional street name signs along bicycle routes may be redesigned to incorporate the street’s identity as a bicycle route.

11 The placement of wayfinding signs may be limited specifically to the designated bicycle network, as other streets may be difficult or dangerous for bicyclists.

Pavement Markings

Pavement markings can be installed to help reinforce routes and directional signage and to provide bicyclist positioning and route branding benefits. Under urban conditions, pavement markings may often be more visible than signs to users of the route. Pavement markings may be especially useful where signs are difficult to see (due to vegetation or parked cars). They can also help bicyclists navigate difficult turns. In the United States, Portland OR, Berkeley CA and Minneapolis MN have experimented with pavement markings. Berkeley and Minneapolis have applied a large stencil taking up nearly the entire travel lane designating the street as a ‘bicycle boulevard.’ In Portland, smaller markings including a small circle and arrow system were initially used; however, since the



PORTLAND, OR

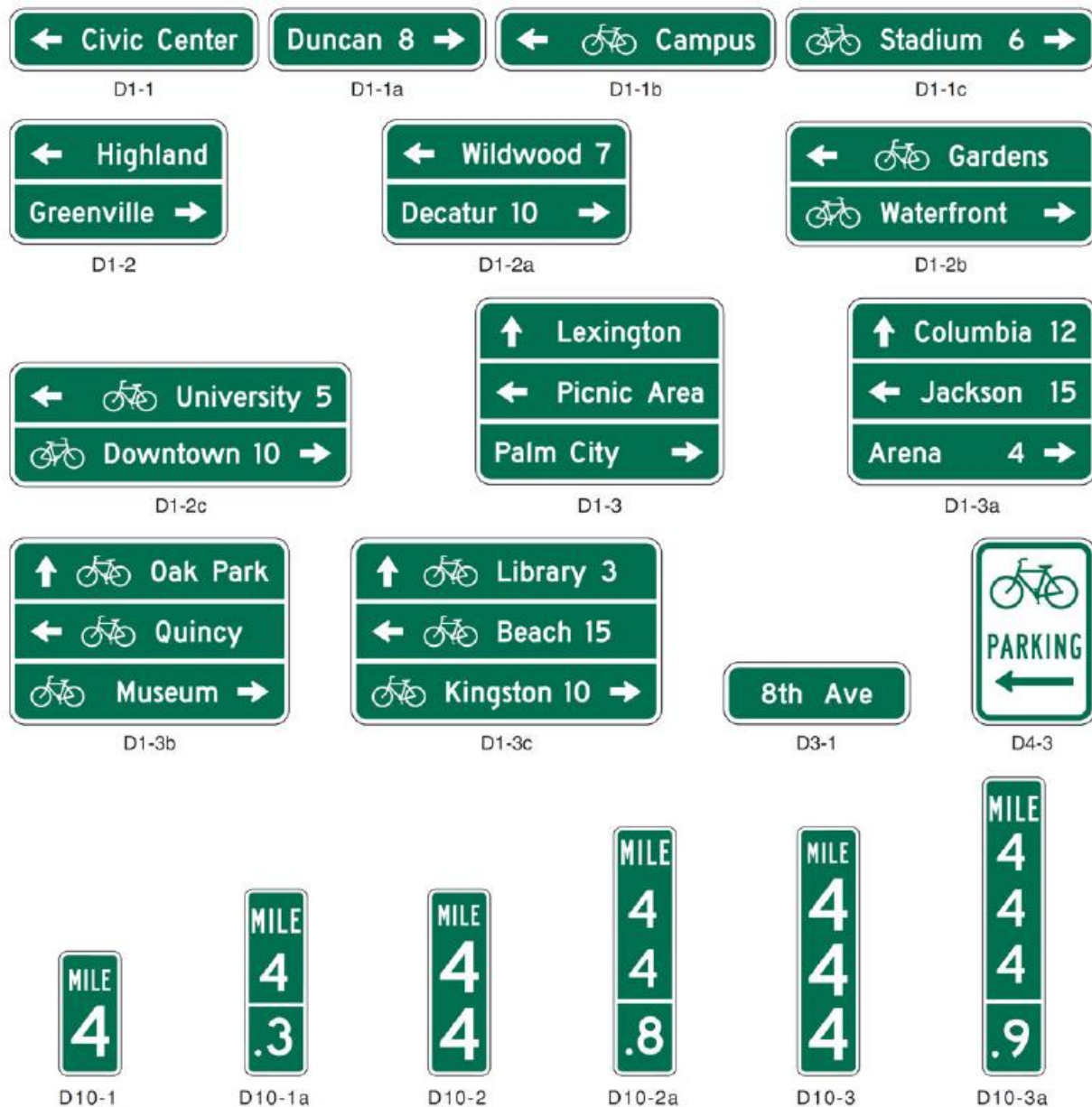
adoption and wide spread use of the shared lane marking, most bicycle boulevards are being retrofitted with these larger markings. Portland has also applied the shared lane marking as a wayfinding device by turning the chevrons of the marking in the direction of intended travel.

SOURCE: NACTO URBAN BIKEWAY DESIGN GUIDE, BIKE ROUTE WAYFINDING SIGNAGE AND MARKINGS SYSTEM

State Guidance

Standards and guidance available for bicycle wayfinding signs are provided in the Manual on Uniform Traffic Control Devices (MUTCD) and the California MUTCD. The most commonly used standard signs are provided in Figure 4.

Figure 4a: CA MUTCD Guide Signs and Plaques for Bicycle Facilities



SOURCE: CA MUTCD 2014 REVISION 7

Figure 4b: CA MUTCD Guide Signs and Plaques for Bicycle Facilities



SOURCE: CA MUTCD 2014 REVISION 7

Approach Taken by City of Costa Mesa

The City of Costa Mesa is currently developing a citywide bicycle wayfinding sign program. The City's ongoing wayfinding signage program was selected as an example of a peer City that is currently going through the decision-making and signage design process after having developed a full citywide bike plan, exemplifying the types of processes that must be undertaken before implementing such as system.

The City's wayfinding planning process focuses on addressing the following questions.²

- What should the signs look like?
 - Signage Design

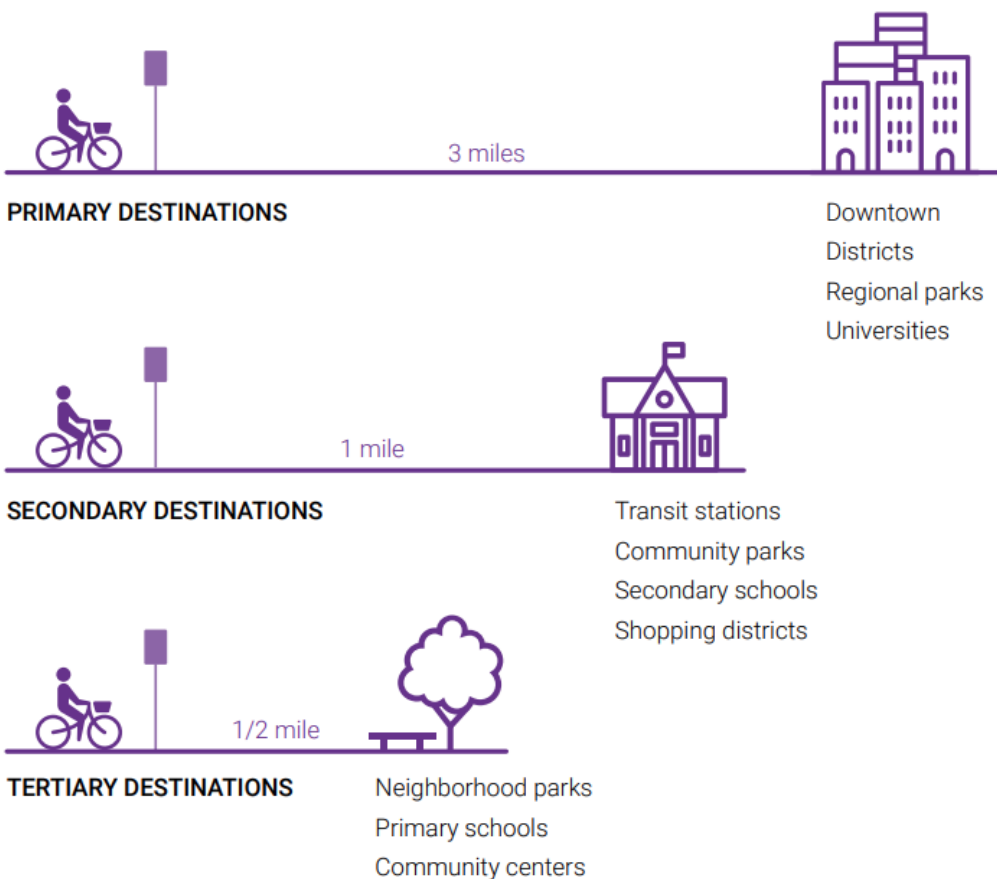
² City of Costa Mesa. Bicycle Wayfinding Sign Program. Public Outreach Meeting presentation. March 28, 2023. Retrieved from <https://www.costamesaca.gov/home/showpublisheddocument/53892/638157057865800000>

- Branding
- Fabrication Methods
- What information should be included on the signs?
 - Destination Selection
 - Destination Hierarchy
 - Direction and Distance
- Where should signs be located?
 - Priority Routes
 - Unique Navigational Challenges
 - Sign Placement Best Practices

The City has established a hierarchy of primary, secondary, and tertiary destinations in Costa Mesa to help determine which destinations to include on any given sign, since not all potential destinations that are within distance of a sign would be included. The City's proposed hierarchy of destinations and distances is illustrated in Figure 5. Note, the City's distances for primary, secondary, and tertiary destinations differs from the recommendations above; this deviation is likely due to the City's unique land use and transportation context, which results in a higher density of destinations placed closer together.

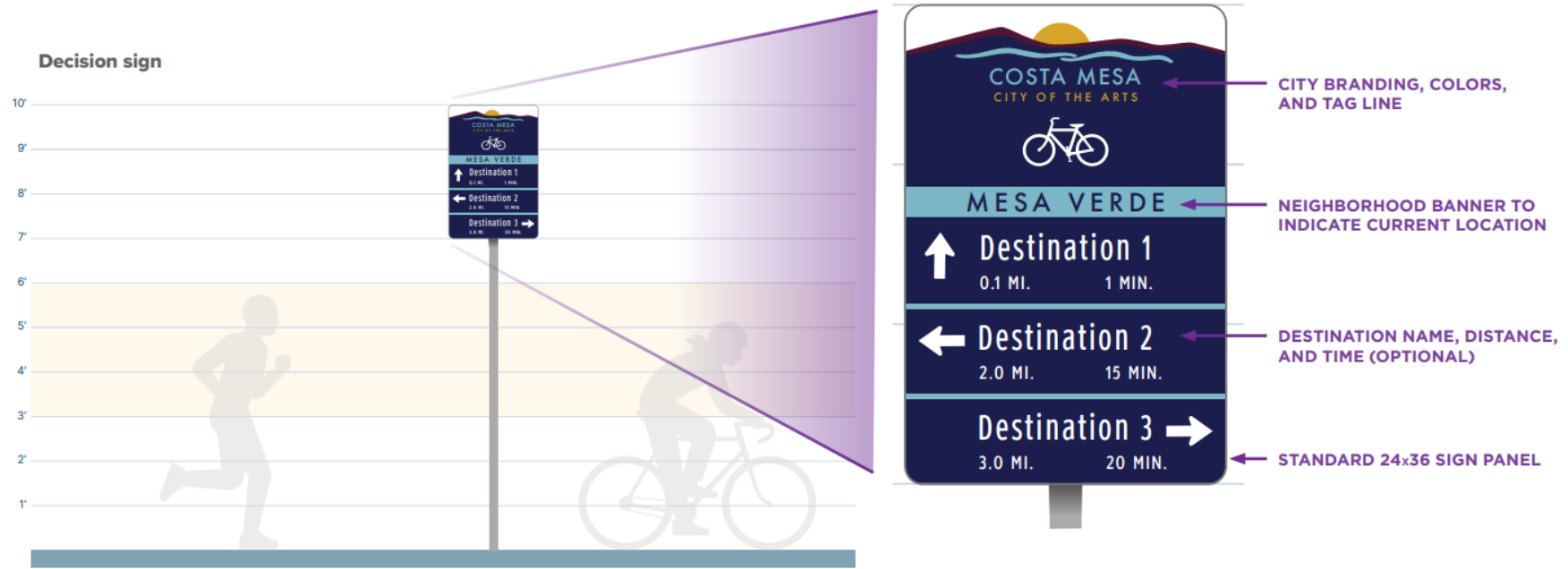
The City aims to include no more than three destinations on each sign. An example of one of their draft decision sign design concepts, including the draft branding, destination and distance hierarchy, and height, is provided in Figure 6.

Figure 5: Costa Mesa Bicycle Wayfinding Destination Hierarchy



SOURCE: COSTA MESA BICYCLE WAYFINDING SIGN PROGRAM, PUBLIC OUTREACH MEETING PRESENTATION

Figure 6: Costa Mesa Draft Sign Concept



SOURCE: COSTA MESA BICYCLE WAYFINDING SIGN PROGRAM, PUBLIC OUTREACH MEETING PRESENTATION

BICYCLE PARKING

Bike parking is a crucial and convenient support system for bicycle transportation. Ensuring its effectiveness requires careful consideration. If bike parking is not more attractive to users than the closest signpost, it may remain unused. Even a small installation error can render a high-quality rack unusable. With the growing variety of bicycle sizes, shapes, and attachments, it is essential for good bike parking to be able to accommodate all types of bikes effectively.

To cater to the diverse needs of cyclists, both short-term and long-term parking solutions are necessary. Short-term parking addresses immediate requirements, such as quick stops for errands or visits to establishments, while long-term parking provides secure options for extended periods (e.g., transit trips or a work day). Long-term parking can also be attractive to users in various situations (e.g., caught in bad weather or owning an expensive bike) due to it being more secure and covered. By understanding and accommodating these needs, Montebello can encourage more individuals to embrace cycling and enhance the overall cycling experience.

The San Gabriel Valley Regional Active Transportation Plan (ATP) suggests that local agencies refer to the Association of Pedestrian and Bicycle Professionals publications, including the Essentials of Bike Parking (2015) and the Bicycle Parking Guidelines, 2nd Edition (2010) for guidance on bicycle parking. APBP provides state of the practice information including short- and long-term site planning, installation, bicycle rack selection, placement/spacing, and example policies and requirements.

Parking Supply Requirements

As discussed earlier in this memo, the City's parking requirements do not include bike parking requirements for residential or non-residential developments, while new non-residential development projects 50,000 square feet or larger must provide four bicycle parking spaces per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. There may be opportunities to introduce general bicycle parking requirements for development projects regardless of size and land use type.

The Association of Pedestrian and Bicycle Professionals (APBP) provides sample parking rates that may be suitable for a variety of community contexts and sizes with varying levels of bicycle use, shown in Table 2. The City of Montebello can refer to these rates as a starting point to developing minimum bicycle parking rates for new developments to incorporate into the municipal code, based on local needs and relevant land uses.

Table 2: Short-Term and Long-Term Bicycle Parking Requirements

Type of Activity/Land Use	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Residential		
Single Family Dwelling	No spaces required.	No spaces required.
Multifamily Dwelling		
a) With private garage for each unit	No spaces required.	0.05 spaces for each bedroom. Minimum is 2 spaces.

Type of Activity/Land Use	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.
Civic: Cultural/Recreational		
Non-assembly cultural (library, government buildings, etc.)	1 space for each 10 employees. Minimum requirement is 2 spaces	1 space for each 10 KSF floor area. Minimum requirement is 2 spaces
Assembly (Church, theaters, stadiums, parks, beaches, etc.)	1 space for each 20 employees. Minimum requirement is 2 spaces	Spaces for 2% of maximum expected daily attendance.
Health care/hospitals	1 space for each 20 employees or one space for each 70 KSF of floor area, whichever is greater. Minimum is 2 spaces.	1 space for each 20 KSF of floor area. Minimum is 2 spaces.
Education		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1 space for each 10 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
c) Public parochial, and elementary (4-6), junior high and high schools	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
d) Colleges and Universities	1 space for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20 KSF of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum is 2 spaces.
Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership.	Spaces for 1.5% of projected a.m. peak period daily ridership.
Commercial		
General food sales or groceries	1 space for each 12 KSF of floor area. Minimum requirement is 2 spaces	1 space for each 2 KSF of floor area. Minimum requirement is 2 spaces.
General retail	1 space for each 12 KSF of floor area. Minimum requirement is 2 spaces	1 space for each 5 KSF of floor area. Minimum requirement is 2 spaces.
Office	1 space for each 10 KSF of floor area. Minimum requirement is 2 spaces	1 space for each 20 KSF of floor area. Minimum requirement is 2 spaces.

Type of Activity/Land Use	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Industrial/Manufacturing Manufacturing and production	1 space for each 15 KSF of floor area. Minimum requirement is 2 spaces.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance

SOURCE: APBP BICYCLE PARKING GUIDELINES, 2ND EDITION, 2010
 NOTE: KSF = THOUSAND SQUARE FEET

Short-term Bicycle Rack Types



According to APBP, there are generally three categories of short-term bicycle racks:






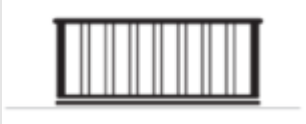
- **Racks for All Applications:** When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.
- **High Density Racks:** These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations. High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.
- **Racks to Avoid:** Because of performance concerns, APBP recommends selecting other racks instead of these.






An overview of common rack types is provided in the table below.

Note that APBP's guidance was published in 2015 and is currently undergoing an update to incorporate new bike rack designs and compatibility with other types of bikes such as hand bicycles, folding bicycles, and electric cargo bicycles.

Table 3: Typical Bike Rack Styles

Rack Type	Image	Description
Racks for All Applications Inverted U (also called staple or loop)		Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.
Post & Ring		Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

Rack Type	Image	Description
Wheelwell-Secure		<p>Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g., campus); accommodates fewer bicycle types and attachments than the two styles above.</p>
High-Density Racks		
Staggered Wheelwell-Secure		<p>Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.</p>
Vertical		<p>Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.</p>
Two-Tier		<p>Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.</p>
Racks to Avoid		
Wave (also called undulating or serpentine)		<p>Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.</p>
Schoolyard (also called comb or grid)		<p>Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.</p>

Rack Type	Image	Description
Coat Hanger		This style has a top bar that limits the types of bikes it can accommodate.
Wheelwell		Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.
Bollard		This style typically does not appropriately support a bike's frame at two separate locations.
Spiral		Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.
Swing Arm Secured		These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

SOURCE: APBP ESSENTIALS OF BIKE PARKING, 2015

Ultimately, the appropriate short-term (or long-term) bike parking type should be evaluated and selected based on the performance measures most important to the City and its residents. Examples of key performance criteria for bike racks, which can also be used to assess other types of racks not included in the table above) are provided below:

- **Supports bike upright without putting stress on wheels** – The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
- **Accommodates a variety of bicycles and attachments** – The racks recommended above serve nearly all common bike styles and attachments—if installed with proper clearances (more detail is provided in the APBP guidance). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
- **Allows locking of frame and at least one wheel with a U-lock** – A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
- **Provides security and longevity features appropriate for the intended location** – Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. The rack finish must be appropriate to the location (more detail is provided in the APBP guidance).
- **Rack use is intuitive** – First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Siting and Location

APBP also provides considerations that should be accounted for when locating and placing both short- and long-term bike parking, as summarized below.

Short-Term Parking

According to APBP, parking for short-term users should be in close proximity to their destination and easy to use. Users generally need the bike rack for up to two hours, when visiting destinations such as businesses and institutions. APBP's considerations for short-term parking site planning are noted below.

- **Location:** Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.
- **Security:** All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.
- **Quantity:** Many jurisdictions have ordinances governing bike parking quantity. APBP offers complete recommendations for the amount and type of parking required in various contexts (summarized earlier in this memo). In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

Long-Term Parking

Long-term parking users generally place the most value on security and weather protection, and generally consist of employees, residents, and public transit users. They can leave their bikes parked for several hours at a time. APBP's considerations for long-term parking site planning are noted below.

- **Location:** Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.
- **Security:** Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.
- **Quantity:** APBP offers complete recommendations for the amount and type of parking required in various contexts (summarized earlier in this memo).

Approach Taken by City of Los Angeles

The City of Los Angeles was selected as an example of a local City with the following components that the City of Montebello can look to for a better understanding of increased bike parking supply:

- Bicycle parking ordinance for private residential and non-residential developments
- Bicycle parking standard plan
- Partnering with the community to improve parking at local destinations

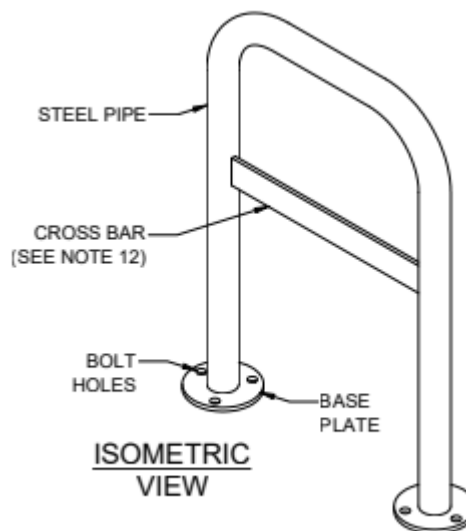
The City of Los Angeles requires bicycle parking facilities for new development and additions that increase the floor area of a building. The Bicycle Parking Ordinance includes bicycle parking standards at commercial, industrial, and residential locations.

Figure 7 Standard Bicycle Rack

The City of Los Angeles has a citywide Bicycle Rack Standard Plan (S-671-2) approved by the Bureau of Engineering. The standard plan provides criteria for bicycle rack material quality, bicycle rack installation procedures, and bicycle rack location criteria. These standards apply to bike racks installed in the public right-of-way (sidewalks).³ Figure 9 shows the isometric view of the standard bicycle rack.

Racks installed on private property and racks installed by other public agencies (such as Metro) on their own property can deviate from these standards. The standard does not preclude the City from installing non-standard racks, but non-standard rack installations may require approval from the City's Bureau of Engineering, special permitting, and site plans.

The City of Los Angeles provides the following list of do's and don'ts of bicycle parking for the self-installation of bike parking on private property:



LADOT's Do's of Bike Parking

- DO place short-term bike parking as close to building entrances as possible to increase security and make travelling by bike convenient.
- DO make bike parking visible to people on bikes, building security, foot traffic, and anyone approaching the building. Placing bike parking at a highly visible location reduces incidents of theft and vandalism and encourages visitors to consider arriving by bike.
- DO provide lighting for areas with bike parking, as needed. Like parking lots for cars, people parking their bikes prefer to do so in a well-lit environment to feel safe and deter theft.
- DO install bike parking that supports the frame of a bike, not just the wheel. Poorly designed bike parking facilities can encourage vandalism and may damage people's bikes.
- DO install bike parking that is compatible with a variety of locks. If someone is unable to lock their bicycle properly using your designated bike parking, it can discourage people from riding their bike and make bikes targets for theft.
- DO make bike parking simple. Bike racks designed for short-term parking should not be too complex to use. Inverted-U racks are simple, relatively vandal- and maintenance-proof, and accommodate a variety of locks.
- DO keep bike parking areas clean. Unkempt bicycle parking, like unkempt parking lots for cars, can make potential users feel uncomfortable or unwilling to park there. Plan to provide regular maintenance.
- DO provide a cover and protection from the elements as necessary. People do not want to sit on a wet bike seat or leave their bike out in the rain to rust.
- DO develop a bike locker rental program that is low-cost and convenient to encourage people to commute on bikes.

³ City of Los Angeles. Bicycle Rack Standard Plan: https://eng2.lacity.org/techdocs/stdplans/s-600/S-671-2_B-4785%2006-28-19.pdf

LADOT's Don'ts of Bicycle Parking

- DO NOT place short-term bike parking in an inconvenient location or conceal it with screens or landscaping. Hiding bike parking increases chances of theft and vandalism.
- DO NOT post "No Bike Parking" signage. If people are parking their bikes outside of designated bike parking areas, something is wrong with the existing bike parking. Signage can be used to direct people to where bike parking is available.
- DO NOT place bike parking near irrigation systems where bikes can get wet and be damaged.
- DO NOT install bike lockers or other types of bike parking that can be used for anything other than bike storage. Avoid coin-operated lockers, which can create maintenance and operation issues.
- DO NOT install bike parking facilities in locations where they can create tripping hazards for people.

LADOT hosts an online web portal for its Sidewalk Bike Parking Program. LADOT installs bike racks for public, short-term use within the public right-of-way, thus encouraging ridership by providing convenient locations to lock bikes on a short-term basis. Anyone may request a City-installed bike rack by filling out the online form, after which LADOT web- and field-checks the proposed location for sufficient space. Note, this program cannot be used to fulfill code-required bike parking.

PLANNING FOR E-BIKES

With the rising popularity of electric bikes, commonly known as e-bikes, Cities are beginning to incorporate this new mode into their transportation strategies. As e-bikes become more prevalent, it is important to consider their impact on non-electric bicyclists and the overall transportation network.

Classes of Electric Bicycles

Assembly Bill (AB) 1096 and California Vehicle Code (CVC) 312.5 defines e-bikes as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. It provides the following classification for policy making and planning.

- **Class 1 Electric Bicycle** refers to an e-bike, other than a class 3 e-bike, equipped with a motor that assists only when the rider is pedaling and ceases to provide assistance when the speed of the bicycle reaches or exceeds 20 miles per hour.
- **Class 2 Electric Bicycle** refers to e-bike equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the speed of the bicycle reaches or exceeds 20 miles per hour.
- **Class 3 Electric Bicycle** refers to e-bike equipped with a motor that provides assistance only when the rider is pedaling; and ceases to provide assistance when the speed of the bicycle reaches or exceeds 28 miles per hour.

Factors to Consider

There are several factors cities should consider when planning for e-bikes.

First, there needs to be adequate infrastructure for e-bikes. This means constructing bike lanes and paths that are safe for e-bikes to use. These bike lanes and paths should be wide enough to accommodate the larger size of e-bikes, and should be clearly marked and well-lit. Additionally, cities can consider implementing bike-sharing systems, which allow riders to rent e-bikes at designated locations and return them to other locations when they are finished.

Second, cities should consider the safety of e-bike riders. This means helping riders obtain helmets and other protective gear as well as making sure that roads are well-maintained and free of debris. Additionally, cities should create implement a network of dedicated bike lanes to reduce the risk of collisions with cars and other motorized vehicles.⁴ Education and outreach to all age groups should pair infrastructure improvements. While these issues are not unique to e-bikes, they serve to benefit both e-bike and standard bike users.

In addition to infrastructure, cities may also consider the cost of using e-bikes. This includes the cost of purchasing an e-bike as well as maintenance and repair costs, which may not be accessible for all users. Cities (if they wish to support the use of e-bikes) can potentially address this through local, regional, or statewide programs that offer incentives to encourage riders to purchase and use e-bikes. This could include subsidies, tax credits, or other forms of financial support. Additionally, cities should consider

⁴ Jonathan Ciaccio. E-Bike Infrastructure and Urban Planning: Integrating Electric Bikes into Bike-Friendly Cities retrieved from <https://corbah.com/blogs/all-posts/e-bike-infrastructure-and-urban-planning-integrating-electric-bikes-into-bike-friendly-cities>

incorporating e-bike charging into bike parking facilities in public areas such as parks and other public spaces, to make it easier for riders to charge their bikes.

Speed Management

According to a study published in the online journal *Injury Prevention*, e-bike riders have a higher risk of being involved in collisions than traditional bicyclists due to their high speed. E-scooters can reach up to 15 mph while e-bikes can go as high as 30 mph. Regulations related to the operation and use of Personal Electronic Vehicles (PEVs) is primarily focused on the unit itself and the limits to its operational speed and stopping distance, while the operators of PEVs must comply with local regulations concerning the speed limit and facility on which they permitted to ride in. In the case of low volume bicycle and pedestrian paths and trails, the users are likely to ride the PEVs at higher speeds due to the lack of vehicular traffic. The mixing of this type of traffic with non-motorized bikes, pedestrians, or individuals in wheelchairs may result in collisions. Implementing e-bike speed limits on streets and trails can help reduce the likelihood of collisions and encourage e-bike riders to ride at safe speeds.

Surface treatments, such as speed bumps, are another option for decreasing trail user speeds, yet these features almost always detract from trail users' experiences. Bicyclists prefer a relatively smooth surface and may avoid a trail completely to sidestep these road conditions. Alternatively, gravel and other unpaved surfaces can lower bicyclists' speeds, but they will likely deter some bicyclists from use as well.

Off-Street Path/Trail and Bicycling Etiquette

As an alternative to implementing formalized restrictions on trail users, the City of Portland's Share the Path Campaign emphasizes trail etiquette. Guidelines advising to "use safe speeds at all times" and reminding that "slower traffic has the right of way" stress to faster users that it is their duty to slow down and be mindful of others. This approach allows for more flexibility, and it accommodates the varying traffic of the trail throughout different seasons, times and days. It does not restrict fast riding entirely, but instead allows for higher speeds when the conditions are appropriate.

Federal Guidance

Guidance pertaining to e-bike planning is limited at this time. However, the Federal Highway Administration (FHWA) recently conducted a literature review that examines relevant sources from North America, Europe, and Asia to develop a baseline understanding of e-bikes, their emerging role in the transportation sector, and how they may advance federal transportation goals. The literature review begins with an overview of the legislative and regulatory context surrounding e-bikes in the United States at the national and state levels. It continues by examining existing research on the impacts of e-bikes on eight key topic areas: ridership trends, safety, physical activity and health, accessibility, equity, trail infrastructure and environment, energy and emissions, and freight use cases. Each topic area section also includes a summary of gaps in research and future research needs identified by the project team.

Table 4 present a summary of the literature review findings and research gaps for topic areas that are relevant to Montebello as it develops and implements a BMP.

Table 4: Summary of FHWA Literature Review Findings and Research Gaps

Topic Area	Key Findings	Research Gaps
Safety	<ul style="list-style-type: none"> ■ Research has not found significant differences between the behavior of traditional bicycle riders and e-bike riders. ■ Average speeds for e-bikes are faster than traditional bicycles. However, this may be due to e-bikes having higher uphill speeds. ■ E-bike riders tend to be older and have a higher rate of single-bicycle crashes; men have a higher rate of crashing than women while women have a higher rate of suffering a serious injury. 	<ul style="list-style-type: none"> ■ Understanding whether e-bike crash rates are growing faster than e-bike ownership rates or whether the increased number of e-bike crashes is simply the result of increased e-bike ownership. ■ Studying the difference in safety risks between e-bike classifications. ■ Understanding risk factors contributing to battery fire risks.
Ridership Trends	<ul style="list-style-type: none"> ■ E-bikes appeal to new audiences by lowering the barriers of entry to bicycling. ■ E-bike users tend to be older and have higher income and educational attainment than traditional bicycle riders. About 85 percent of e-bike users are male. ■ E-bike users tend to take longer and more frequent trips than riders of traditional bicycles. ■ E-bikes most commonly replace trips taken by traditional bicycles. E-bikes likely lead to a reduction in vehicle miles traveled, but in the U.S., generally do not fully act as a substitute for a car. 	<ul style="list-style-type: none"> ■ Examining the mode shift of e-bike users to better understand potential impacts on travel patterns. ■ Understanding the role that the growing number of e-bike incentive programs play in increasing and promoting ridership. ■ Examining the gender discrepancy among riders to determine how to promote greater e-bike use.
Physical Activity and Health	<ul style="list-style-type: none"> ■ E-bikes have a lower threshold for physical exertion than traditional bicycles, but they require enough exertion to meet recommended heart rate intensities for exercise. 	<ul style="list-style-type: none"> ■ Better understanding the health effects of riding an e-bike in comparison to other methods of exercise and micromobility modes through longer term observational studies. ■ Understanding the health impacts by demographic, especially for older adults.

Topic Area	Key Findings	Research Gaps
Accessibility	<ul style="list-style-type: none"> ■ E-bikes are commonly used by older adults and people with physical limitations that make riding a traditional bike difficult. ■ People with physical limitations are more likely to use e-bikes for recreation and exercise than for commutes. ■ Design characteristics, including lightweight construction, step-through frame, and tricycle style bikes can help enable the accessibility of e-bikes. 	<ul style="list-style-type: none"> ■ Empirical and observational approaches are necessary to confirm survey findings. ■ Investigating strategies to better integrate adaptive e-bikes into bike share fleets, including understanding the needs of users with disabilities and how to design, finance, and operate programs.

SOURCE: FHWA, ELECTRIC BICYCLE (E-BIKE) TRENDS, IMPACTS, AND OPPORTUNITIES: LITERATURE REVIEW SUMMARY, 2023

Approach Taken By City of Irvine

The City of Irvine was selected as an example of a local City that is actively planning for e-bikes through the adoption of an e-bike ordinance to address issues and concerns in the near-term. This serves as an example of the components of a potential ordinance in the City of Montebello.

The City of Irvine observed a sharp increase in e-bike collisions. 34% of bicycle collisions in 2022 involved an e-bike as compared to only 10% in 2021. In an effort to lower the number of bicycle collisions in Irvine via education and enforcement efforts, the City's Public Safety Department proposed the following amendments to the Municipal Code in order to be consistent with the California Vehicle Code (CVC). These amendments are intended to discourage the dangerous bicycle riding behavior that has been identified as common primary collision factors in many of the bicycle collisions in Irvine. The suggested changes are summarized in the below section:

- Update the Municipal Code to include a definition of an e-bike and identify their individual classes.
- Update the definition of a "highway" in order to coincide with the California Vehicle Code.
- Preclude e-bike owners from tampering with or modifying their e-bike to change the speed capability of the bicycle.
- Set a speed limit for e-bikes on the highway (28 mph) and a separate speed limit for all bicyclists and e-bike operators on bike paths and trails in Irvine (20 mph).
- Require all bicycle and e-bike operators to yield the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bicycle path, or sidewalk.
- Mandate all bicyclists, e-bikes, electric scooters, and electric skateboard operators to travel in the same direction as vehicles are required to be driven upon the roadway, regardless of whether or not the operator is on a highway or in a bike lane. This section would also apply to all sidewalks less than 8 feet in width or wherever posted signs prohibit traveling in the opposite direction as vehicular traffic.
- Require all bicycle and e-bike passengers to have their own separate seat.
- Disallow the operation of e-bikes in the City's designated Open Space Area.
- Remove all bicycle licensing requirements in order to align with California Assembly Bill (AB) 1909.

Note, Public Safety is not suggesting the City Council pass an ordinance disallowing e-bikes on any paved bike path or bike trail.

RECOMMENDATIONS AND NEXT STEPS

Based on this summary memo, recommended next steps for the City of Montebello are outlined below. Recommendations are organized into two categories: Those that should be developed for and incorporated into the final BMP document, and those that should be implemented by the City subsequent to the approval of the BMP.

Bicycle Wayfinding

BMP Recommendations

- Incorporate bike wayfinding placement and design guidance into the BMP to inform the development of a future bike wayfinding program.
- The BMP should identify the types of locations that should be incorporated into a wayfinding program. In addition, the BMP can include identifying preliminary destinations to be considered for the wayfinding program based on public input from the survey and community workshop.
- Research regional, state, and federal grant funding opportunities and requirements related to bicycle wayfinding programs.

Post-BMP Recommendations

- Support the local economy by providing directional and distance information on wayfinding signs for Montebello residents and visitors.
- Formally implement a bike wayfinding program, including initiating a study to design the program.
- Pursue grant funding opportunities to develop a bike wayfinding program.
- Develop City-branded signs with a common unifying theme.
- As bikeways are constructed, strategically place wayfinding signage to enhance their visibility.

Bicycle Parking

BMP Recommendations

- The BMP should identify key destinations in the city that can benefit from the installation of convenient and secure bike parking.
- Incorporate bike parking siting and design guidance into the BMP.
- Include proposed short- and long-term bike parking supply requirements for various and uses, for the City to consider adding to the Municipal Code.
- Provide information and guidance for partnering with local businesses to provide bike parking for businesses along their frontage, in the public right-of-way.
- Research regional, state, and federal grant funding opportunities and requirements related to bicycle parking.

Post-BMP Recommendations

- Formally update the Municipal Code with new bike parking requirements for non-residential and residential development projects.
- Develop a formal program to partner with residents and local retail establishments to identify and provide short-term parking for customers near businesses.
- Pursue grant funding opportunities to install bike parking on City properties or in partnership with businesses.
- Continue to install bike parking at City properties and destinations such as parks and recreation centers.

E-Bikes

BMP Recommendations

- As the proposed bikeway network is being drafted, consider the needs of e-bikes (e.g., bike lane with). Also, aim to reduce conflicts between e-bikes and other modes.
- Include guidance and information on e-bike enforcement and ordinances.
- Include guidance and information for bike safety education campaigns that include an e-bike component, including younger users.
- Research regional, state, and federal grant funding opportunities and requirements for safety education campaigns that can include e-bikes.

Post-BMP Recommendations

- Develop and pass an e-bike ordinance addressing e-bikes on on-street facilities, sidewalks, and off-street paths and trails.
- Conduct education and safety classes and campaigns that incorporate e-bike behavior, including partnering with Montebello Unified School District.
- Monitor research publications, guidance documents, and peer agencies to stay up to date on the status of e-bike planning.

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RECOMMENDED BIKEWAYS, PROGRAMS AND POLICIES MEMOS



Technical Memorandum

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello
From: Michael Sahimi and Dhawal Kataria – Kittelson & Associates, Inc.
RE: Montebello Bicycle Master Plan – Final Recommended Bikeways

Kittelson and Associates, Inc. (Kittelson) is assisting the City of Montebello in developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. The BMP will include recommended and priority near-term and long-term infrastructure projects to develop a connected citywide bicycle network, improve nonmotorized access to key destinations, increase connectivity across barriers and conflict points, provide bicycling connectivity to public transit, and enhance safety and comfort for people of all ages and abilities who want to bike in the city.

This document outlines the proposed bikeways to be included in the BMP, for City review. This network was developed based on the results of the existing conditions and constraints analysis, feedback obtained through public engagement efforts, and information included as part of the ongoing General Plan Update and other planning efforts.

This memo is organized into the following sections:

- Types of Bikeways
- Existing Bikeways
- Other Planned Bikeways
- Recent and Ongoing Planning Efforts
- Draft Recommended BMP Bikeways
- Next Steps

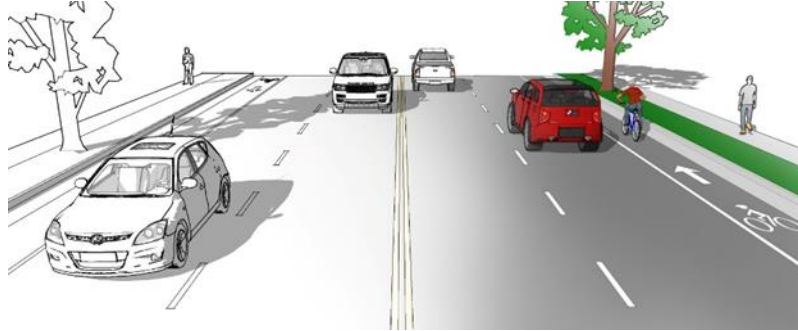
TYPES OF BIKEWAYS

Bikeways are generally categorized into four types, as described and depicted in illustrations below.

- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



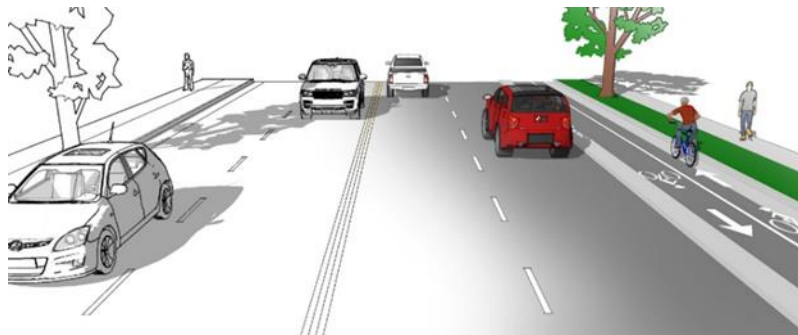
- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a Class IIb buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a Class IIIb bicycle boulevard, can include traffic calming treatments to slow down vehicles.



- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

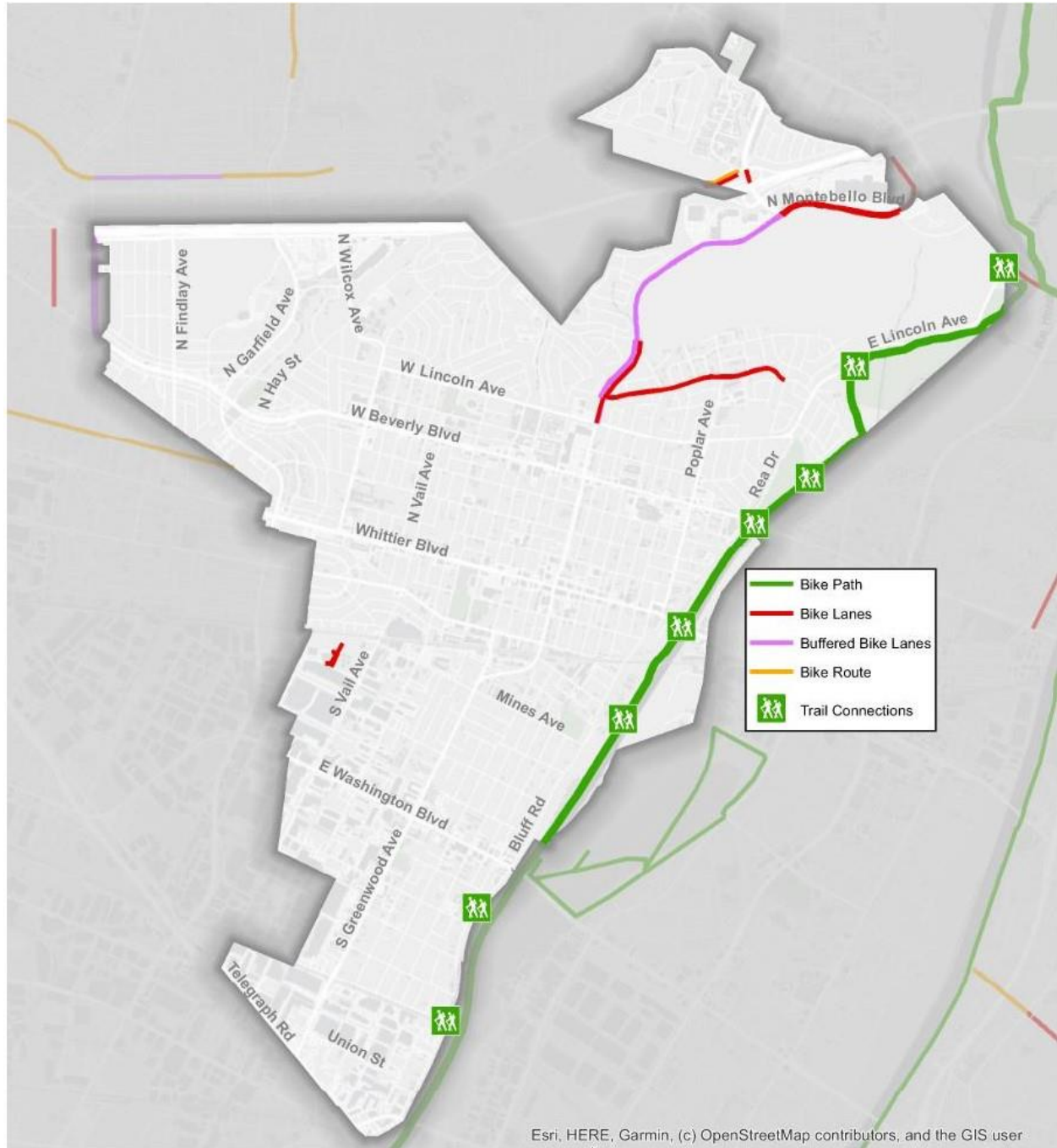


EXISTING BIKEWAYS

Existing bikeways in and around Montebello are shown in Figure 1. Biking facilities in Montebello are limited, with bike lanes and buffered bike lanes only available on certain sections of Avenida De La Merced and Montebello Boulevard. Bike lanes are also partially provided within the Montebello/Commerce Metrolink Station, but they do not connect to Flotilla Street. The Rio Hondo Bike Path, which runs along the Rio Hondo Channel and Whittier Narrows Reservoir, is located on the east side of the city and lacks local bikeways that directly connect major roadways and key destinations to the trail. Similarly, there are no established bicycle connections to other regional bike facilities in neighboring cities.

Existing bikeways around Montebello are also shown in Figure 1, including those just outside and connecting to the City limits. The information in this map is based on the SCAG shapefile of existing and planned bikeways in the region (dated January 2022, and regularly updated based on local agency feedback) and a Google Earth review. As shown in the figure, bikeways are also limited in the areas surrounding the city.

Figure 1: Existing Bikeways



OTHER PLANNED BIKEWAYS

This section includes a review of anticipated changes to the bicycle network within and adjacent to the city, to ensure that recommendations made during the BMP process are compatible with and build upon future baseline conditions.

MONTEBELLO HILLS SPECIFIC PLAN (2015)

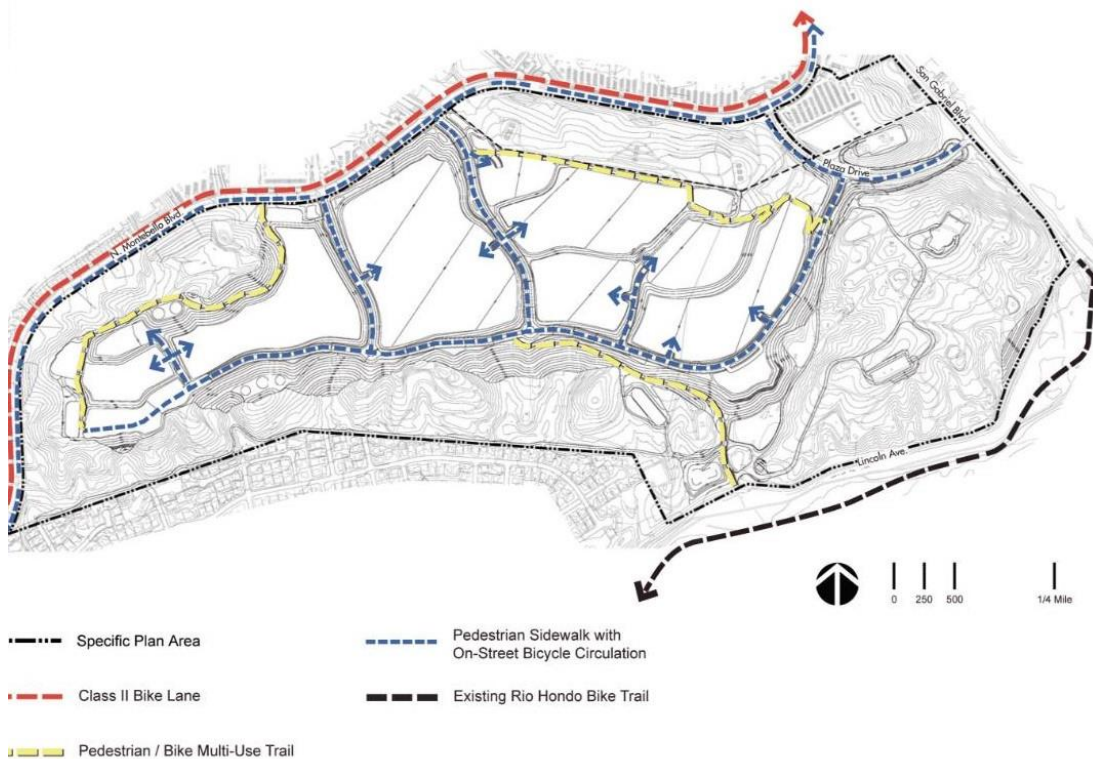
The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of State Route 60. The plan ensures that infrastructure and public facilities appropriately serve the community by preserving open space, creating a range of housing options, creating walkable neighborhoods, and providing a variety of transportation options. A master circulation plan is included that outlines existing and proposed roads and improvements, as well as conceptual designs for street cross sections and roundabouts.

The area's bicycle circulation plan is shown in

Figure 2. Bicycle facilities consist of off-street multi-use trails as well as collector streets. While the collector streets would function as Class III bike routes (bicycles sharing the lane with automobiles), the specific plan notes the following:

Within the streets of the Specific Plan area, bicycles will share the road with vehicles, as the 8-foot-wide expanded walks are not of a sufficient width to provide dual use with pedestrians. The bicycle circulation system will not be a formally designated Class II or Class III route due to the low volume of anticipated vehicular traffic, however, the collector streets will be wide enough to accommodate two lanes of vehicle travel, parking, and bicyclists.

Figure 2: Montebello Hills Pedestrian and Bicycle Circulation



MONTEBELLO CAPITAL IMPROVEMENT PROGRAM

The following project is included in the City's Capital Improvement Program (CIP):

- **Garfield Avenue & Via Campo Bus Turnout Lane (CIP 890):** This project would provide a buffered (hatched paint-separated) bike lane along Garfield Avenue between Via Campo and Via San Clemente only in the southbound direction, with no northbound bike lane.

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

SGVCOG is serving as the lead agency for the following project within the City of Montebello:

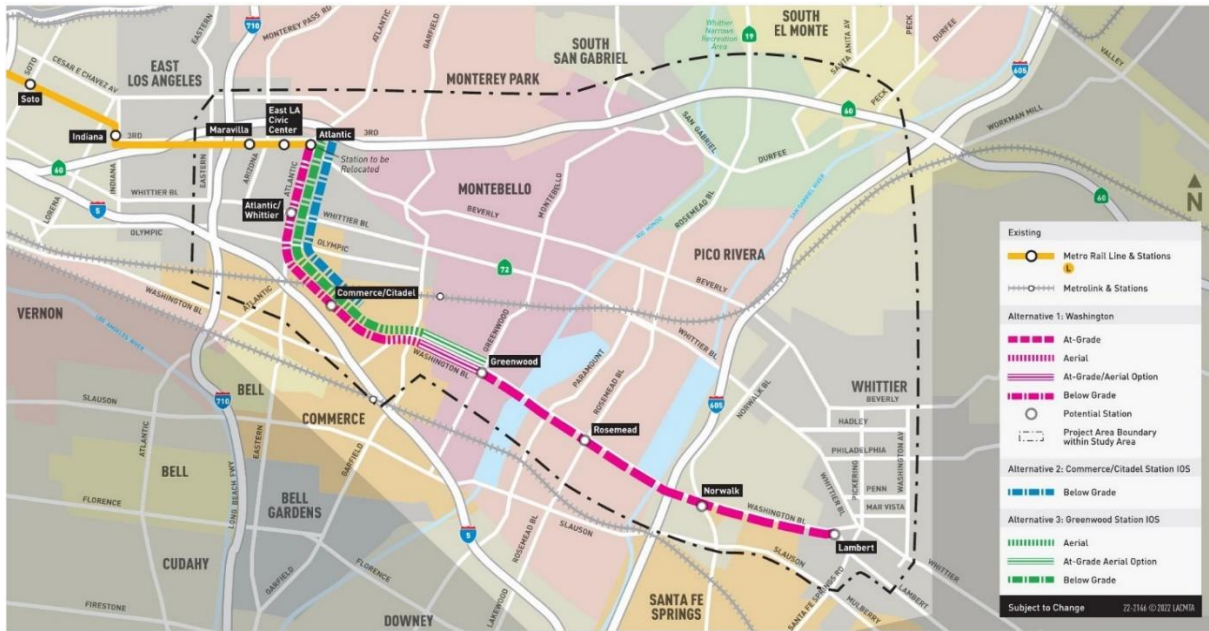
- **Montebello Blvd Grade Separation Project:** This project would provide standard (non-buffered) bike lanes in both directions along Montebello Boulevard, between Mines Avenue and Los Angeles Avenue. The northbound bike lane would end at Los Angeles Avenue, but the southbound bike lane would start slightly north of the Los Angeles Avenue intersection (about halfway between Los Angeles Avenue and Whittier Boulevard).

LA METRO EASTSIDE TRANSIT CORRIDOR PHASE 2 (ONGOING)

The extension of the Metro L (Gold) Line in Los Angeles has been under evaluation by LA Metro. The project map is shown in Figure 3. As shown in the figure, the L line would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. The route is anticipated to be at-grade/aerial west of the station, and at-grade east of the station.

Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard. However, the curb-to-curb rights-of-way and lane widths in the current conceptual designs could potentially be modified to include an on-street bikeway. For example, LA Metro could reduce proposed automobile lane widths along Washington Boulevard, which (as currently designed) range from 12 to 15.5 feet.

Figure 3: LA Metro Eastside Transit Corridor Phase 2 Project Alternatives



ADJACENT JURISDICTIONS

Figure 4 illustrates the existing and planned bikeways in Montebello as well as those planned by jurisdictions surrounding the city:

- City of Commerce
- City of Monterey Park
- City of Pico Rivera
- County of Los Angeles

The information in the Figure 4 is based on the SCAG shapefile of existing and planned bikeways, which Kittelson updated as needed to reflect various jurisdictions' bicycle master plans and active transportation plans.

In addition, Pico Rivera provided information on the following planned improvement:

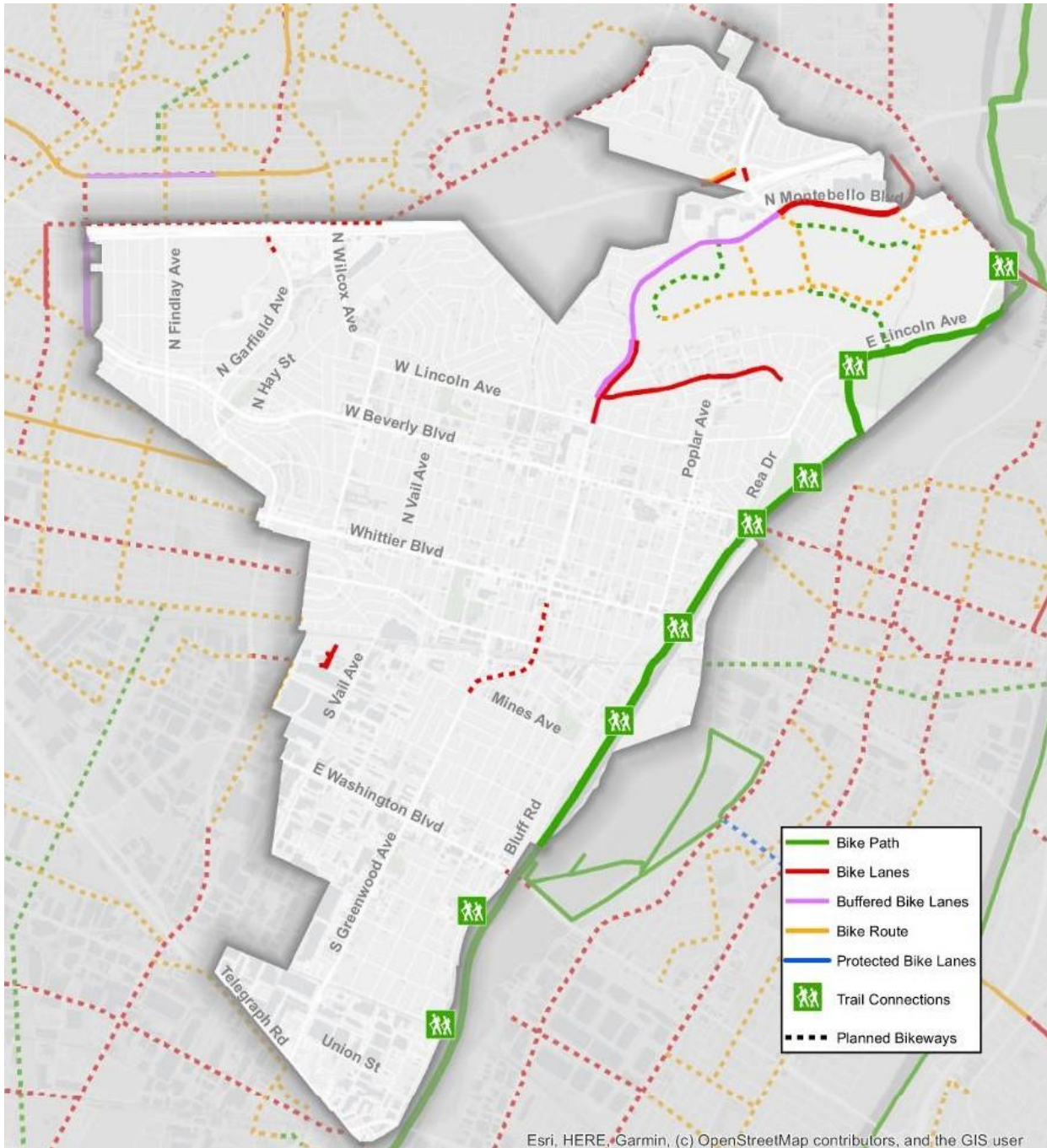
- **Washington Boulevard over Rio Hondo Channel Bridge:** In the interim (before the L Line extension) this project would provide a buffered (hatched paint-separated) bike lane along Washington Boulevard in both directions, from Bluff Road east over the channel. After the L Line extension goes into place, there will be a standard (non-buffered) bike lane in both directions, from Bluff Road east over the bridge. Note, the City of Pico Rivera's plans anticipate that Washington Boulevard east of the bridge will be widened at a later time and would include standard bike lanes. However, the portion east of the bridge is not included as part of this planned project.

The SCAG shapefile included the City of Montebello's Bike Lane Feasibility Study Report (2013); this has been removed from the figure as bikeway recommendations within Montebello are being reviewed as part of this BMP. Kittelson has included planned improvements from the City's Montebello Hills Specific Plan (2015), CIP, and the above-mentioned projects led by SGVCOG and the City of Pico Rivera. In addition, the shapefile includes recommendations from the GCCOG Strategic Transportation Plan Active Transportation Element (2016); Kittelson has excluded these recommendations from the map if they were not included in a specific jurisdiction's adopted plan.

As shown in the Figure 4, several bike lanes and bike routes are proposed on streets that meet Montebello's City limits. In addition, the City of Pico Rivera has proposed a rail-adjacent bike path that connects Montebello south of Whittier Boulevard and east of the Rio Hondo Bike Path.

As Montebello's bike plan is being developed, the City should continue to coordinate with these jurisdictions and strive to plan facilities that provide consistency and comfort for bicyclists crossing City boundaries.

Figure 4: Existing and Planned Bikeways



RECENT AND ONGOING PLANNING EFFORTS

Through previous and ongoing planning efforts, the City of Montebello and other agencies have identified several biking opportunities throughout the city. This information has been utilized as part of this BMP effort to determine opportunities for bikeways along City streets and develop draft BMP recommendations. Note, the planning efforts summarized in this section also include the City's General Plan, which is currently undergoing review. The updated General Plan proposes changes to vehicle capacity and cross-sections on some roadways which were incorporated into the bikeway recommendations developed later in this memo.

BIKE LANE FEASIBILITY STUDY REPORT (2013)

The City of Montebello Bike Lane Feasibility Study evaluated the feasibility of installing various bicycle facilities on key roadways in the city. The study evaluated various roadways to identify candidate routes and the types of facilities most appropriate for each roadway. 16 roadways were selected for evaluation, of which 10 were identified as being feasible for bicycle improvements. Note, for the purposes of this BMP effort, the 2013 study's recommendations are treated as identified opportunities, as opposed to planned improvements by the City. The 2013 report's opportunities are shown in Figure 5

LA METRO ACTIVE TRANSPORTATION STRATEGIC PLAN (2016)

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bike. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County. The proposed regional active transportation network within and around Montebello is shown in Figure 6.

GATEWAY CITIES COG STRATEGIC TRANSPORTATION PLAN ACTIVE TRANSPORTATION ELEMENT (2016)

The Gateway Cities Council of Governments (GCCOG) is a joint powers authority representing 27 cities and several unincorporated county areas in southeast Los Angeles County and the Port of Long Beach. It serves as a cooperative agency that enables government agencies and public authorities to work together on issues where jurisdictions overlap.

The GCCOG STP, published in March 2016, is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP's recommendations for significant bikeway projects that pass through or along Montebello are shown in Figure 7. Bikeways are recommended along Beverly Boulevard, Garfield Avenue, Flotilla Street, Lincoln Avenue, Mines Avenue, Montebello Boulevard/Montebello Way, and Slauson Avenue.

Figure 5: Bicycle Routes and Facilities (2013 Study)

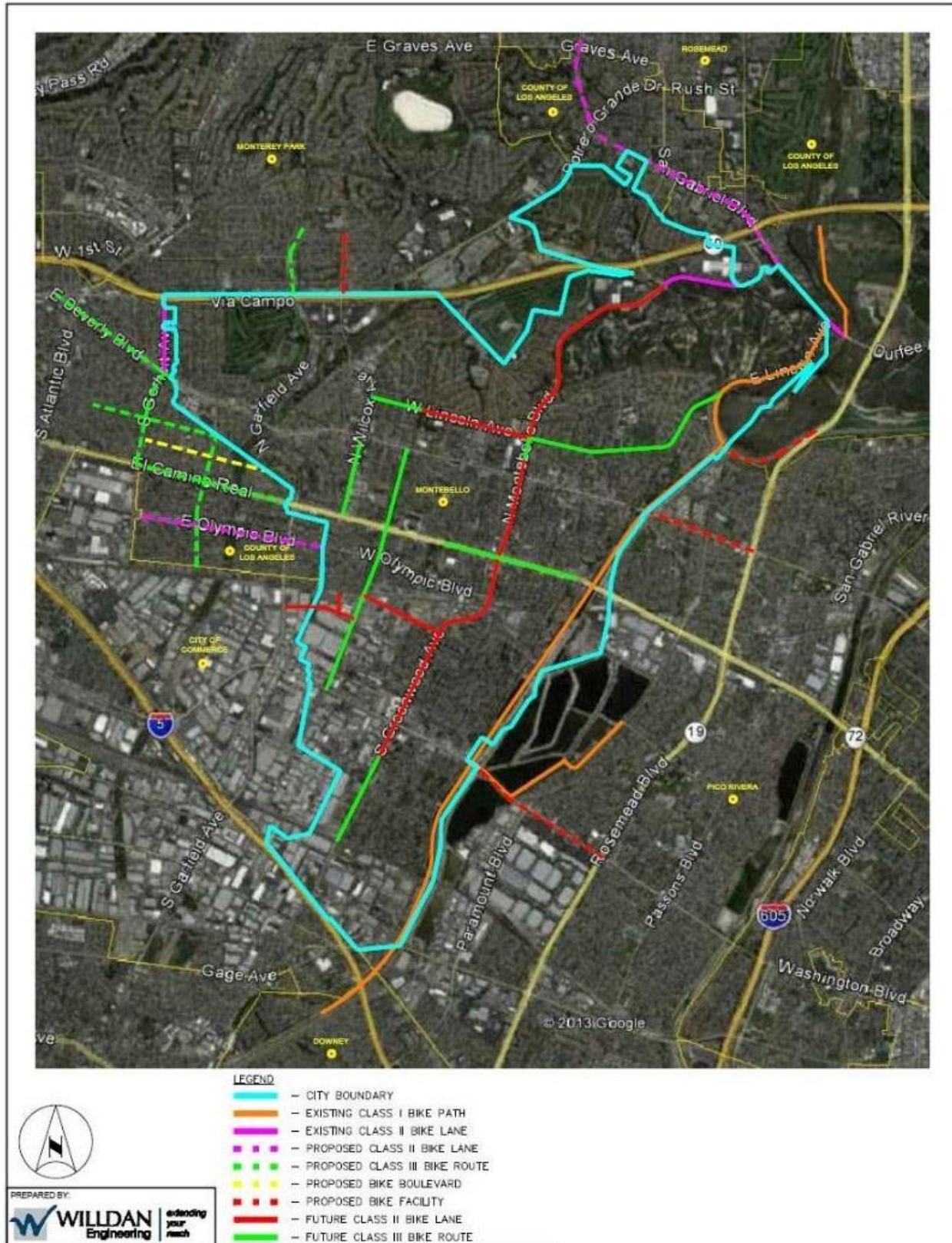


Figure 6: LA Metro ATSP Regional Active Transportation Network (Excerpt)

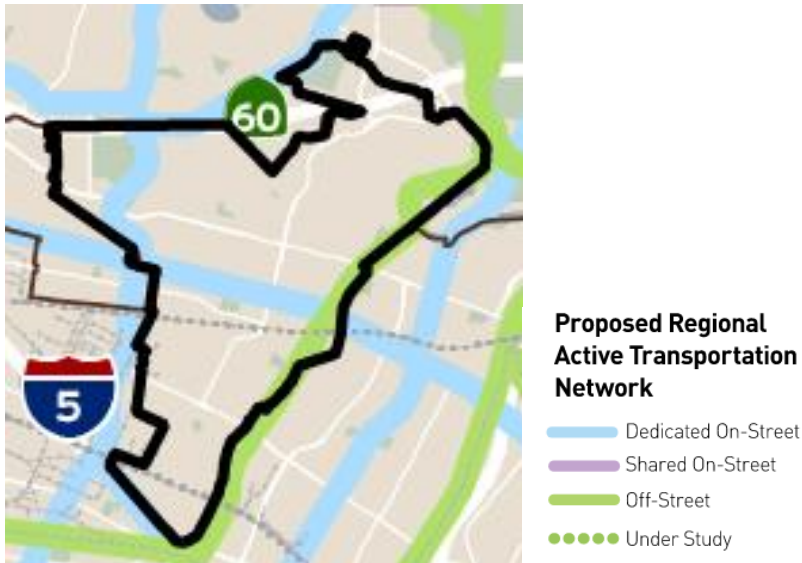
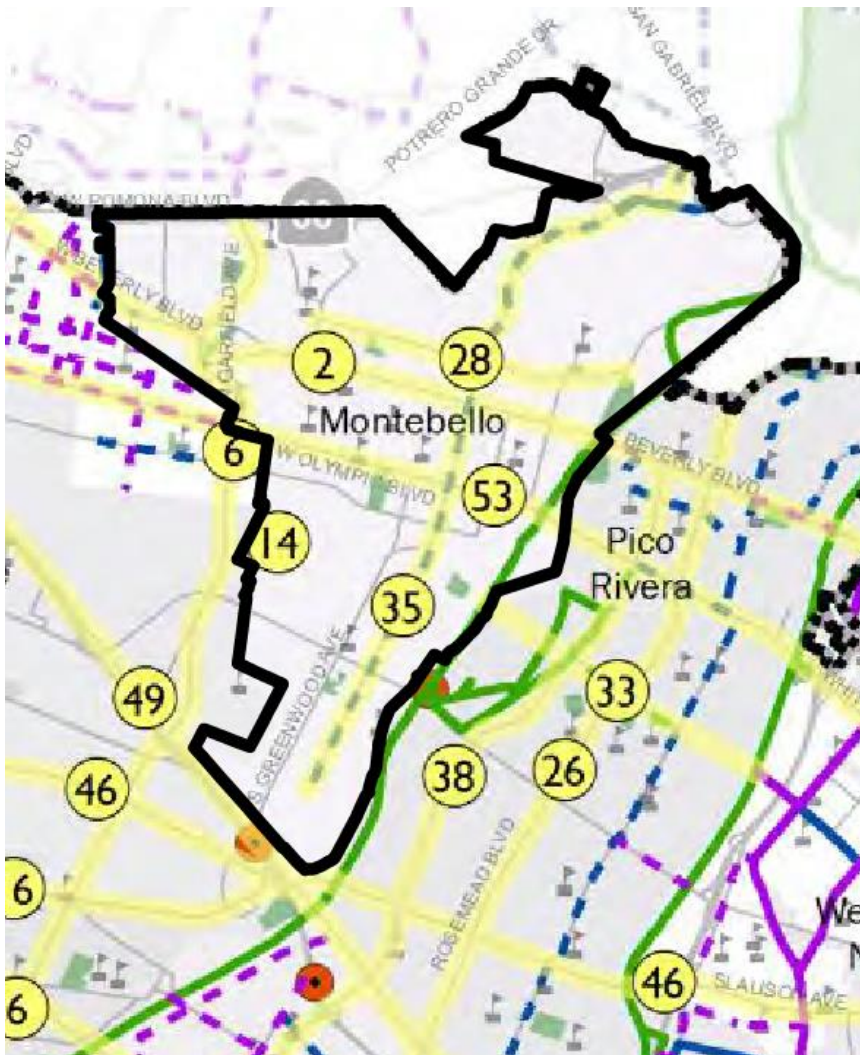


Figure 7: GCCOG STP Regionally Significant Bikeway Projects (Excerpt)



SAN GABRIEL VALLEY COG REGIONAL ATP AND GREENWAY NETWORK STUDY (2019)

The 2019 San Gabriel Valley COG Regional ATP and Greenway Network Study offers recommendations for Cities in the region aimed at constructing an inclusive and comfortable network of bikeway facilities. SGVCOG's recommended buildout bikeway network for Montebello is shown in Figure 8.

Figure 8: SGVCOG Recommended Buildout Bikeway Network in Montebello














February 2019

Bikeway Network

Recommended / Existing

-  Shared-Use Path (Class I)
-  Buffered Bike Lane (Class II)
-  Bike Lane (Class II)
-  Neighborhood Greenway (Class III)
-  Separated Bikeway (Class IV)

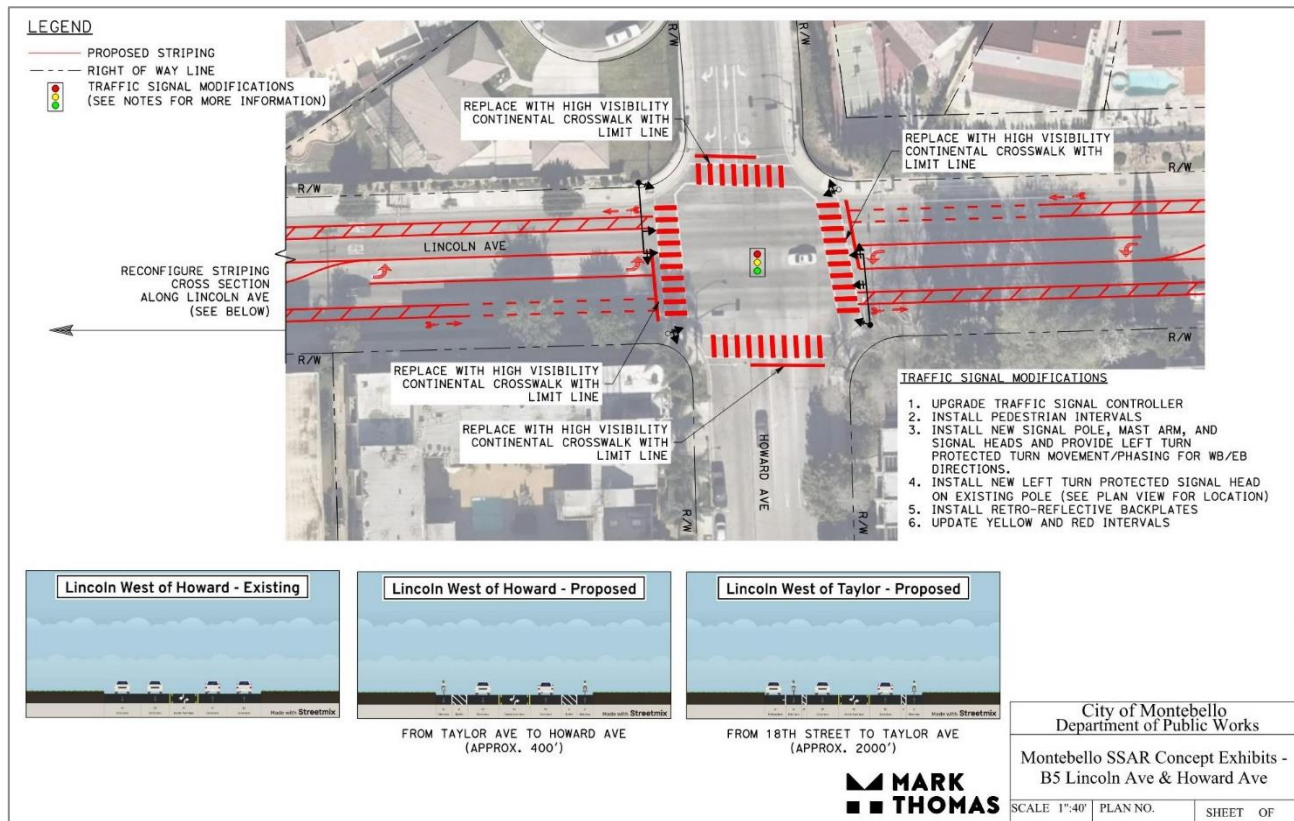
-  Potential Shared-Use Path (Class I)
-  Bike Lane Uphill Only
-  Bikeways Proposed in Other Plans
-  School or University
-  Park
-  Community Destination
-  Waterway
-  Metrolink
-  Metro Gold Line
-  Metrolink Station
-  Metro Gold Line Station



MONTEBELLO SAFE TRAVEL PLAN (2022)

A key emphasis area in the 2022 Montebello Safe Travel Plan for the City to focus on is reducing vehicle conflicts with pedestrians and bicyclists. According to the Safe Travel Plan, the intersection of Lincoln Avenue and Howard Avenue was identified as an intersection with relatively high crash severities appropriate for bicycle facility improvements. Potential countermeasures were identified, including implementing a road diet and separated bike lanes along Lincoln Avenue between 18th Street and Montebello Boulevard, as shown in Figure 9.

Figure 9: Lincoln Avenue and Howard Avenue Concept Exhibit



MONTEBELLO DRAFT GENERAL PLAN (2023)

According to the Draft Montebello General Plan (which is currently undergoing public review), the City can encourage a mode shift away from driving by improving bicycle and pedestrian facilities and conditions. For example, the City has the opportunity to address the lack of bikeways in the city, including the lack of bicycle connections to the Rio Hondo Trail and to bicycle facilities outside the City limits.

Figure 10 shows the General Plan's vision for an integrated network of bikeways that connect the Montebello neighborhoods to employment, recreation, education, and other destinations that meet their daily needs. Comfortable bicycle facilities along the roadways highlighted in this figure can help improve access to local destinations (such as downtown Montebello), improve access to regional destinations such as the Rio Hondo Trail, and facilitate connections to major transit hubs.

Figure 10: General Plan Active Transportation Strategy Map



The General Plan discusses opportunities to implement multimodal improvements along several roadways, including Montebello Boulevard/Greenwood Avenue, Whittier Boulevard, Washington Boulevard, Beverly Boulevard, Garfield Avenue, and Lincoln Avenue. The General Plan's proposed cross-sections are displayed below.

Montebello Boulevard/Greenwood Avenue

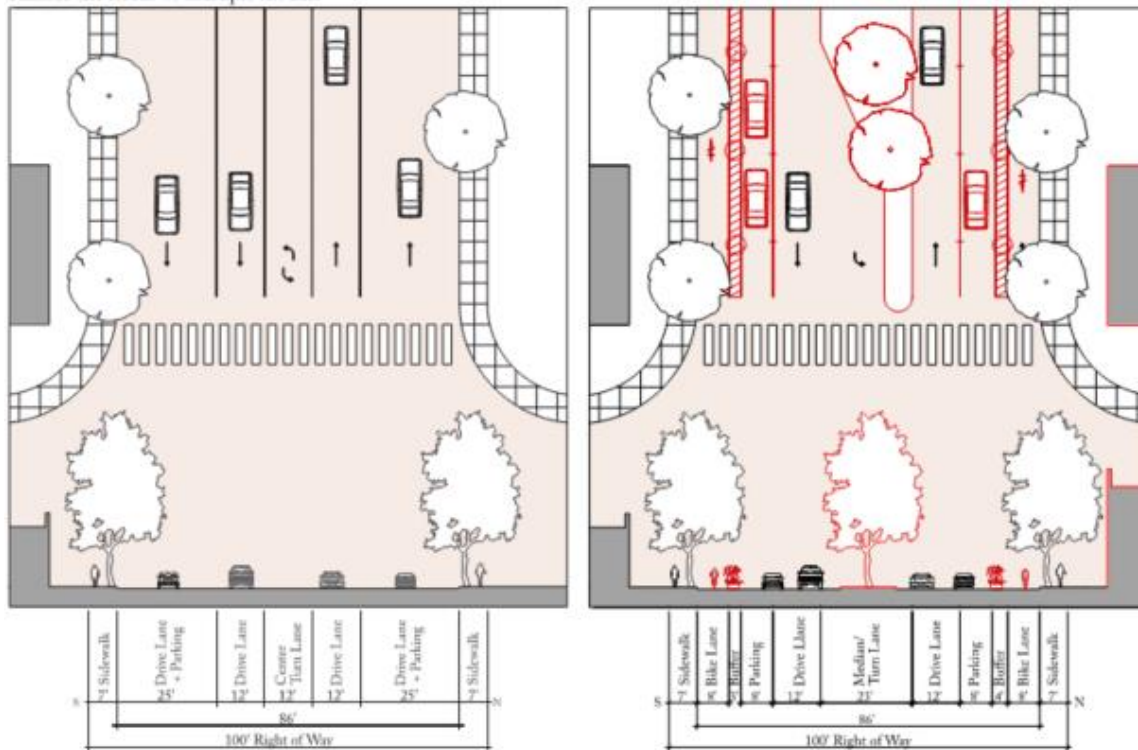


Figure C4.3. Greenwood Avenue at Washington Boulevard

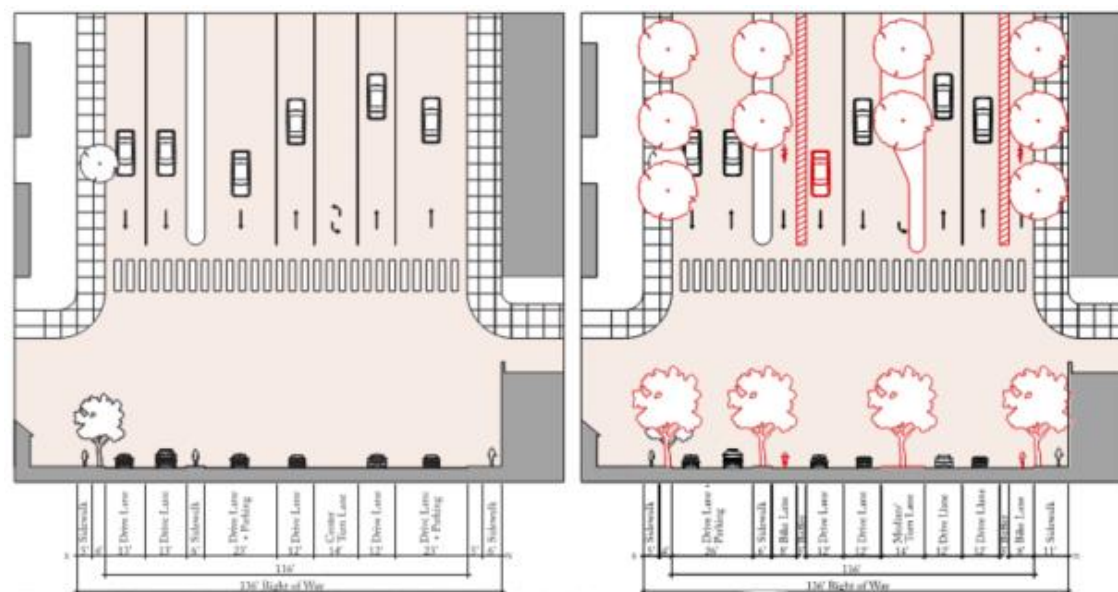


Figure C4.4. Montebello Boulevard between Beverly Boulevard and Cleveland Avenue

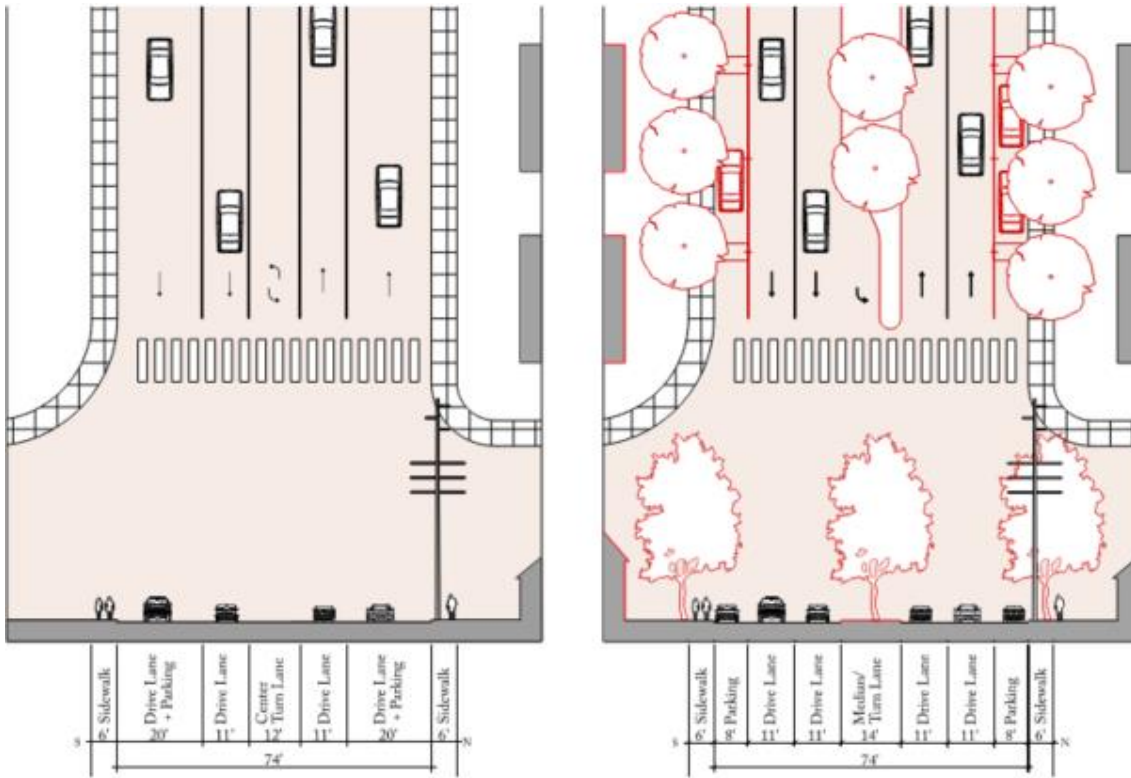


Figure C4.11. Greenwood Avenue -- South of Washington Boulevard

Whittier Boulevard

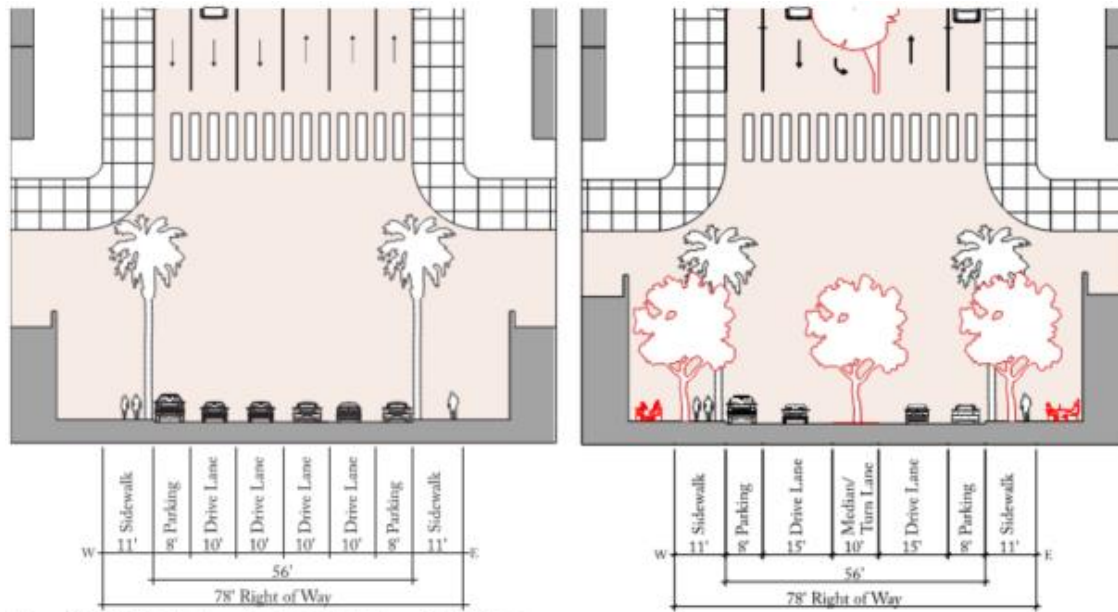


Figure C4.5. Whittier Boulevard -- Montebello Boulevard to Bluff Road

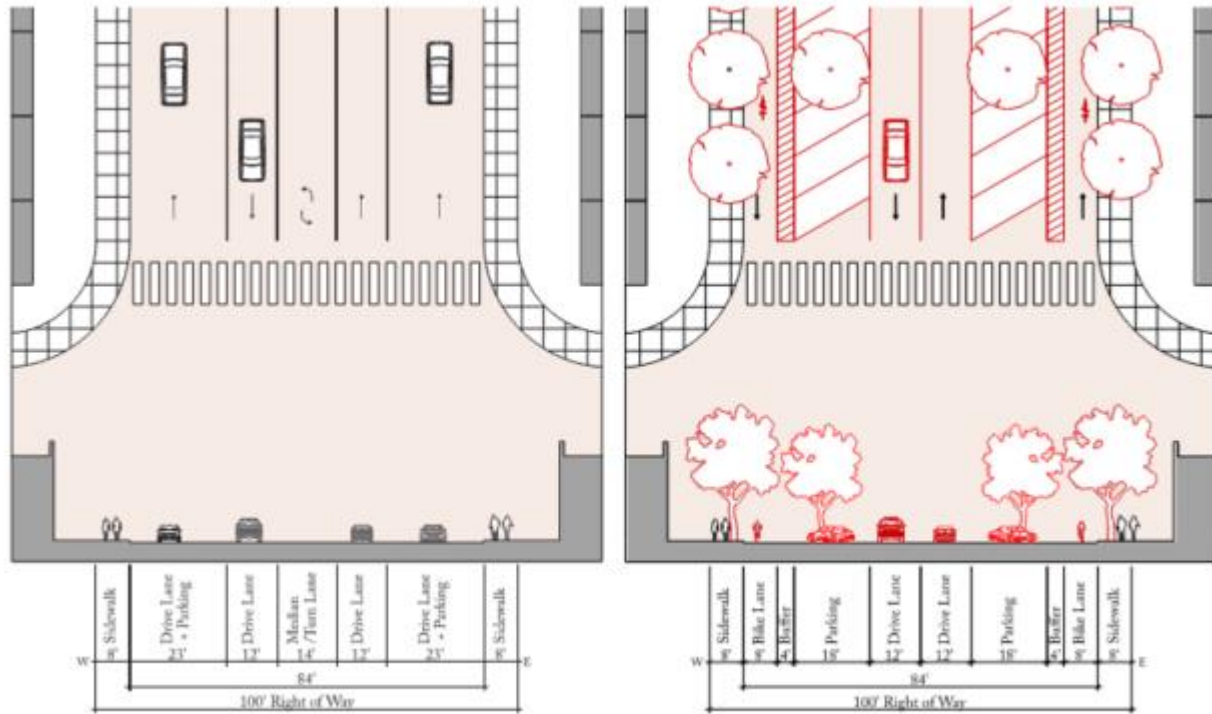


Figure C4.6. Whittier Boulevard -- Garfield Avenue to Montebello Boulevard

Washington Boulevard

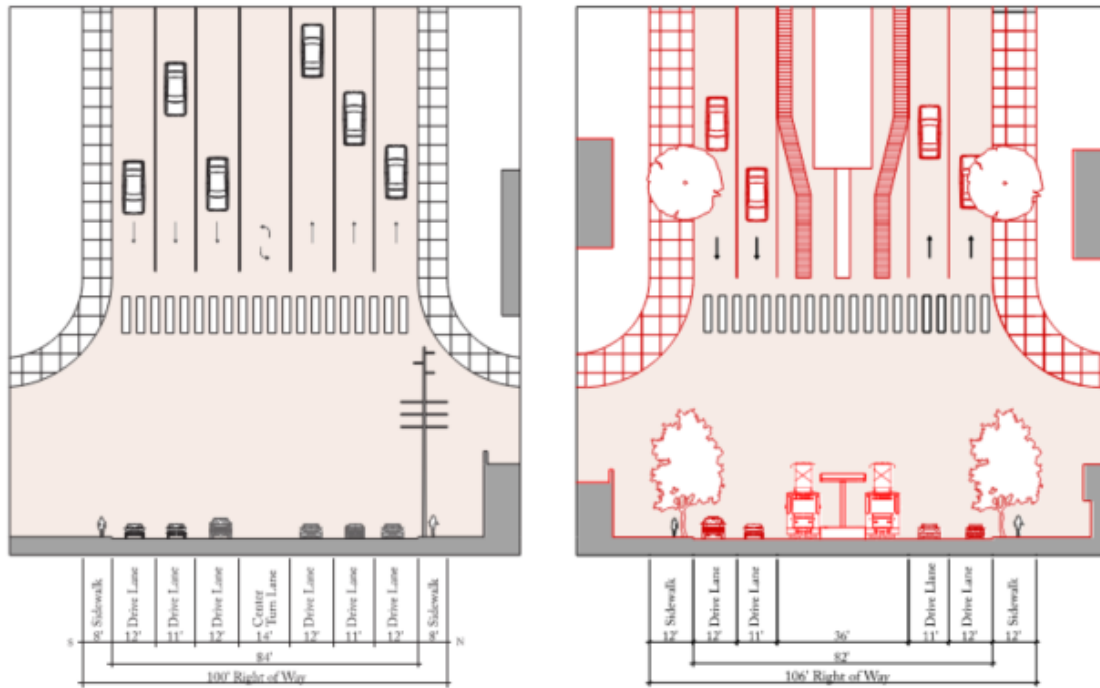


Figure C4.7. Washington Boulevard

Beverly Boulevard

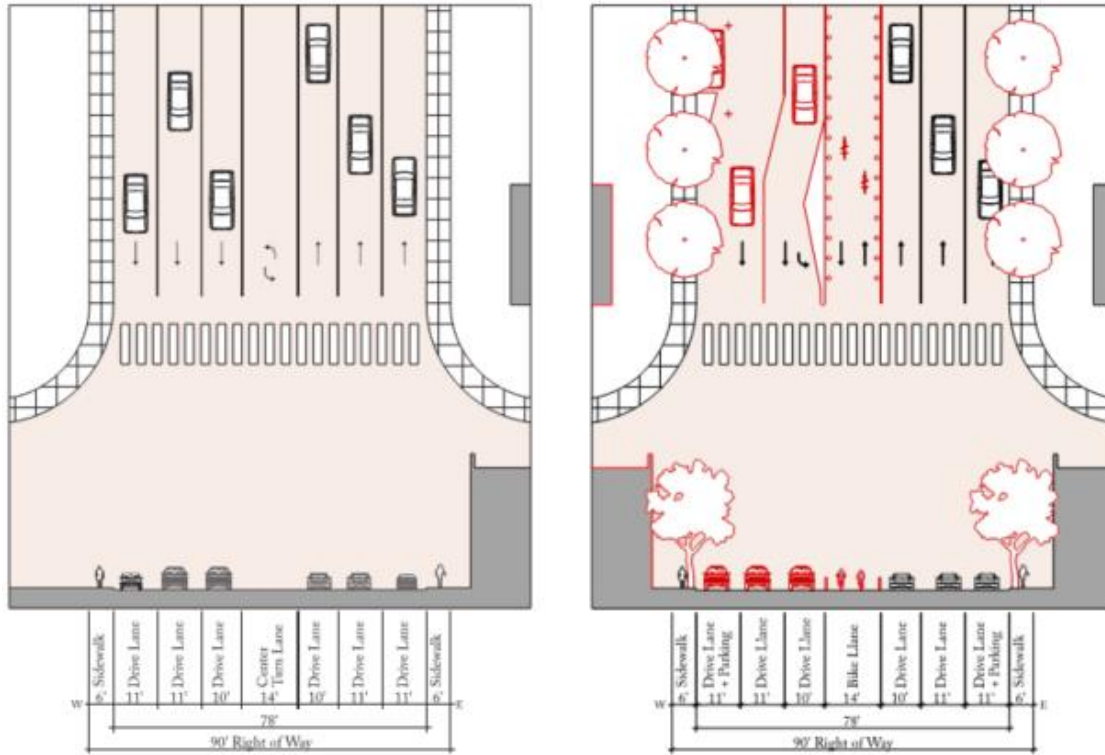


Figure C4.8. Beverly Boulevard at Wilcox Avenue

DRAFT RECOMMENDED BMP BIKEWAYS

The draft recommended BMP bikeways are shown in Figure 11 and detailed in this section. The proposed bikeways have been developed to fit into existing and other planned bikeways within and adjacent to the city. Please note, the bikeways discussed below are not presented in any particular order. Projects will be ranked and prioritized as part of a subsequent step in the BMP development process.

MONTEBELLO BOULEVARD/MONTEBELLO WAY/GREENWOOD AVENUE

Montebello Boulevard travels north-south through Montebello before becoming Montebello Way and then Greenwood Avenue. It provides uninterrupted north-south connectivity through the city and destinations outside the city limits. Currently, there are bike lanes and buffered lanes in both directions between Lincoln Avenue and Montebello Town Center. There is also an incline along that segment of Montebello Boulevard. As part of the Montebello Boulevard Grade Separation Project, SGVCOG is installing Class II bike lanes between Whittier Boulevard and Mines Avenue. A bikeway along this complete corridor would provide north-south bicycle access through the city and to destinations such as multiple retail establishments, the future LA Metro L Line Station, and recreational areas north of the city.

Previously-identified opportunities along this corridor are as follows:

- GCCOG identified an opportunity for Class II bike lanes between Plaza Drive and Mine Avenue.
- SGVCOG identified an opportunity for Class IV separated bike lanes between Paramount Boulevard and Roosevelt Avenue.
- The City's 2013 study identified an opportunity for Class II bike lanes between Paramount Boulevard and Washington Boulevard, and Class II bike lanes and Class III bike routes south of Washington Boulevard.

The City's draft General Plan identifies this corridor between Plaza Drive and Washington Boulevard as part of its vision for an integrated bike network. Its complete streets cross-sections include removing on-street parking and adding Class IV separated bike lanes between Beverly Boulevard and Cleveland Avenue, as well as removing outer vehicle lanes to install separated bike lanes south of Olympic.

The recommended BMP facility along this corridor is to install Class IV separated bike lanes between Plaza Drive and Whittier Boulevard, Class IIb buffered bike lanes between Whittier Boulevard and Mines Avenue, and parking-adjacent Class II bike lanes between Mines Avenue and Date Street. Specific segments of the Montebello Boulevard/Greenwood Avenue corridor are discussed below. Unless otherwise noted, improvements can be implemented without affecting vehicle throughput or parking (e.g., by reducing lane widths).

- **Plaza Drive to Paramount Boulevard** – Install Class IV separated bike lanes. This involves improving the existing Class II bike lanes with physical separation.
- **Paramount Boulevard to Avenida De La Merced** -- Install Class IV separated bike lanes. This involves improving the existing Class II bike lanes and Class IIb buffered bike lanes with physical separation. This requires modifications to the median south of Jefferson Boulevard.
- **Avenida De La Merced to Lincoln Avenue** – Install southbound Class IV separated bike lanes, which would involve removing parking on the west side of the road. The recommended approach for the northbound direction is to leave the existing facility as is (parking adjacent Class II bike lane).
- **Lincoln Avenue to Beverly Boulevard** – Install southbound Class IV separated bike lanes. In the northbound direction, remove parking between Beverly Boulevard and Victoria Avenue to install a

Class IV separated bike lane; north of Victoria Avenue, retain on-street parking and install a Class IIb buffered bike lane.

- **Beverly Boulevard to Cleveland Avenue** – Install Class IV separated bike lanes. This involves removing on-street parking, consistent with the General Plan.
- **Cleveland Avenue to Whittier Boulevard** – Install Class IV separated bike lanes. This involves removing on-street parking.
- **Whittier Boulevard to Mines Avenue** – Install Class IIb buffered bike lanes.
- **Mines Avenue to Washington Boulevard** – Install parking-adjacent Class II bike lanes. This would require a road diet and the addition of a center turn lane.
- **Washington Boulevard to Elm Street** – Install parking-adjacent Class IIb buffered bike lanes. This would require a road diet.

LINCOLN AVENUE

Lincoln Avenue provides east-west access to destinations such as schools, parks, retail, Juan Matias Sanchez Adobe museum, and the Rio Hondo Trail.

Previously-identified opportunities along this street are as follows:

- GCCOG identified an opportunity for Class II bike lanes between Wilcox Avenue and the Rio Hondo Trail.
- SGVCOG identified an opportunity for Class II bike lanes and Class III bike routes.
- The City's 2013 study identified an opportunity for Class II bike lanes and Class III bike routes.
- The City's STP identified an opportunity to remove a travel lane in each direction and install Class IV separated bike lanes between 18th Street and Montebello Boulevard.

The City's draft General Plan identifies this street west of Avenida De La Merced as part of its vision for an integrated bike network. Its complete streets cross-sections include a road diet between 18th Street and Montebello Boulevard to install two-way Class II separated bike lanes.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Via Paseo to 18th Street** – Install a Class IIIb bike boulevard, which would include traffic calming components. This would also include a short segment along Via Paseo to connect Lincoln Avenue with Wilcox Avenue.
- **18th Street to Montebello Boulevard** – Install Class IV separated bike lanes, which would require a road diet to remove travel lanes (consistent with the General Plan and the STP).
- **Montebello Boulevard to Avenida de la Merced** – Install a Class IIIb bike boulevard, which would include traffic calming components.
- **Avenida de la Merced to Rio Hondo Trail (Dam)** – Install Class IV separated bike lanes. This can be achieved by converting the striped shoulders to separated bike lanes, providing access to the Rio Hondo Trail entrance where there is an incline. This will require coordination with the Army Corp of Engineers.

BEVERLY BOULEVARD

Beverly Boulevard provides east-west access to destinations such as City Hall and the Civic Center, parks, Montebello Barnyard Zoo, Montebello Library, shops, restaurants, and the Rio Hondo Trail.

Previously-identified opportunities along this street are as follows:

- GCCOG identified an opportunity for Class II bike lanes and Class III bike routes.
- SGVCOG identified an opportunity for Class IV separated bike lanes.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network. Its complete streets cross-section west of Montebello Boulevard includes two-way Class IV bike lanes in place of the existing median, with the outer driving/parking lane dropping at major intersection approaches to make space for left-turn pockets.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Gerhart Avenue to Montebello Boulevard** – Install Class IV separated bike lanes. The recommended approach for this BMP is to deviate from the General Plan's center-running Class IV separated bike lanes. The recommended BMP approach is to either remove the outer parking lane to make space for Class IV separated bike lanes, or to remove the center turn lane to implement parking-separated Class IV separated bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.
- **Montebello Boulevard to Rio Hondo Trail** – Install Class IIb buffered bike lanes. This would require either a road diet to remove the outer travel lanes, or removal of the center turn lane.

WHITTIER BOULEVARD

Whittier Boulevard provides east-west access to destinations such as Downtown Montebello, the Rio Hondo Trail, schools, and Montebello City Park.

Previously-identified opportunities along this street are as follows:

- LA Metro identified an opportunity for regional Class II bike lanes.
- GCCOG identified an opportunity for Class II bike lanes and Class III bike routes.
- SGVCOG identified an opportunity for Class IV separated bike lanes.
- The City's 2013 study identified an opportunity for a Class III bike route east of Montebello Boulevard.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network. Its complete streets cross-section west of Montebello Boulevard includes a road diet and installation of Class IV separated bike lanes. East of Montebello Boulevard within Downtown Montebello, the General Plan includes a road diet but no bike lanes; bicycles would share the 15-foot travel lane in each direction with automobiles.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Garfield Avenue to Montebello Boulevard** – Install parking-separated Class IV separated bike lanes. This would require a road diet consistent with the General Plan.
- **Montebello Boulevard to Bluff Road** – Install a Class II bike route. This would be consistent with the General Plan's vision for this roadway segment and should include its traffic calming components through Downtown Montebello.

OLYMPIC BOULEVARD/ROOSEVELT AVENUE

Olympic Boulevard provides east-west access to destinations such as Montebello City Park, shops and restaurants. It also serves as an alternative route to Whittier Boulevard.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class II bike lanes and Class IIb buffered bike lanes.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facility for Olympic Boulevard between Concourse Avenue and Montebello Boulevard is to install Class IIb buffered bike lanes. This would require a road diet to remove the outer travel lanes in order to retain residential on-street parking and the middle turn lane. In addition, a Class III bike route should be provided along Roosevelt Avenue to connect riders on Olympic Boulevard with the Rio Hondo Trail,

WASHINGTON BOULEVARD

Washington Boulevard provides east-west access to shops, restaurants, and other destinations. The planned LA Metro L Line extension would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard.

Class II bike lanes (or another type of dedicated bike facility) can help to improve first/last mile access to the planned station and increase the convenience of using transit. Therefore, it is recommended that the City coordinate with LA Metro to determine the feasibility and inclusion of bike lanes as part of the planned multimodal improvements along this corridor. This includes coordinating with LA Metro to determine if vehicle lanes or other roadway elements can be narrowed or adjusted to include bike lanes in each direction.

WILCOX AVENUE

Wilcox Avenue provides north-south access to destinations such as multiple schools and retail destinations.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class II bike lanes and Class IIb buffered bike lanes.
- The City's 2013 study identified an opportunity for a Class III bike route south of Beverly Boulevard.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Via Campo to Beverly Boulevard** – Install Class IIb buffered bike lanes. This requires the removal of vehicle travel lanes while retaining on-street parking.
- **Beverly Boulevard to Whittier Boulevard** – Install parking-adjacent Class II bike lanes.

MINES AVENUE

Mines Avenue provides east-west access through residential neighborhoods to destinations such as parks, the Rio Hondo Trail, and the Metrolink Station, and can serve as an alternative parallel route compared to busier streets such as Whitter Boulevard.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class II bike lanes and a Class III bike route.
- The City's 2013 study identified an opportunity for Class II bike lanes.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Vail Avenue to Maple Avenue** – Install Class II bike lanes. This requires the removal of on-street parking.
- **Maple Avenue to Bluff Road** – Install a Class III bike route.

Note, while Maple Avenue is generally a low-speed and low-volume residential street which can be converted to a Class III bike route with shared bicycle and vehicle use of travel lanes, the portion west of Maple Avenue is utilized by industrial uses and trucks, so it can benefit from dedicated bike lanes.

BEACH STREET

Beach Street provides east-west access through residential neighborhoods, connecting to other proposed bikeways and serving as an alternative parallel route to Washington Boulevard, especially as the appropriate bicycle facility along Washington Boulevard still needs to be determined and coordinated with LA Metro.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Vail Avenue to Maple Avenue** – Install Class II bike lanes. This requires the removal of on-street parking.
- **Maple Avenue to Bluff Road** – Install a Class III bike route.

Note, while Beach Street is generally a low-speed and low-volume residential street which can be converted to a Class III bike route with shared bicycle and vehicle use of travel lanes, the portion west of Maple Avenue is utilized by industrial uses and trucks, so it can benefit from dedicated bike lanes.

POPLAR AVENUE/BLUFF ROAD

As a single uninterrupted corridor, Poplar Avenue and Bluff Road provide continuous north-south access through the city, connecting destinations such as the Rio Hondo Trail, parks, Downtown Montebello, and retail. A bikeway along this complete corridor would provide north-south bicycle access through the city and serve as an alternative to the Montebello Boulevard/Greenwood Avenue corridor.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The City's draft General Plan identifies Bluff Road south of Whittier Boulevard as part of its vision for an integrated bike network.

The recommended BMP facility for Poplar Avenue/Bluff Road is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through the City's eastern neighborhoods.

MONTEBELLO BOULEVARD (SOUTHERN SEGMENT)

Montebello Boulevard south of Montebello Way until Sycamore Street provides north-south access through residential areas. A bikeway along this street would provide alternative bicycle access to biking along Greenwood Avenue.

Previously-identified opportunities along this street are as follows:

- GCCOG identified an opportunity for Class II bike lanes and a Class III bike route.
- SGVCOG identified an opportunity for a Class III bike route.

The City's draft General Plan identifies this street north of Frankel Avenue as part of its vision for an integrated bike network.

The recommended BMP facility for Montebello Boulevard south of Montebello Way is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

MAPLE AVENUE

Maple Avenue provides between Lincoln Boulevard and Washington Boulevard and provides north-south access through the city and neighborhoods to destinations such as schools, parks, and retail. A bikeway along this street would provide alternative bicycle access to biking along Montebello Boulevard and Greenwood Avenue.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facility for Maple Avenue is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding.

MADISON AVENUE

Madison Avenue provides east-west access through residential neighborhoods to multiple schools. A bikeway along this street would provide alternative bicycle connectivity to biking along busier streets such as Beverly Boulevard and Whittier Boulevard.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The recommended BMP facility for Madison Avenue is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along busier streets, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE

Hay Street provides north-south access to schools as well as to multiple proposed bikeways. SGVCOG identified an opportunity for a Class III bike route along this street. The recommended BMP facility for Hay Street is to install a Class III bike route.

Northeast of Wilcox Avenue, bicycle facilities should be provided along Westmoreland Drive and Vail Drive to provide continuous north-south access in this area of the city, as follows:

- **Westmoreland Drive from Wilcox Avenue to Vail Avenue** – Install a Class III bike route.
- **Vail Avenue north of Westmoreland Drive** – Install Class IIIb buffered bike lanes. This would require a road diet to retain existing on-street parking.

VAIL AVENUE

Both SGVCOG and the City's 2013 Study identified opportunities for Class IIb or III bikeways along Vail Avenue. A bikeway along the segment of Vail Avenue between Mines Avenue and Beach Street can help provide a way for bicyclists to access the Metrolink station via proposed bikeways on other streets such as Maple Avenue, Mines Avenue, and Beach Street. Given the industrial uses and accompanying trucks along this street, a bike route or bike boulevard is not recommended. The recommended BMP facility for Vail Avenue between Mines Avenue and Beach Street is to install Class IIb buffered bike lanes, which would require the removal of on-street parking.

REA DRIVE

Rea Drive, which runs between Beverly Boulevard and Lincoln Avenue, provides a connection between other proposed bikeways and provides access to the Rio Hondo Trail, Grant Rea Park, and the Montebello Barnyard Zoo. SGVCOG identified an opportunity for Class II bike lanes along this street, and the City's draft General Plan identifies this street as part of its vision for an integrated bike network. The recommended BMP facility for Rea Drive is to install Class II bike lanes.

FINDLAY AVENUE

Findlay Avenue provides north-south connectivity and can serve as an alternative to biking along Garfield Avenue. SGVCOG identified an opportunity for a Class III bike route along this street. The recommended BMP facility for Findlay Avenue is to install a Class IIIb bike boulevard.

DATE STREET

Date Street travels east-west through residential areas and can serve to connect proposed bikeways along Greenwood Avenue, Montebello Boulevard, and Bluff Road. The recommended BMP facility for Date Street between Greenwood Avenue and Bluff Road is to install a Class III bike route.

FLOTILLA STREET

Currently, there are no bikeways providing access to and from the Montebello/Commerce Metrolink Station. Therefore, to improve access to the station, the recommended BMP facility for Flotilla Street between Yates Avenue and Vail Avenue is to install Class II bike lanes. This would require either removing the outer parking lane to install Class II bike lanes, or remove the center turn lane to implement parking-adjacent Class II bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.

AVENIDA DE LA MERCED

Currently, there are parking-adjacent Class II bike lanes along Avenida De La Merced between Montebello Boulevard and Sanchez Street. With the network of proposed bikeways outlined in this section, there is a gap in the network along Avenida De La Merced between Sanchez Street and Lincoln Avenue. Therefore, it is recommended that parking adjacent Class II bike lanes be installed along this segment, continuing the same bicycle lane design currently utilized along this street.

ELM STREET

Elm Street travels east-west through residential areas and can serve to connect proposed bikeways along Greenwood Avenue, Montebello Boulevard, and Bluff Road. The recommended BMP facility for Elm Street between Greenwood Avenue and Bluff Road is to install a Class III bike route

GARFIELD AVENUE/VIA ALTAMIRA

Garfield Avenue provides north-south access to destinations such as green spaces and retail.

Previously-identified opportunities along this street are as follows:

- LA Metro identified an opportunity for regional Class II bike lanes.
- GCCOG identified an opportunity for a Class III bike route
- SGVCOG identified an opportunity for Class IIb buffered bike lanes.

Given the constrained curb-to-curb right-of-way along Garfield Avenue, there are opportunities to implement various types of bike facilities to provide north-south bike connectivity in this area, as follows:

- **City-Owned Property** – Incorporate plans for a Class I bike path into the City's vision for the property west of Garfield Avenue. The bike path could run along the northern and eastern edges of the property (along Via Campo and Garfield Avenue, respectively) as shown in Figure 11.
- **Garfield Avenue from Via Campo to Via San Clemente** – Install Class IIb buffered bike lanes in the northbound direction to complement the City's plans for southbound buffered bike lanes along this segment. This requires modifications to on-street parking.
- **Via Altamira from Garfield Avenue to Beverly Boulevard** – Install a Class III bike route.

These proposed facilities will improve access for north-south bicyclists accessing destinations along Garfield Avenue and to the north of Montebello. The bike path on the City property will provide a low-stress off-street facility for bicyclists; the bike route along Via Altamira will bridge the gap between the bike path and bike facilities along Beverly Boulevard. In addition, providing the northbound buffered bike lane to complement the planned southbound buffered bike lane provides a connection between the proposed bike path and Via Campo.

PARAMOUNT BOULEVARD

Paramount Boulevard provides north-south access to retail destinations both within and outside the city, as well as provides access across SR-60.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class IV separated bike lanes.

The recommended BMP facility for Paramount Boulevard between Montebello Boulevard and Arroyo Drive is to install Class IV separated bike lanes. This may require an asymmetrical road diet – removal of the third southbound lane north of the freeway, and removal of the third northbound lane south of the freeway. In addition, implementation of separated bike lanes crossing the SR 60 on- and off-ramps will require coordination with Caltrans.

ARROYO DRIVE/POTRERO GRANDE DRIVE

Arroyo Drive and Potrero Grande Drive both run along the northern edge of the city, north of SR-60. These streets connect to existing and planned bikeways outside of Montebello.

Previously-identified opportunities along these streets are as follows:

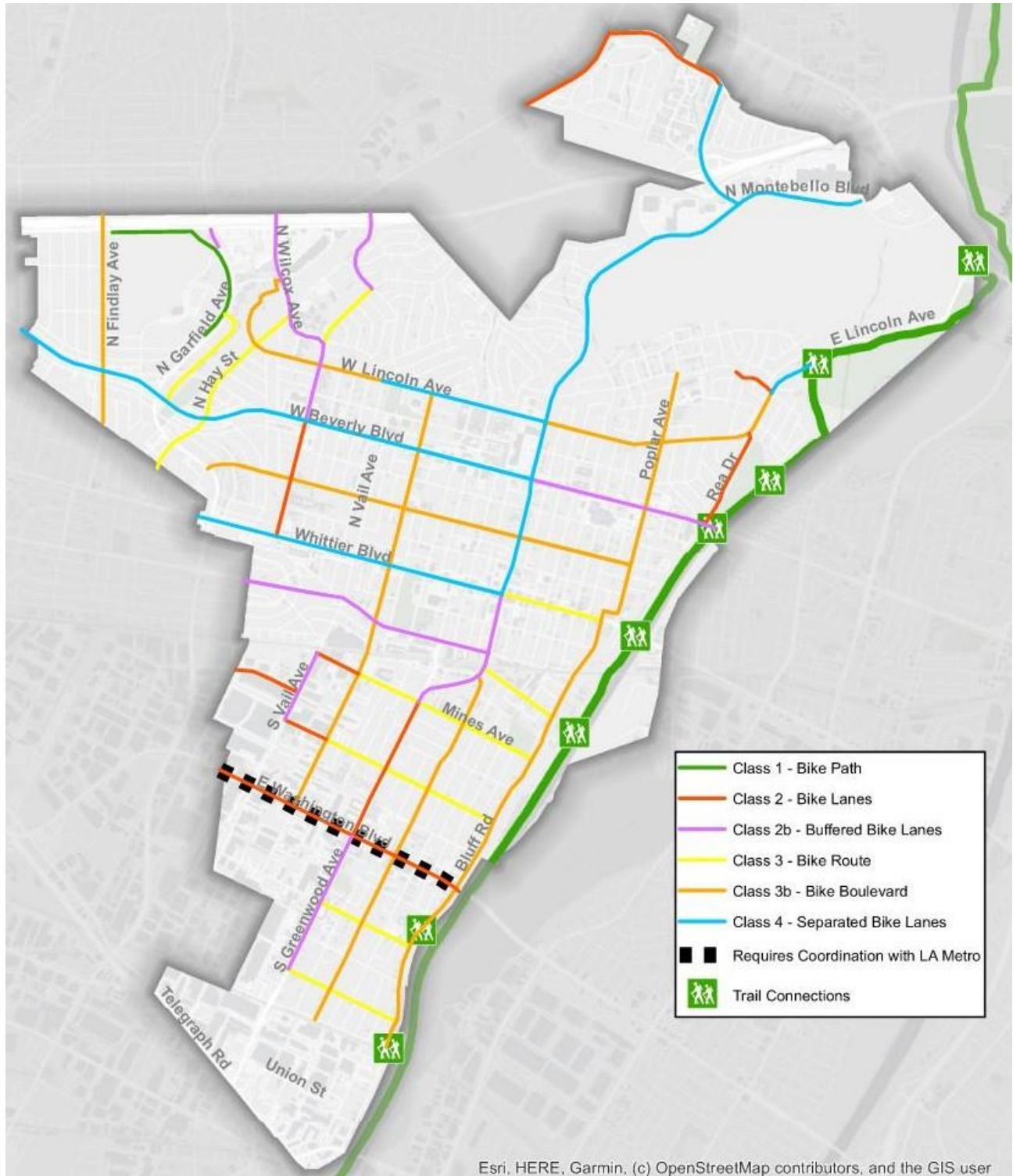
- LA Metro identified an opportunity for regional Class II bike lanes along Potrero Grande Drive.
- SGVCOG identified an opportunity for Class IIb buffered bike lanes along Arroyo Drive.

The recommended BMP facility for both Arroyo Drive and Potrero Grande Drive is to install parking-adjacent Class II bike lanes. Implementation of bike facilities along Arroyo Drive will require coordination with the County of Los Angeles; implementation of bike facilities along Potrero Grande Drive will require coordination with the City of Monterey Park.

NEXT STEPS

The first set of draft bikeways have been shared with City staff and the community; the bikeways presented in this memorandum include updates based on their feedback. Kittelson will develop the subset of priority projects and prepare the Draft BMP.

Figure 11: Draft Recommended Bikeways



Technical Memorandum

December 1, 2023

Project# 24761

To: Monica Rodriguez – City of Montebello

From: Michael Sahimi and Karen Phan – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Recommended Programs and Policies

Kittelson and Associates, Inc. (Kittelson) is assisting the City of Montebello in developing a Bicycle Master Plan (BMP) to improve bicycling conditions throughout the city. The BMP will include a prioritized set of recommendations for near-term and long-term infrastructure projects to develop a connected citywide bicycle network, improve nonmotorized access to key destinations, increase connectivity across barriers, provide bicycling access to public transit, and enhance safety and comfort for people of all ages and abilities who want to bicycle in the city.

In addition to recommending physical bicycle improvements, the BMP will also include recommended programs and policies that the City can employ to improve bicycling conditions in Montebello (such as education and safety campaigns) as well as allow the City to better implement the BMP's recommended bicycle facilities.

The draft recommended programs and policies matrix is attached to this memo. The recommended programs and policies were developed based on input obtained from the City, partner agencies, stakeholders, and the public, as well as a review of best practices, prior local and regional plans, and existing programs and policies in Montebello. The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and Operations
 - Bicycle Facility and Roadway Design
 - Bicycle-Supportive Amenities
- Planning and Evaluation
 - Roadway Network Planning
 - Data Collection and Monitoring
 - Community Participation and Input
- Funding
 - Sustainable Funding Sources
- Implementation
 - Rapid and Interim Facilities
 - Inter-Agency Coordination
- Education and Enforcement
 - Safety and Awareness
 - Equitable Enforcement

After the City's review, the recommended programs and policies will be incorporated into the administrative draft plan. The plan will supplement this matrix with detailed information, guidance, and resources for key programs and policies (for example, a summary of and links to key best design practice documents).

Table 1: Recommended Programs and Policies

Category	Topic Area	Recommended Program or Policy
Infrastructure and Operations	Bicycle Facility and Roadway Design	<p>Follow national and statewide best design practices (such as those documented by NACTO) when designing and implementing dedicated and shared bicycle facilities on City streets.</p> <p>Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bicycle routes at unsignalized arterial crossings.</p> <p>Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bicycle routes/boulevards and as standalone improvements.</p> <p>Continue to monitor research and guidance pertaining to e-bikes and incorporating their needs when designing bicycle facilities in the city.</p> <p>Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.</p>
	Bicycle-Supportive Amenities	<p>Update the City TDM and parking ordinances for new development projects to reflect changes in short and long-term bicycle parking needs for various land uses.</p> <p>Continue to provide sufficient and well-designed bicycle parking at city properties best on the most up-to-date best design practices.</p> <p>Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City right-of-way.</p> <p>Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporating their needs into the City's bicycle parking and municipal requirements.</p> <p>Develop and implement a citywide bicycle wayfinding program to guide bicyclists to key destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.</p> <p>Implement bicycle hubs at key destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.</p>
Planning and Evaluation	Roadway Network Planning	<p>Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.</p> <p>Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics.</p> <p>Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.</p>
	Data Collection and Monitoring	<p>Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at city properties.</p> <p>Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.</p> <p>Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.</p>
	Community Participation and Input	<p>Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and biking conditions; use City events and social media as additional opportunities to further gather community input.</p>
Funding	Grant Funding	<p>Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, SCAG, Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.</p> <p>Pursue grant funding from SCAG, LA Metro, and other organizations for carrying out open street events and demonstration projects.</p> <p>Maintain competitiveness for LA Metro grant assistance and funding and build off of the City's Complete Streets-oriented General Plan by formally adopting a Complete Streets Policy/Ordinance.</p>
	Sustainable Funding Sources	<p>Include BMP projects as part of the City's Capital Improvement Program (CIP).</p>
Implementation	Quick-Build and Interim Facilities	<p>Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.</p> <p>Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic.</p> <p>Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.</p>
	Inter-Agency Coordination	<p>Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.</p> <p>Collaborate with Caltrans on implementing bicycle facilities along SR 60 ramps and over/underpasses.</p> <p>Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.</p> <p>Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.</p> <p>Explore partnerships with San Gabriel Valley Council Governments, LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.</p>

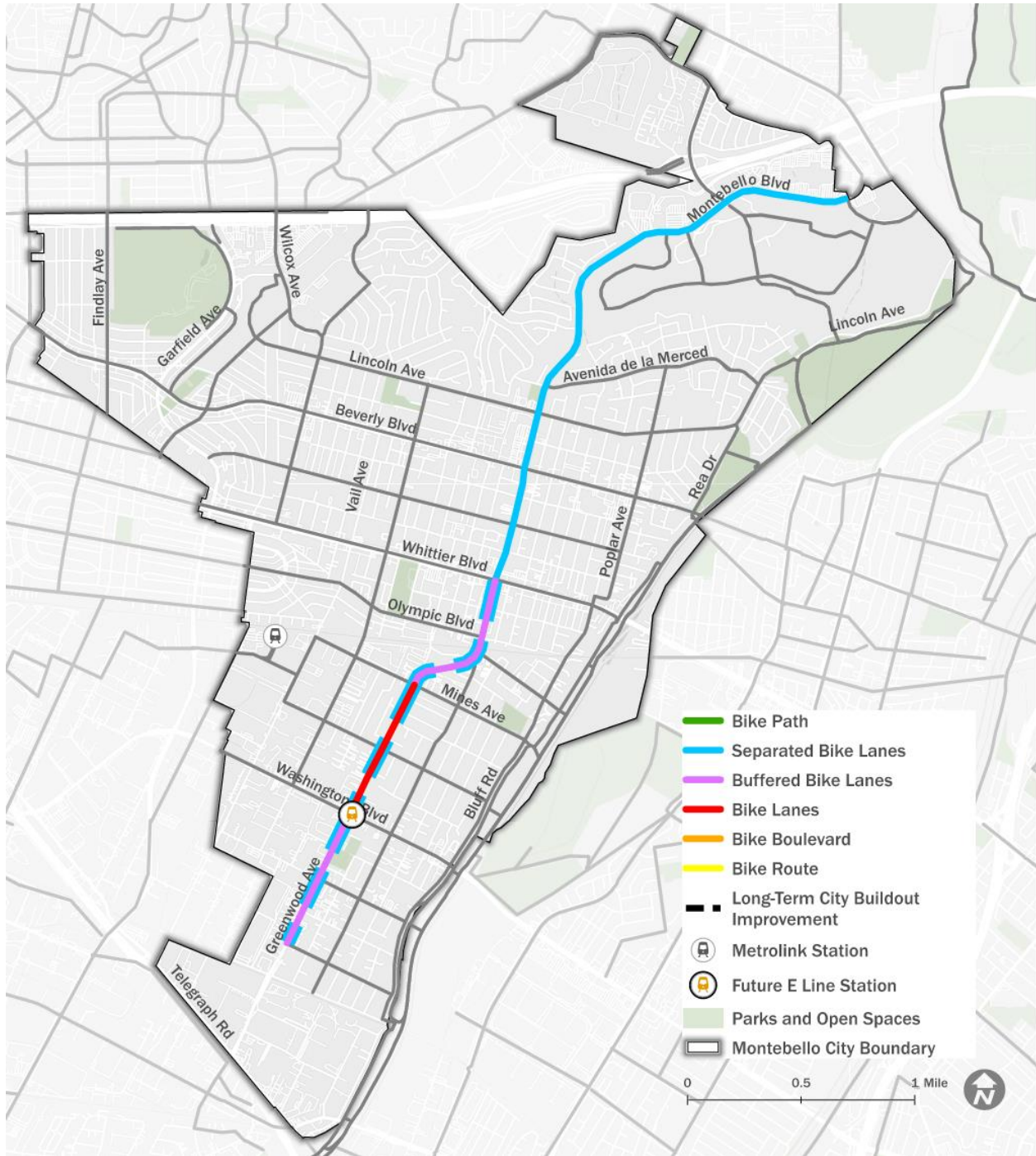
Category	Topic Area	Recommended Program or Policy
Education and Enforcement	Safety and Awareness	Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists. Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses. Partner with Montebello Unified School District to develop a Safe Routes to Schools Plan. Partner with community-based organizations to host activities such as open street events and community bicycle rides. Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.
	Equitable Enforcement	Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets. Deprioritize enforcement of bicycling and walking infractions such as sidewalk bicycle riding and jaywalking. Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

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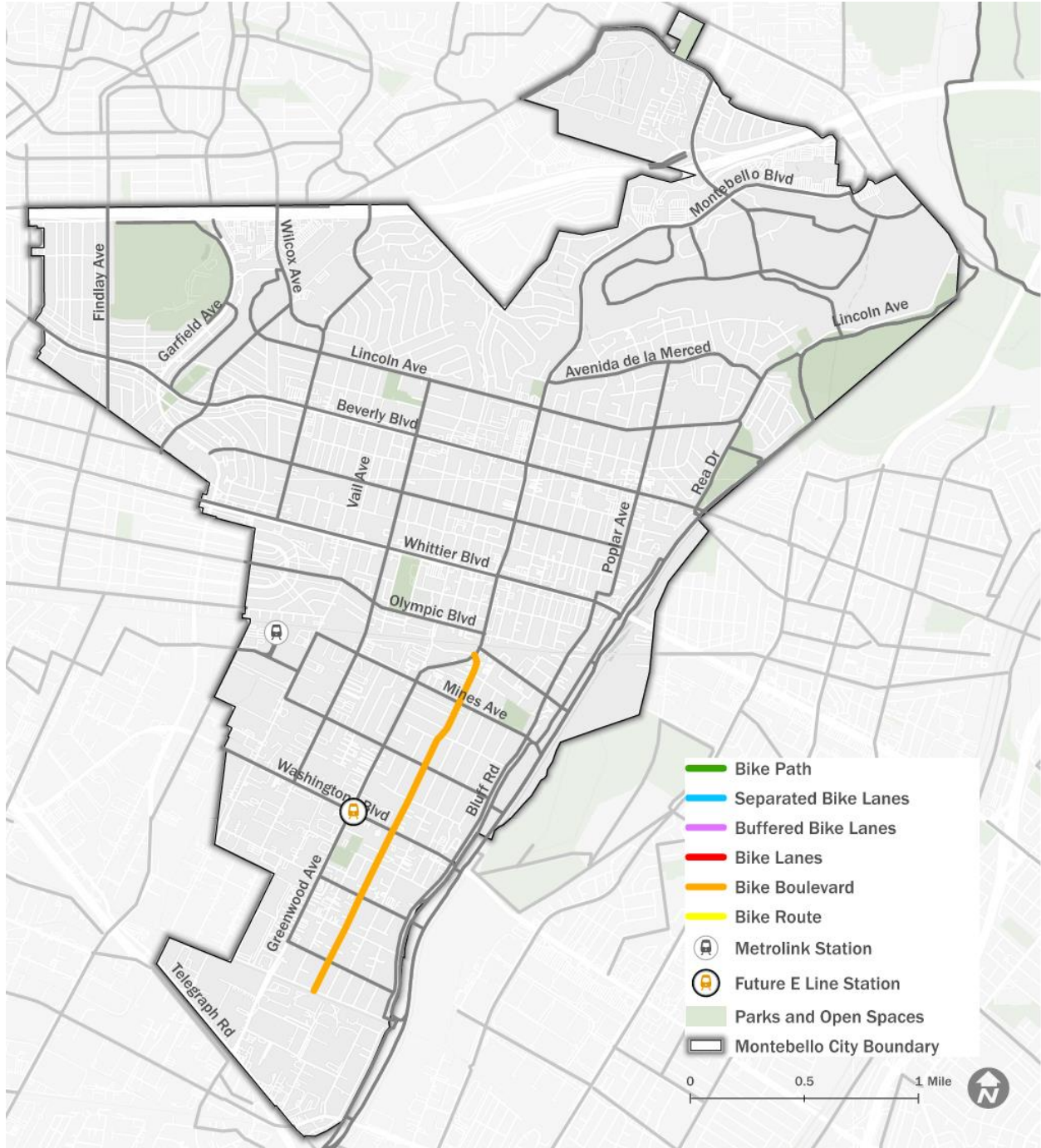
INDIVIDUAL RECOMMENDED BIKEWAY MAPS



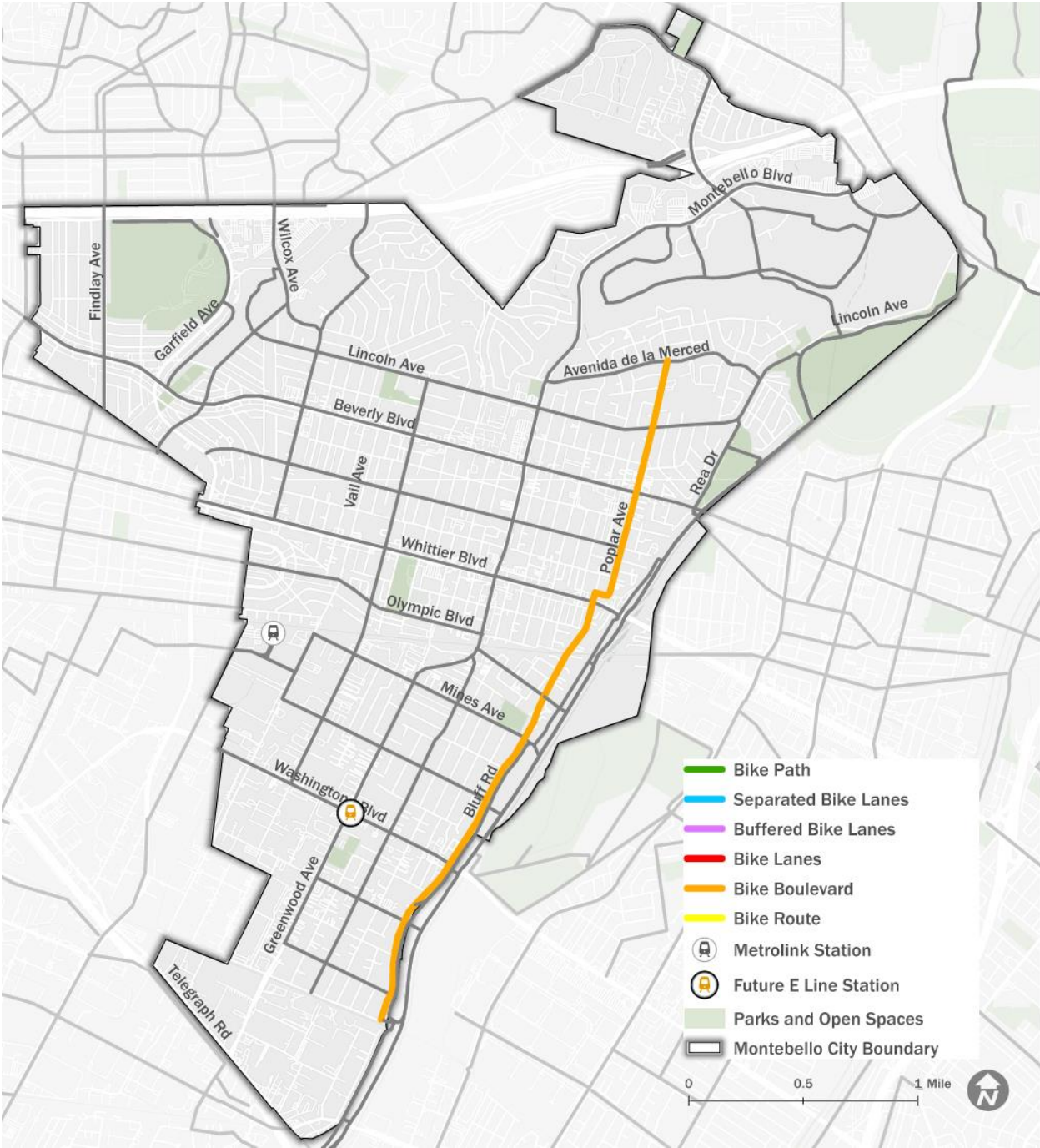
Montebello Boulevard and Greenwood Avenue



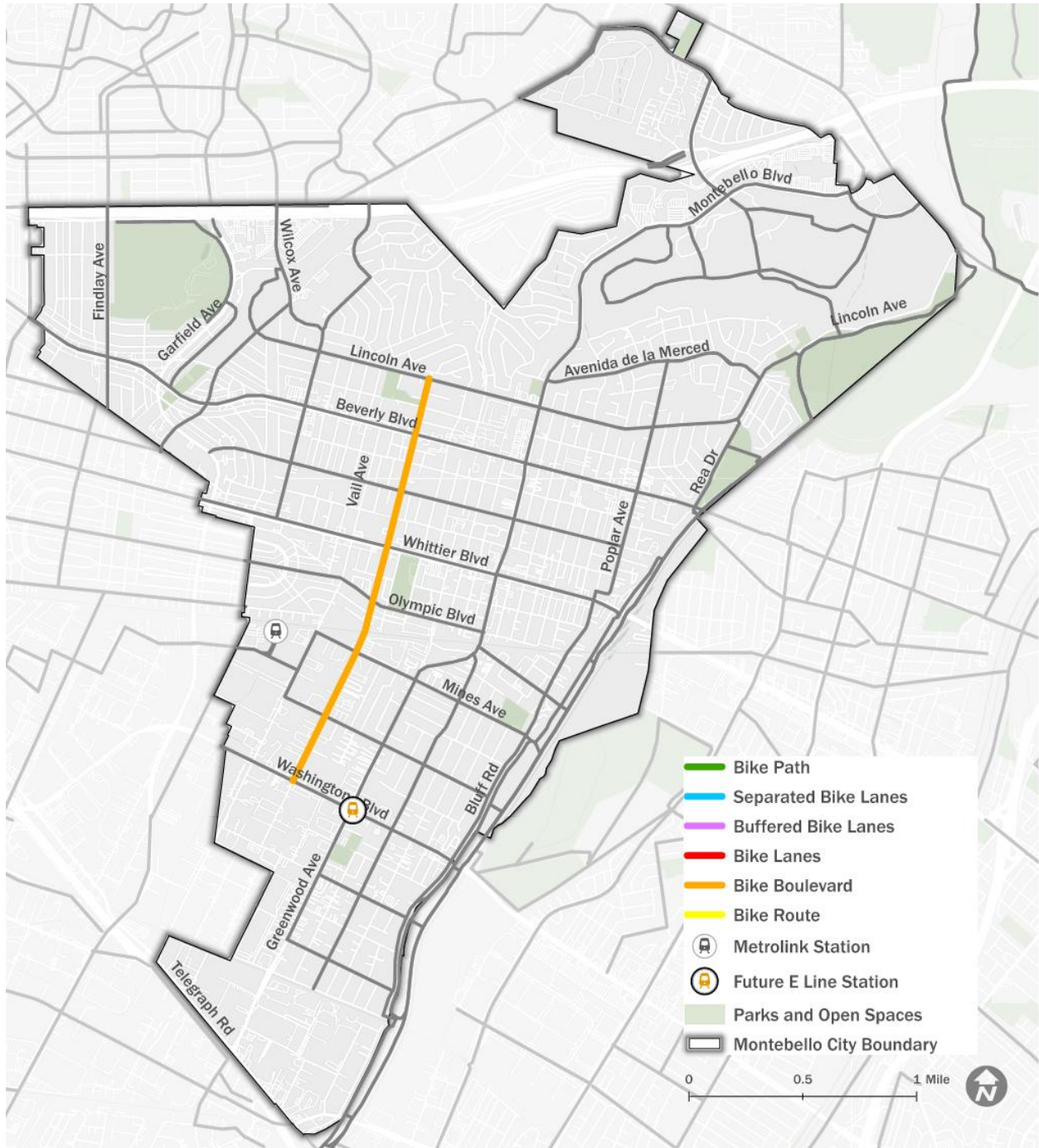
Montebello Boulevard (Southern Segment)



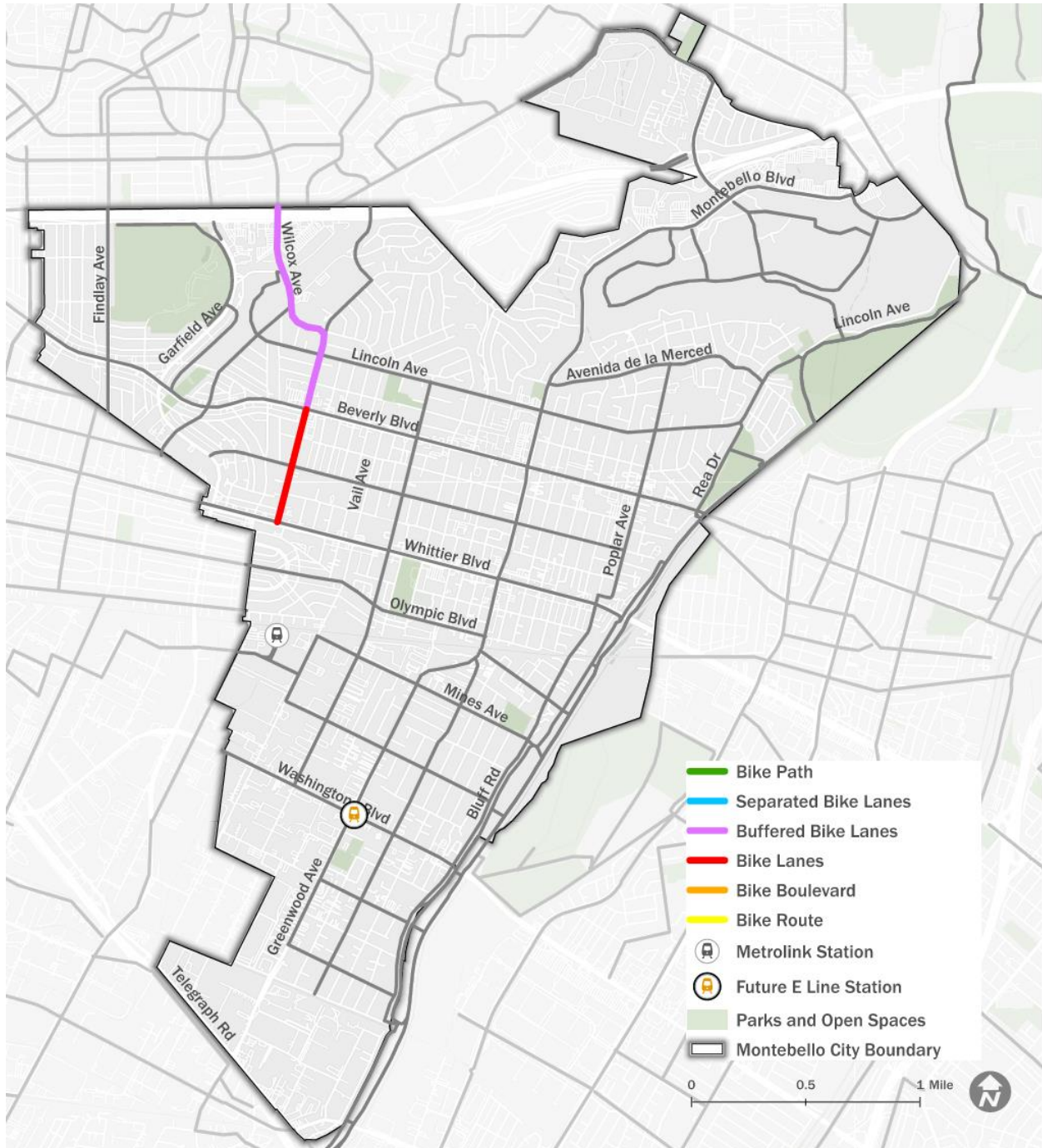
Poplar Avenue and Bluff Road



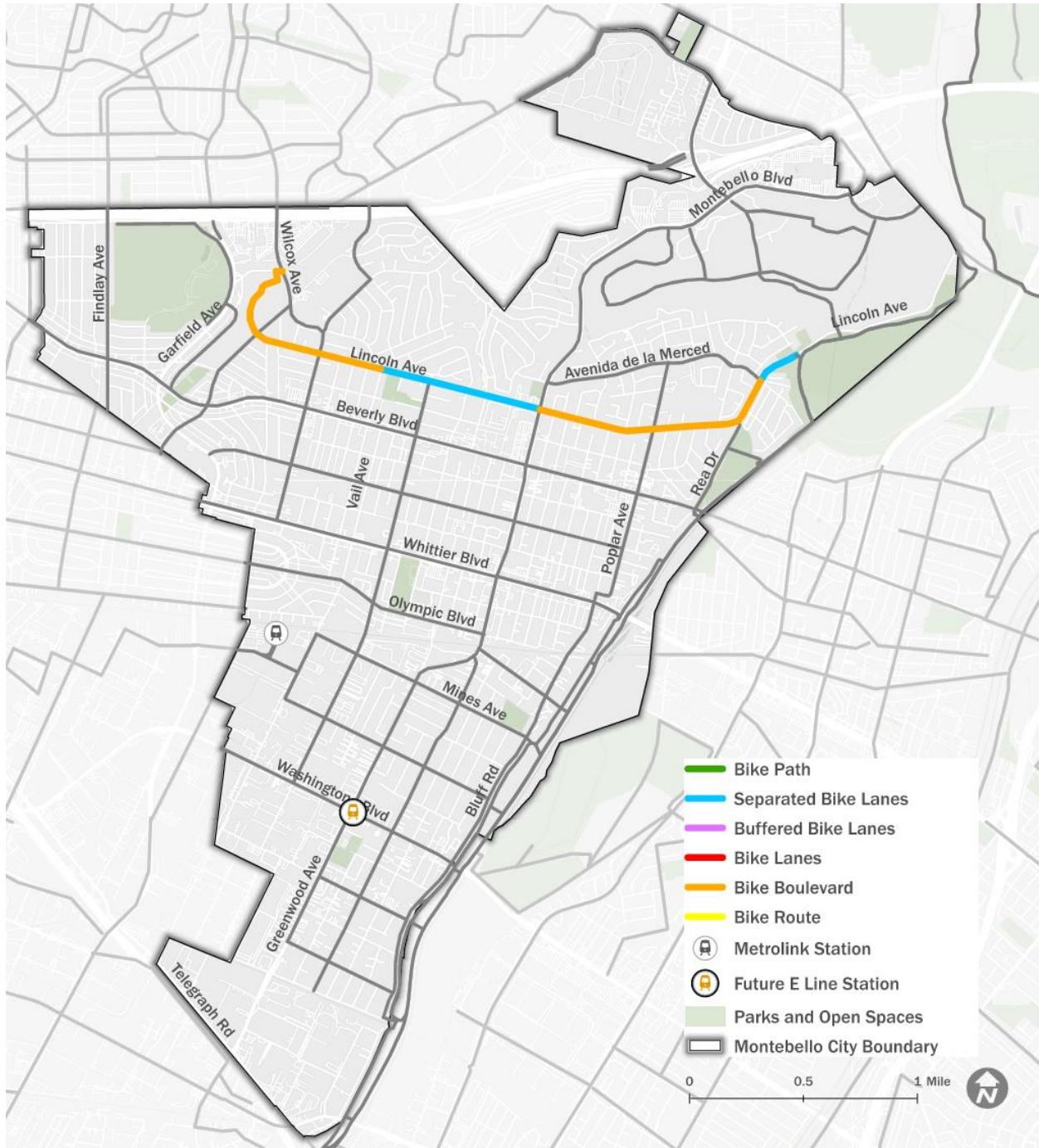
Maple Avenue



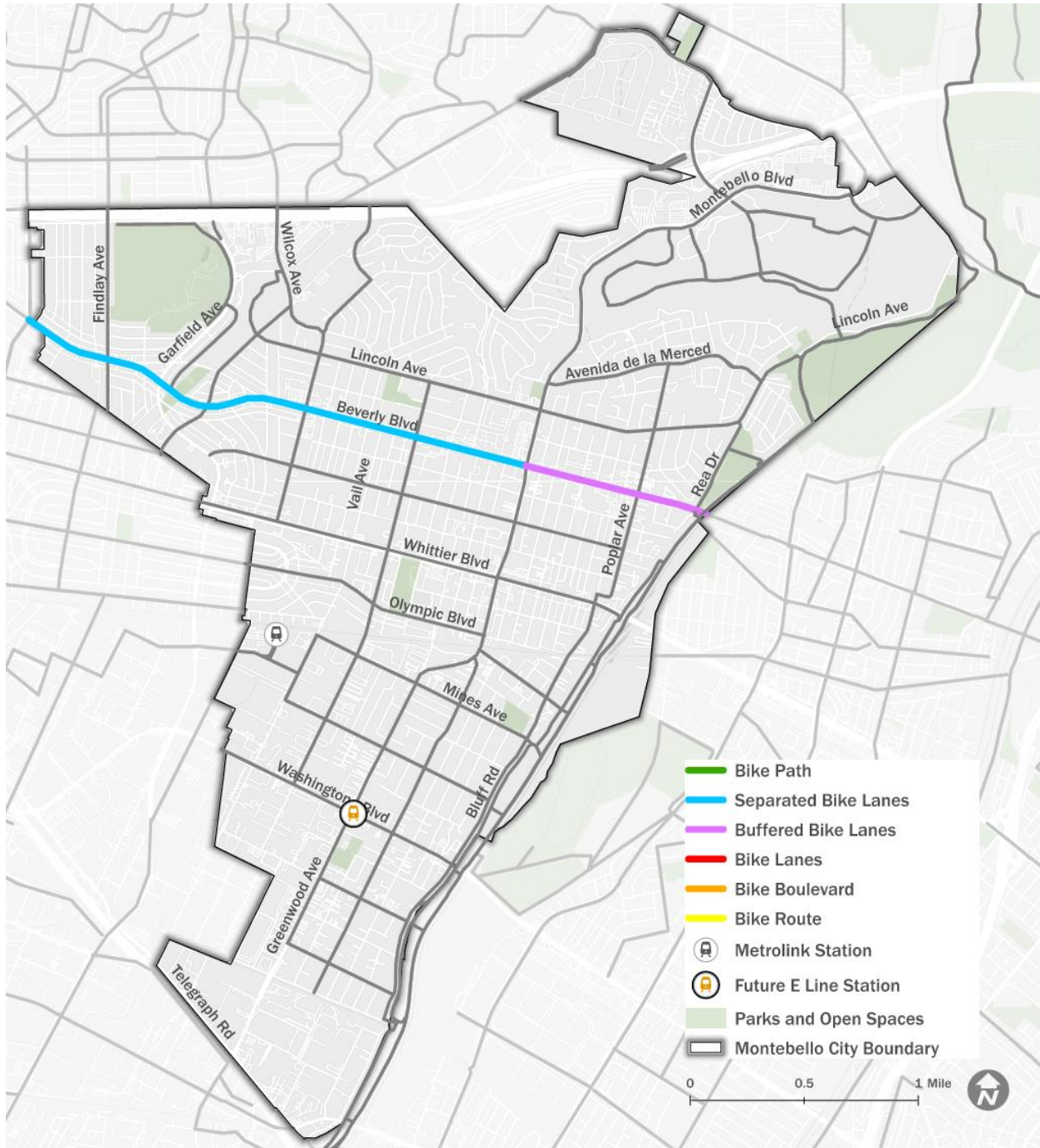
Wilcox Avenue



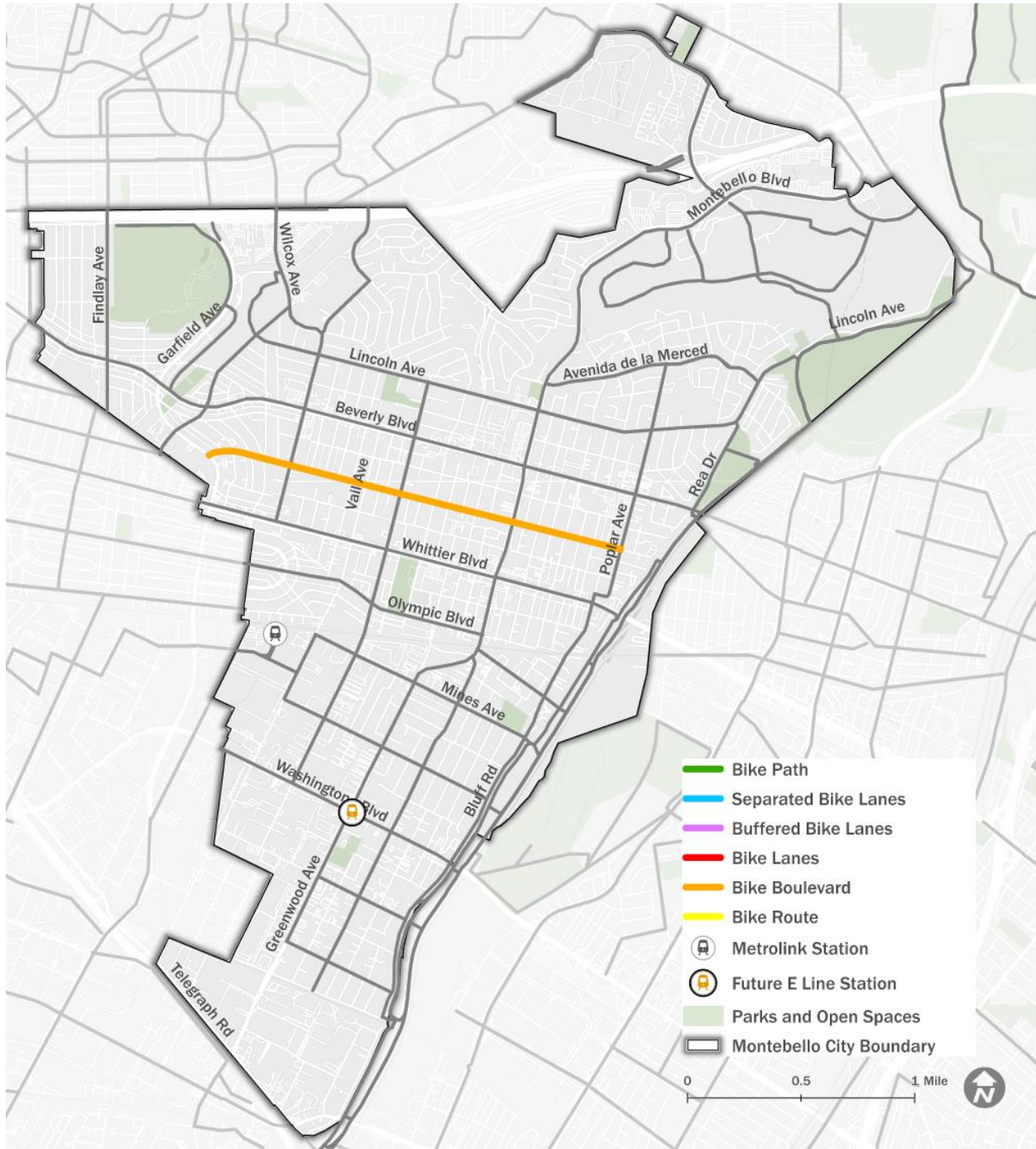
Lincoln Avenue



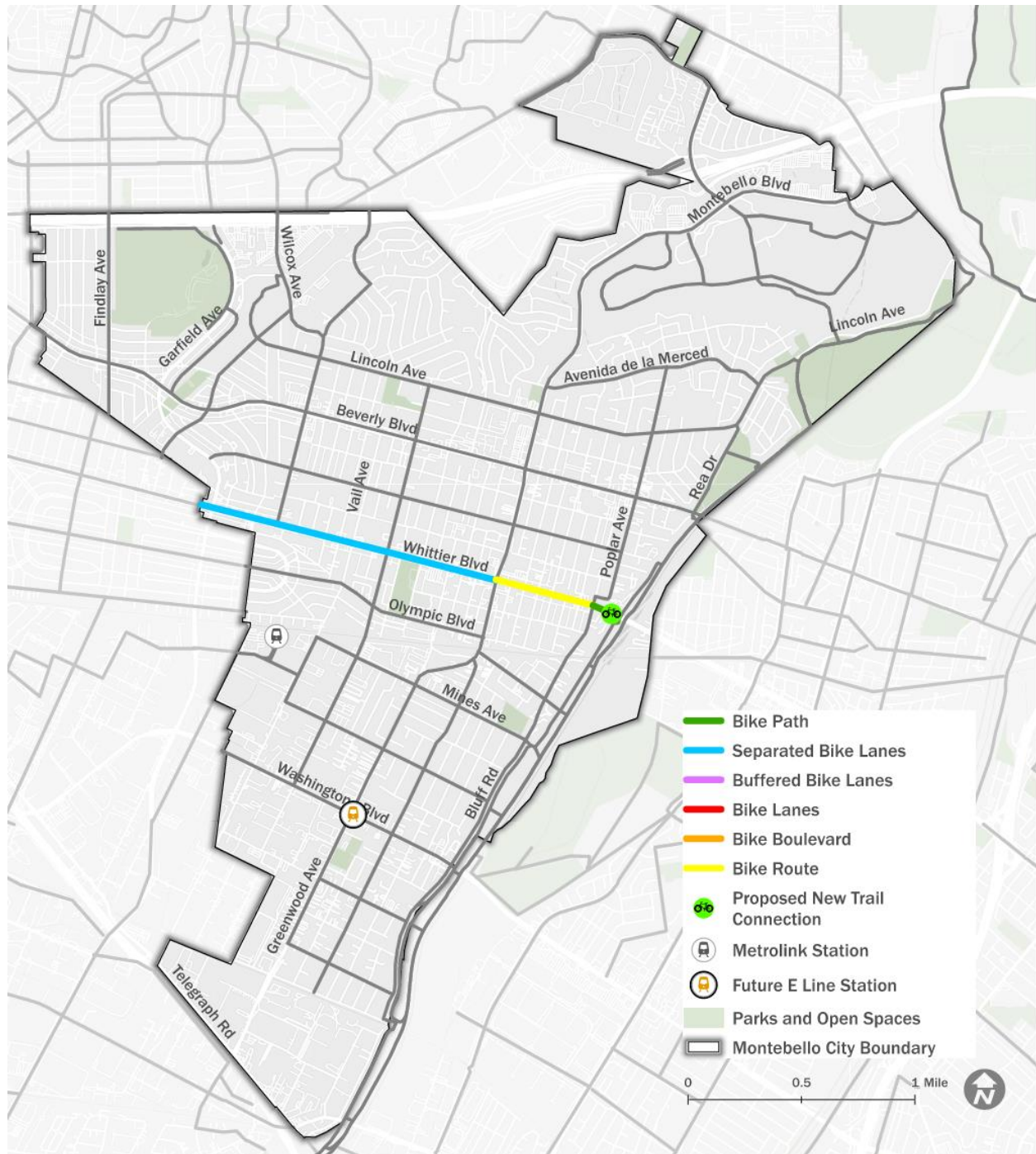
Beverly Boulevard



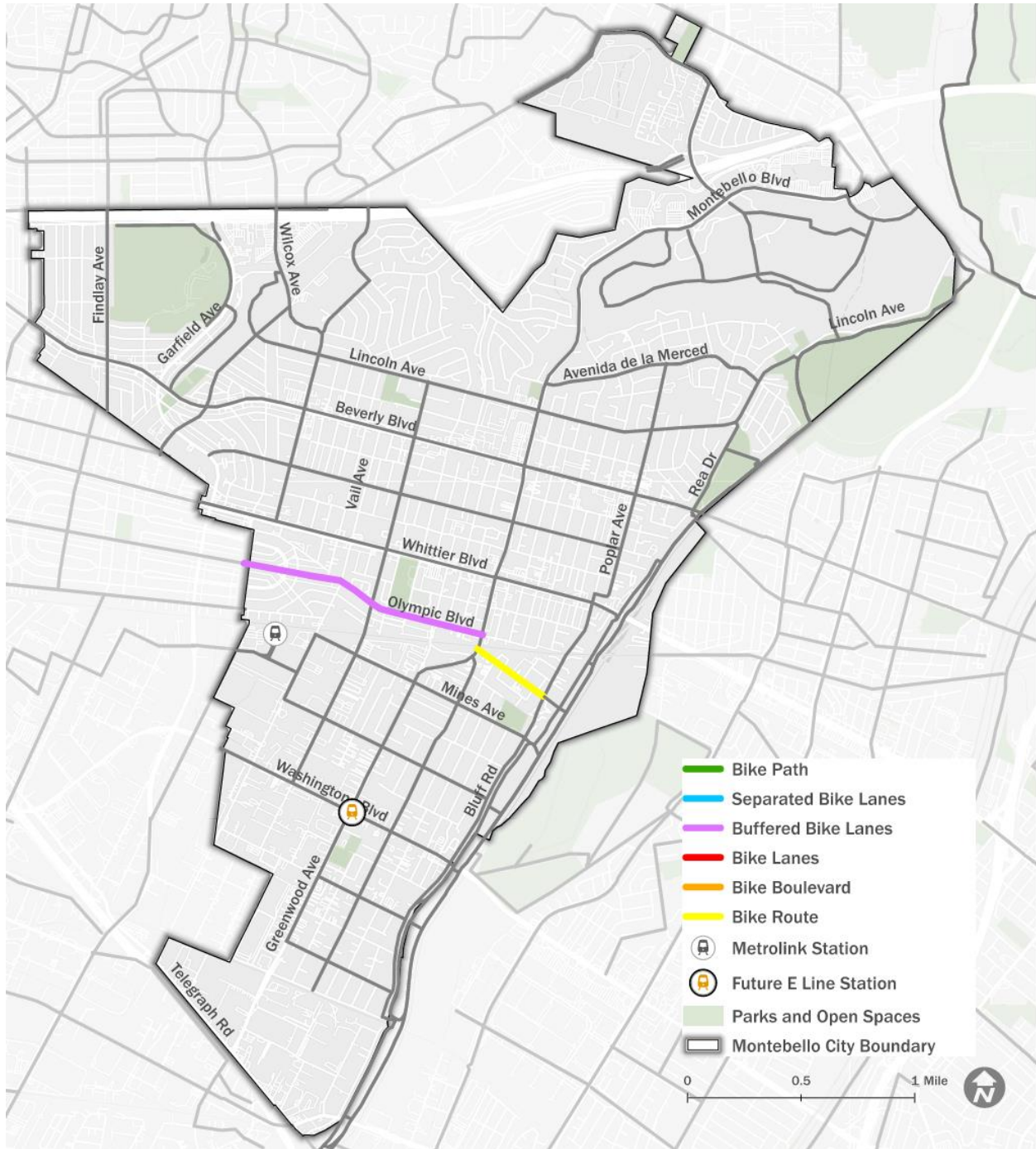
Madison Avenue



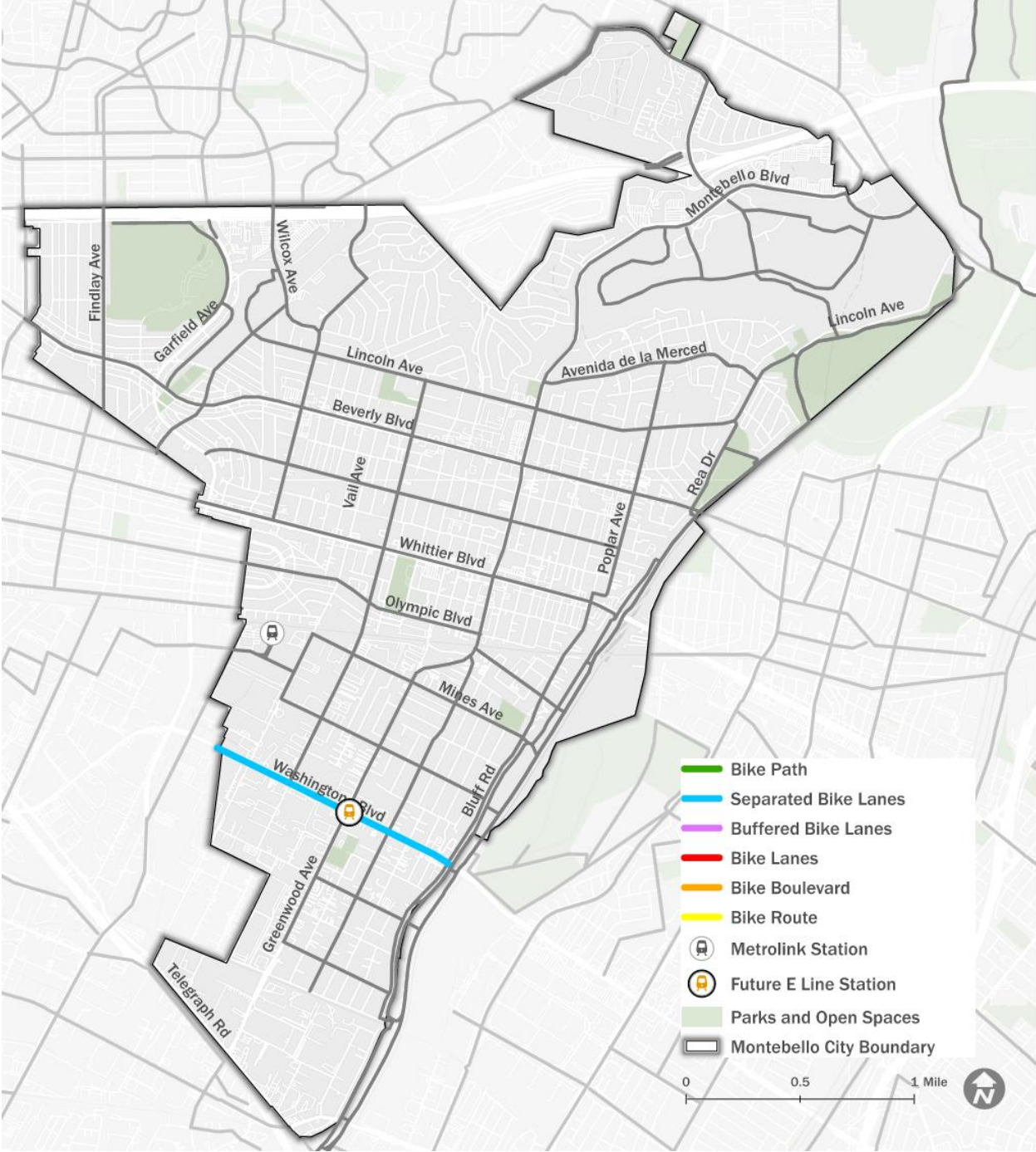
Whittier Boulevard



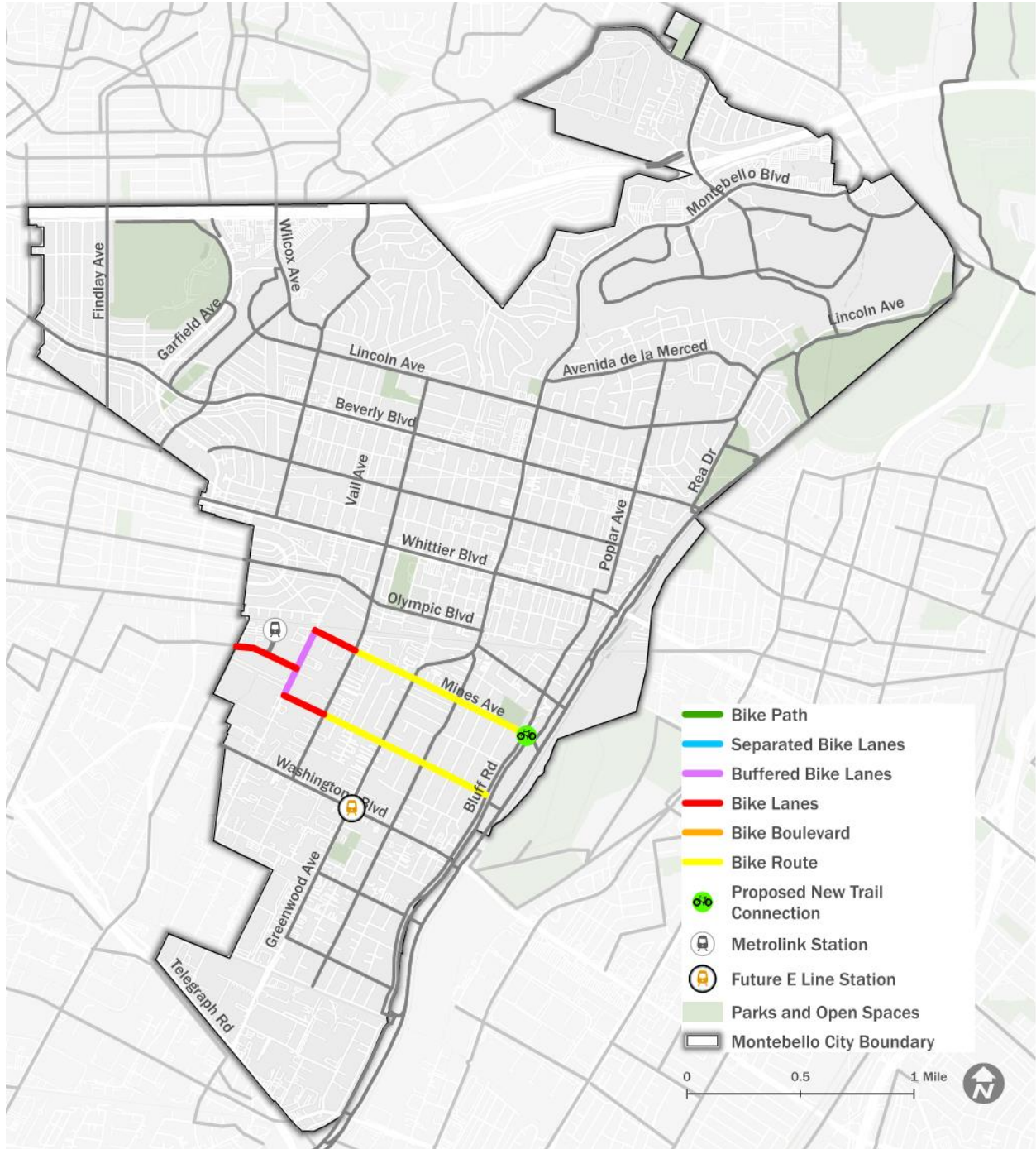
Olympic Boulevard and Roosevelt Avenue



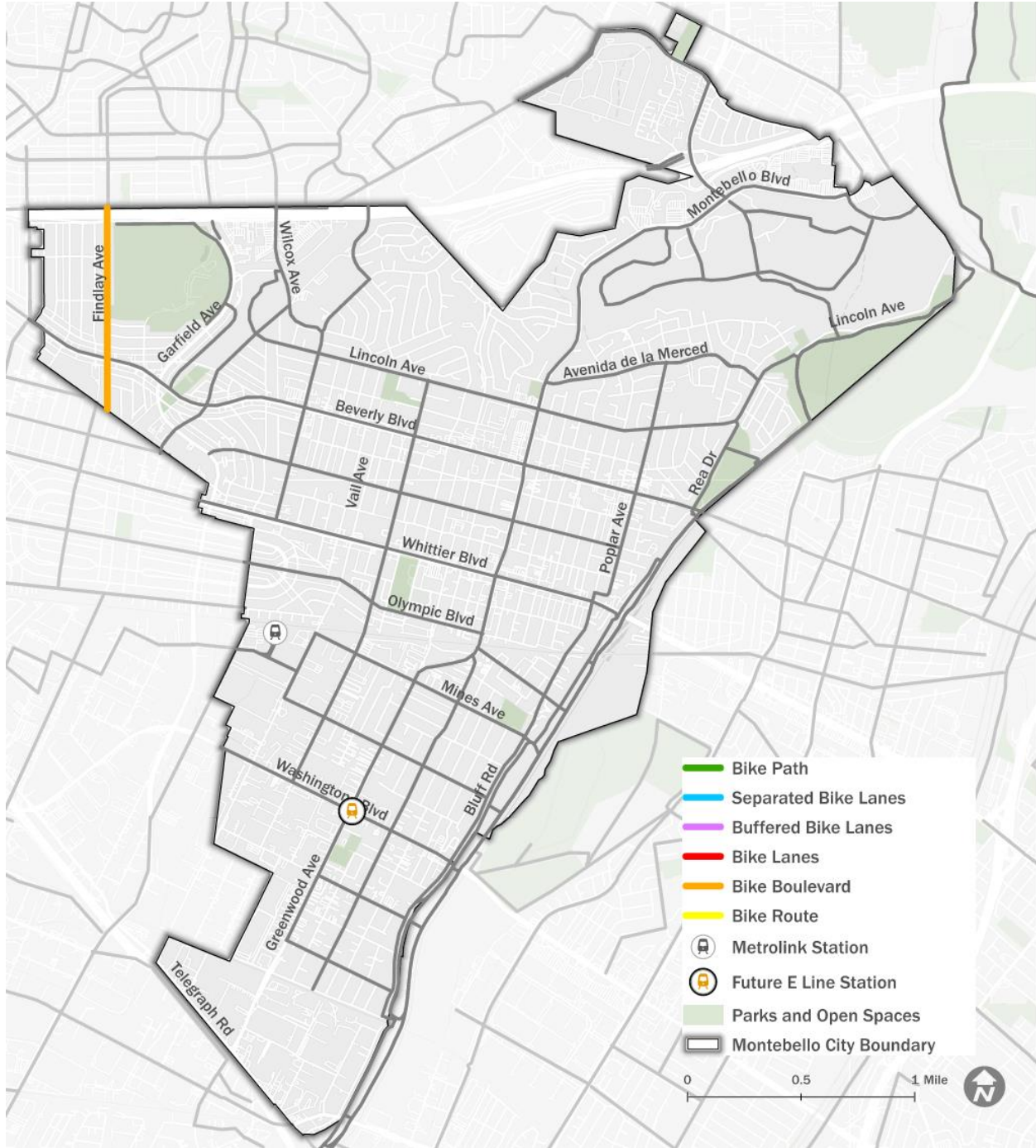
Washington Boulevard



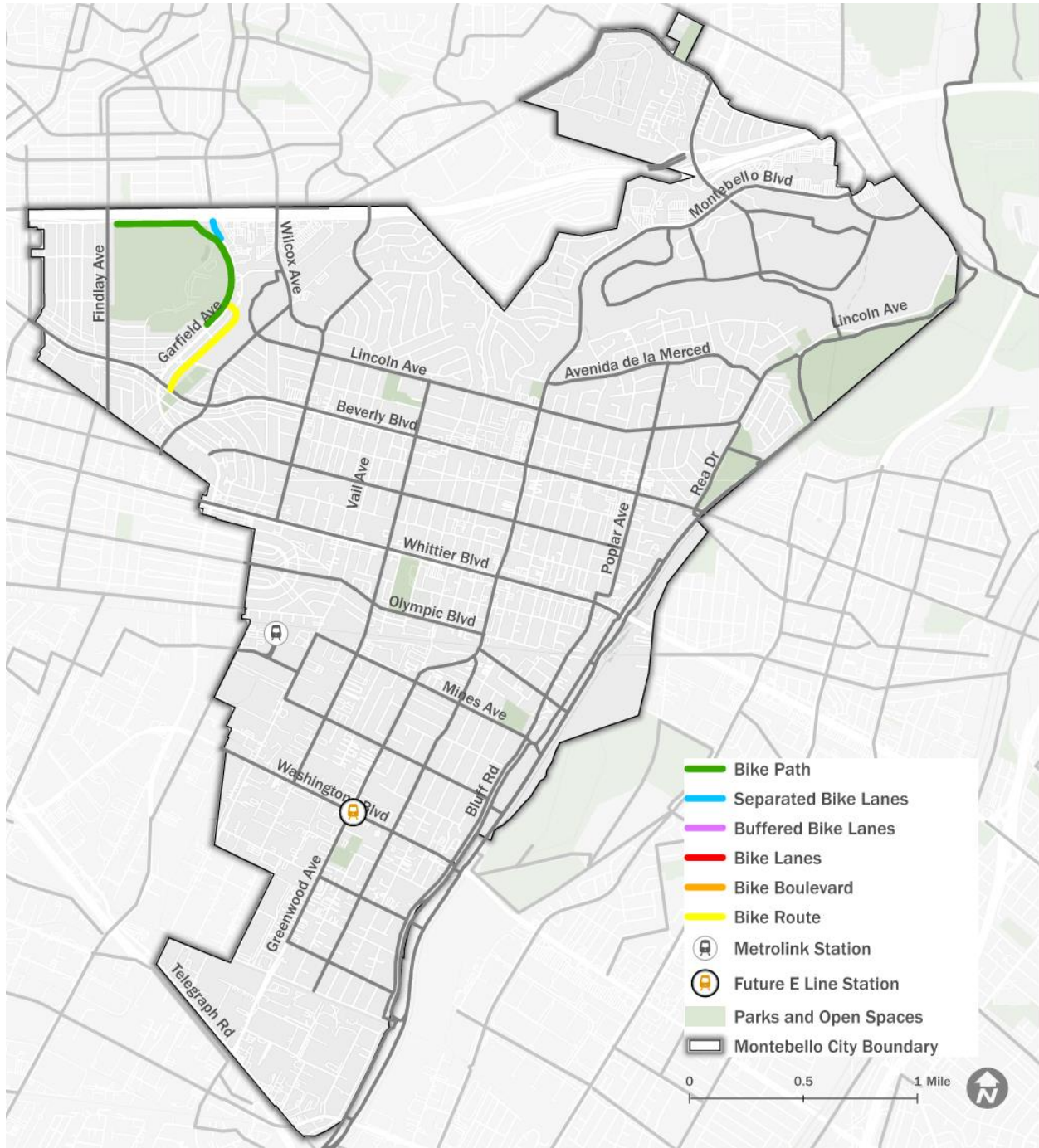
Mines Avenue, Beach Street, Vail Avenue, and Flotilla Street Loop



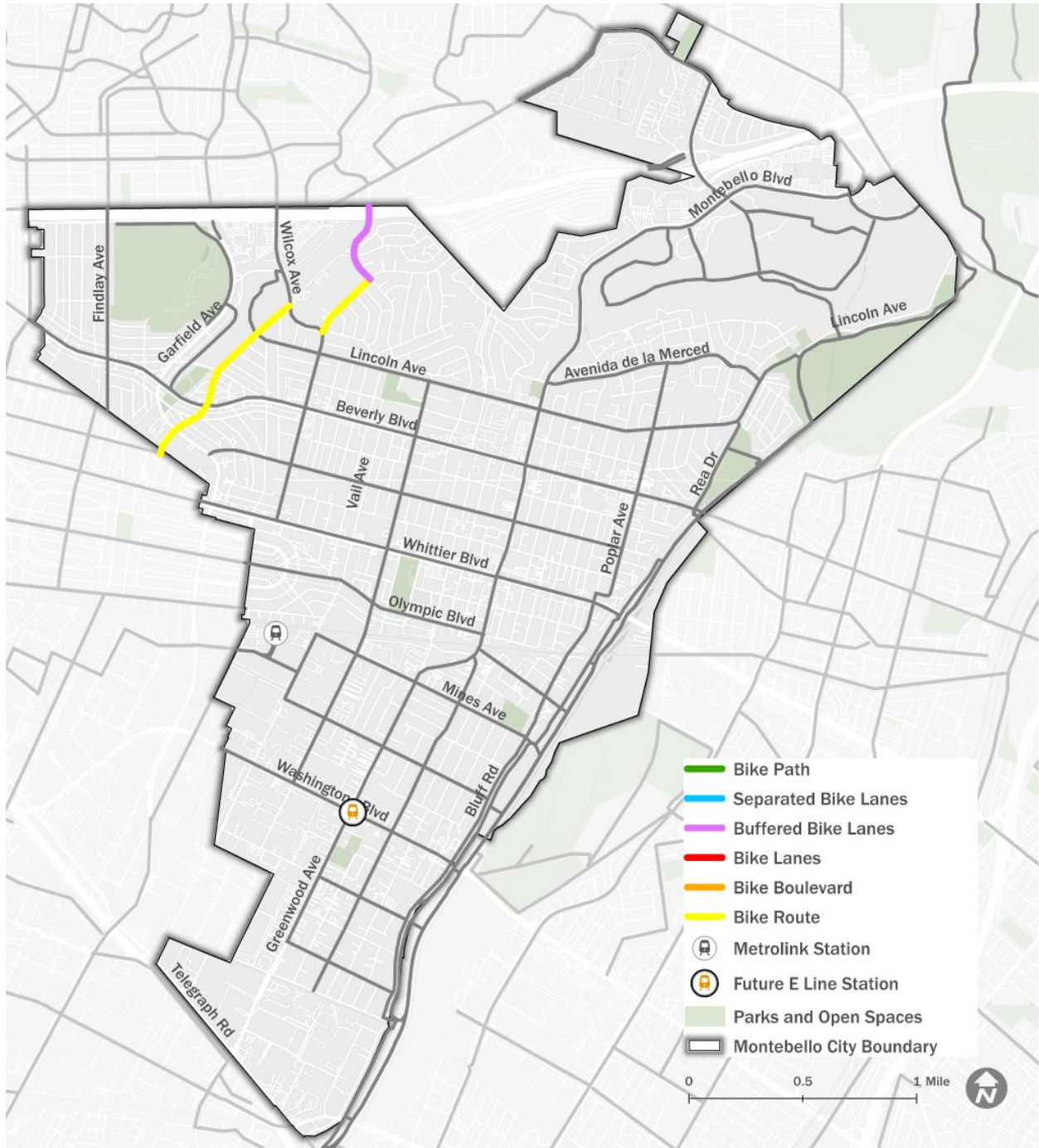
Findlay Avenue



Garfield Avenue and Via Altamira



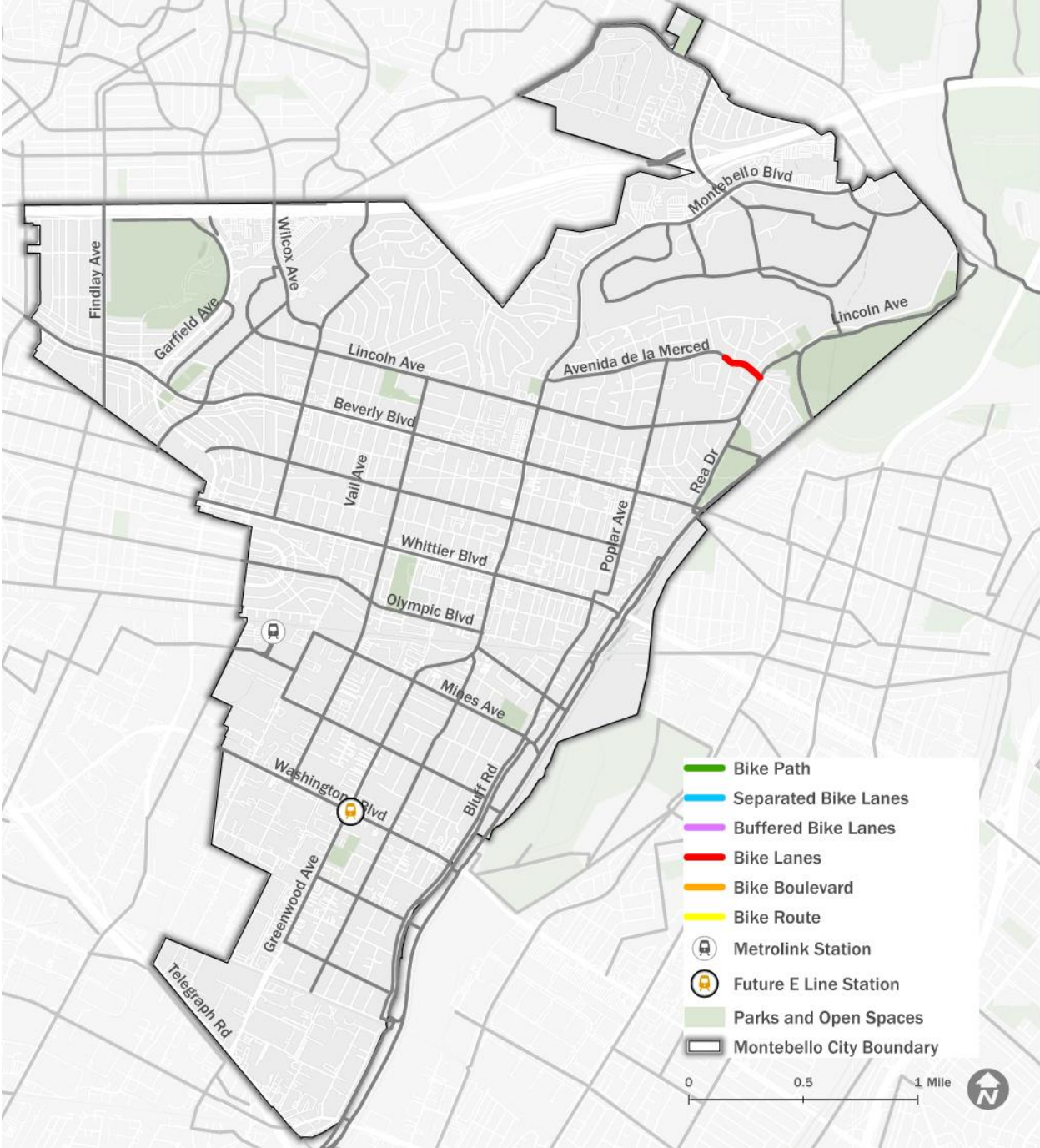
Hay Street, Westmoreland Drive, and Vail Avenue



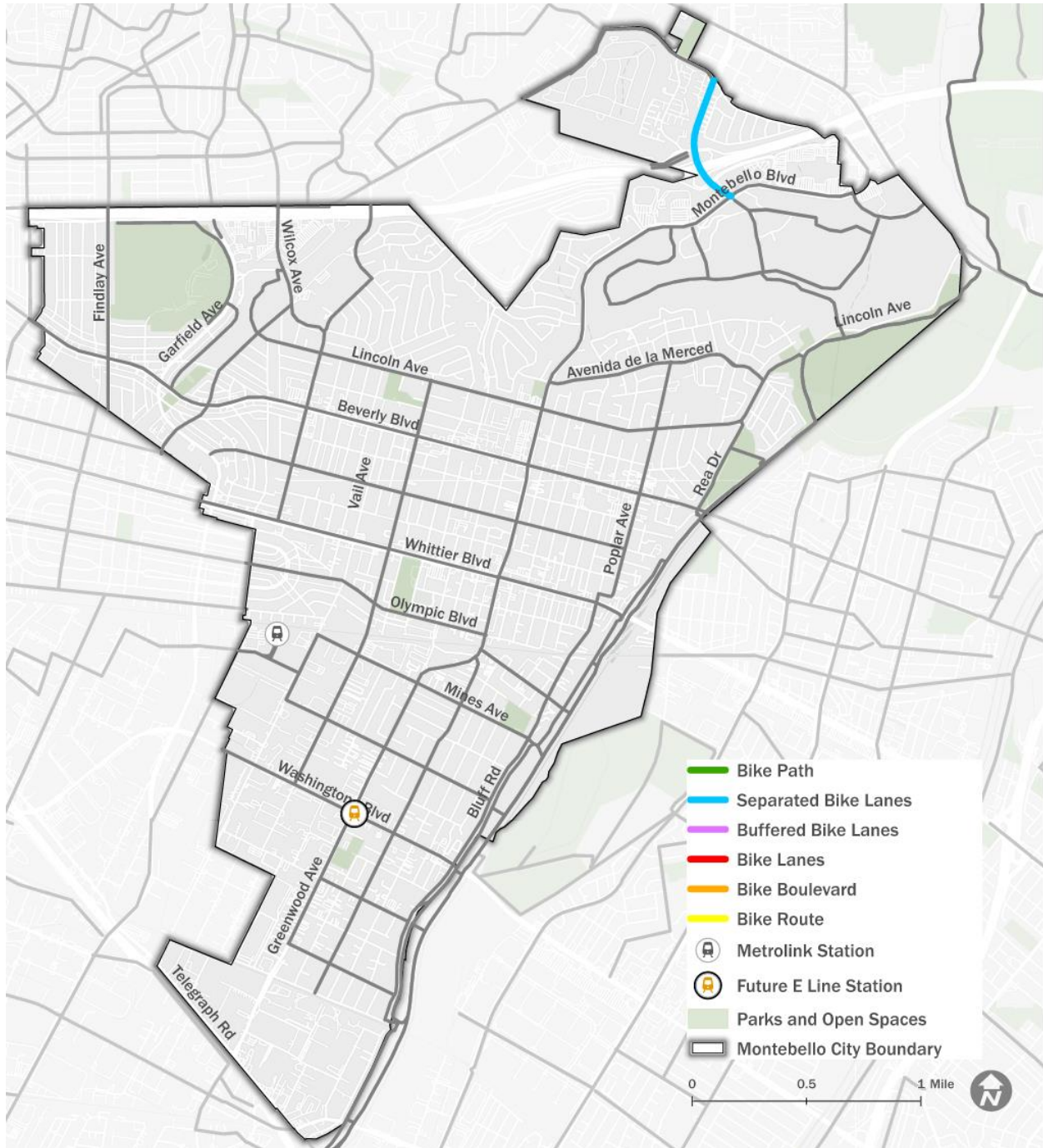
Rea Drive



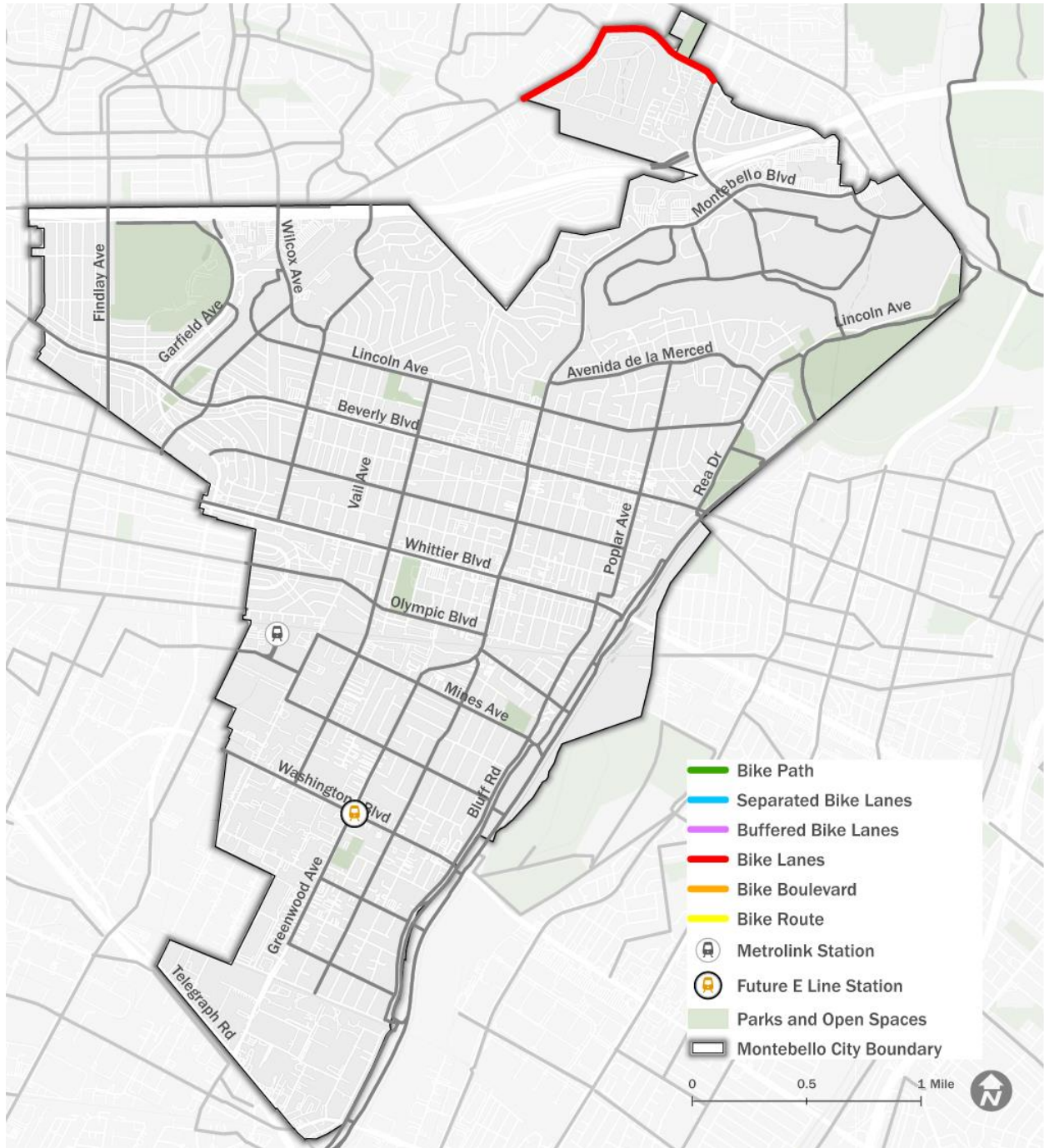
Avenida De La Merced Gap Closure



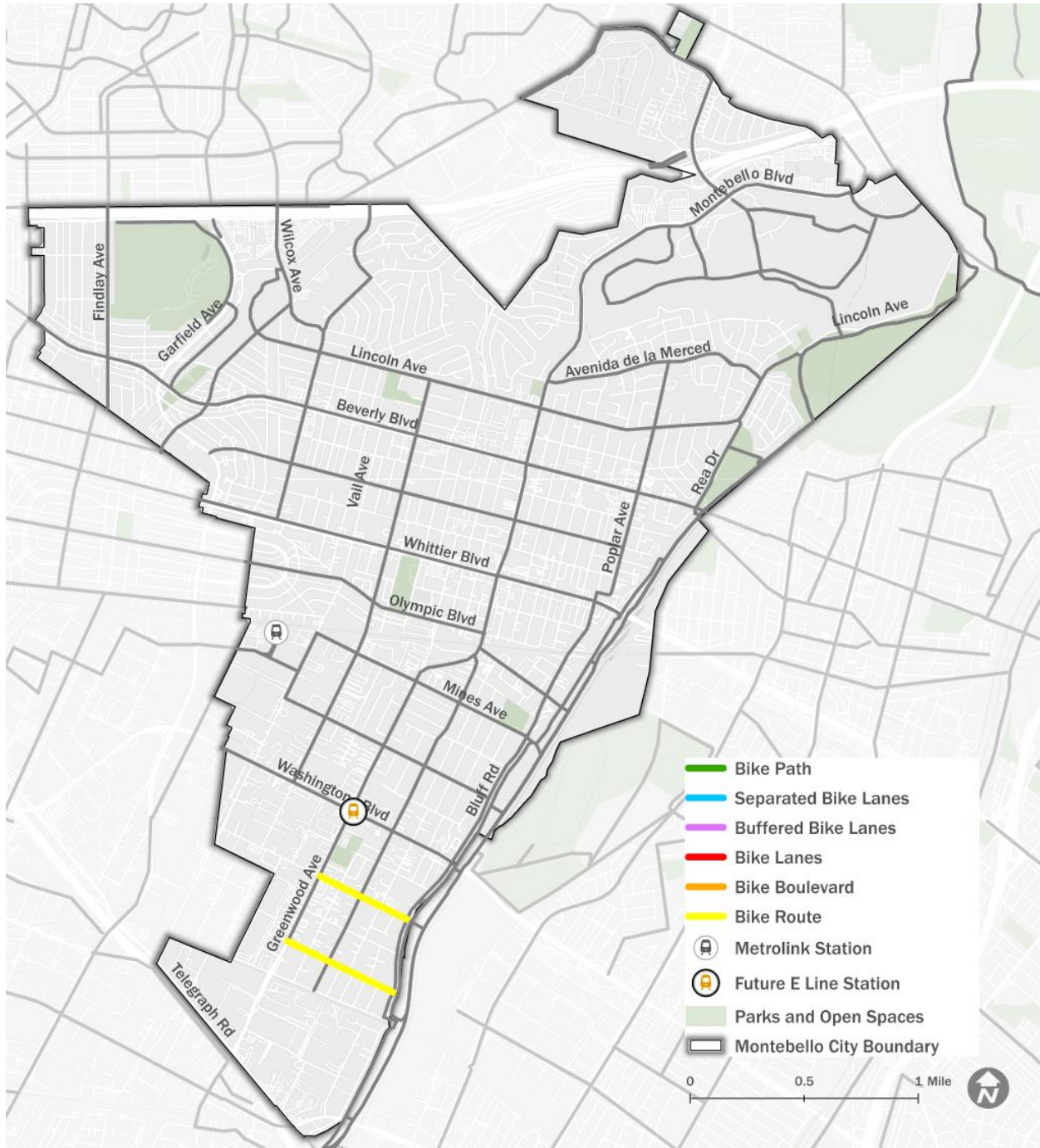
Paramount Boulevard



Arroyo Drive and Potrero Grande Drive



Date Street and Elm Street





PROJECT PRIORITIZATION METHODOLOGY AND RESULTS



Technical Memorandum

December 22, 2023

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi and Karen Phan – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Project Prioritization Methodology

Kittelson and Associates, Inc. (Kittelson) is assisting the City of Montebello in developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. The BMP will include recommended and priority near-term and long-term infrastructure projects to develop a connected citywide bicycle network, improve nonmotorized access to key destinations, increase connectivity across barriers and conflict points, provide bicycling connectivity to public transit, and enhance safety and comfort for people of all ages and abilities who want to bike in the city.

Once the BMP's recommended bikeway network is developed, Kittelson will develop a list of priority projects for the plan. The BMP will include additional funding and implementation information, concept plans, and cost estimates for this subset of priority projects. To aid in this prioritization, the attached table outlines the proposed criteria and metrics that will be used in the prioritization process. The proposed metrics in the attached table have been developed to reflect the BMP's goals and objectives, City priorities, and input received through community outreach.

The draft prioritization methodology includes the following categories and metrics:

- **Connectivity**
 - Connectivity to Rio Hondo River Trail
 - Connectivity to Existing and Future Rail Transit Stations
 - Connectivity to Key Local and Regional Destinations
 - Connectivity to Existing or Planned Bike Facilities
- **Bicyclist Comfort and Safety**
 - Bikeway Design
 - Bicyclist Safety
 - Traffic Calming
- **Multimodal Operations**
 - Effects on Public Transit Buses
 - Effects on Automobiles
- **Other**
 - Access for Disadvantaged Communities
 - Implementation and Right-of-Way Acquisition
 - Cross-Jurisdictional and -Agency Coordination

The attached table also includes the proposed weight to be used in assessing each metric, in order to reflect the BMP's priorities.

Table 1: Recommended Prioritization Metrics

Category	Metric	Measurement/Scale	Why Metric is important	Weight
Connectivity	Connectivity to Rio Hondo River Trail	Low/Medium/High; High - direct connection to the trail, Medium - indirect connection/bikeway covers most but not all of the trip, Low - little to no connection	Community indicated a desire for improved connections to the trail	High
	Connectivity to Existing and Future Rail Transit Stations	Low/Medium/High; High - directly connect or very closely connects, Medium - indirect connection, Low - little to no connection	Community indicated a desire for improved connections to transit	High
	Connectivity to Key Local and Regional Destinations	Low/Medium/High; High – connections to multiple key destinations such as recreation, parks, retail, and schools, Medium – connections to 1-3 destinations, Low – No connections	Community indicated a desire for improved connections to key destinations including schools and Town Square	High
	Connectivity to Existing or Planned Bike Facilities	Low/Medium/High; High – connections to multiple bikeways, Medium – connections to one bike facility, Low – no connections	Connectivity to a larger regional network to improve access to destinations outside the city	Medium
Bicyclist Comfort and Safety	Bikeway Design	Low/Medium/High; High – Class I bike path, or separated bike lanes on any type of road, Medium – buffered bike lanes on arterial road, or a bike route on a residential road, Low – standard bike lanes on arterial	Community indicated preference for more bikeway separation on arterial roads; also cited feeling of being physical unsafe while biking	High
	Bicyclist Safety	Low/Medium/High, based on (a) vehicle speed limits (less than or equal to 30mph, or greater than 30mph), (b) intersection control types along the corridor for conflicting traffic, (c) vehicle volumes (less than or equal to 30k ADT, or greater than 30k ADT), (d) presence of driveways and/or on-street parking	Contributes to perception of safety and comfort	Medium

Category	Metric	Measurement/Scale	Why Metric is important	Weight
	Traffic Calming	Low/Medium/High, based on: High – On-street bike lanes that reduce number of vehicle lanes, or bike route on residential street that includes traffic calming components; Medium – On-street bike lanes that reduce vehicle lane widths; Low – All other bikeways	Vehicle speeding is a commonly cited concern among the community	High
Multimodal Operations	Effects on Public Transit Buses	Negative, neutral, positive scale considering the following: (a) overlap with transit stops, (b) potential conflict points with transit vehicles	Minimizing effects on transit can help improve overall multimodal conditions in the city	Low
	Effects on Automobiles	Y/N; Yes – Vehicle capacity is not affected or volumes are below capacity and removing a travel lane will have minimal impact AND no parking is removed or parking is removed in low-demand areas, No – Lane removal is proposed and may result in unacceptable or worsen traffic operations, or parking is removed in areas with high demand, or vehicular access points are removed	Effects on vehicle capacity and convenience affect feasibility of bikeway projects as well as public and stakeholder support; these effects also affect ease of implementation	Low
Other	Access for Disadvantaged Communities	Y/N; Yes – provides a facility in or improves access for areas of the city south of Beverly Boulevard and east of Wilcox Avenue; No – does not	Several areas of the city qualify as disadvantaged and have lower levels of mobility and access	Medium
	Implementation and Right-of-Way Acquisition	Low/Medium/High; High – No or minimal right-of-way acquisition is required and facility can generally be implemented within the existing roadway curb-to-curb width, Medium – Facility can be implemented within the existing curb-to-curb but may require modifications to medians; Low – substantial right-of-way acquisition is required along the bikeway	Affects feasibility and how easily projects can be implemented	Low

Category	Metric	Measurement/Scale	Why Metric is important	Weight
	Cross-Jurisdictional and -Agency Coordination	Low/Medium/High; High - No or minimal coordination required, Medium - Coordination required with adjacent Cities, Low - Coordination is required with regional agencies such as LA Metro or Caltrans.	Affects feasibility and how easily projects can be implemented	Low

Project ID	Priority Score	Bike Master Plan Projects				Roadway Characteristics		BMP Proposed Facility
		Project Name	Segment	From	To	Existing bike facilities	Other planned bike facilities	Facility Type/Class
1	33.5	MONTEBELLO BOULEVARD/MONTEBELLO WAY/ GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard	Class 2		Class 4
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced	Class 2 / 2b		Class 4
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue	Class 2		Class 2 (NB) / Class 4 (SB)
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue			Class 2b (NB) / Class 4 (SB)
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard			Class 4
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue			Class 4
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard			Class 4
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue		Class 2	Class 2b
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard			Class 2
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street			Class 2b
2	30	MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street			Class 3b
3	41	POPLAR AVENUE/BLUFF ROAD	Avenida De La Merced to N 1st Street	Avenida De La Merced	1st Street			Class 3b
			Poplar Way to Sycamore Street	Poplar Way	Sycamore Street			Class 3b
4	38	MAPLE AVENUE	Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blvd			Class 3b
			Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard			Class 3b
5	31.5	WILCOX AVENUE	Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard			Class 2b
			Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard			Class 2
6	37.5	LINCOLN AVENUE	Via Paseo to 18th Street	Via Paseo	18th Street			Class 3b
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard			Class 4
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced			Class 3b
			Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)			Class 4
7	35	BEVERLY BOULEVARD	Gerhart Avenue to Montebello Boulevard	Gerhart Avenue	Montebello Boulevard			Class 4
			Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail			Class 2b
8	29	MADISON AVENUE	Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue			Class 3b
9	35	WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevard	Garfield Avenue	Montebello Boulevard			Class 4
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road			Class 3
10	37	OLYMPIC BOULEVARD/ ROOSEVELT AVENUE	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard			Class 2b
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road			Class 3
11	26	WASHINGTON BOULEVARD	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail			Class 2
12	39	MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3
			Mines Avenue to Beach Street	Mines Avenue	Beach Street			Class 2b
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3
			Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue			Class 2
13	25	FINDLAY AVENUE	Via Campo to City Limits	Via Campo	City Limits			Class 3b
14	27.5	GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarrio)	Findlay Avenue	Via San Delarrio Street			Class 1
			San Clemente to Via Campo	San Clemente	Via Campo		Class 2b (SB)	Class 2b (NB)
			Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard			Class 3
15	24	HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE	Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue			Class 3
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue			Class 3
			Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo			Class 2b
16	33	REA DRIVE	Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue			Class 2
17	35	AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street	Class 2		N/A
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue			Class 2
18	26	PARAMOUNT BOULEVARD	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive			Class 4
19	15	ARROYO DRIVE/POTRERO GRANDE DRIVE	Paramount Blvd to Potrero Grande	Paramount Boulevard	Potrero Grande			Class 2
			Arroyo Drive to City Limits	Arroyo Drive	City Limits			Class 2
20	29	DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3
21	29	ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3

Project ID		Priority Score	Bike Master Plan Projects				Length		Roadway Characteristics				BMP Proposed Facility		Connectivity								Bicyclist Comfort and Safety			
			Project Name	Segment	From	To	Ft	Mi	Posted Speed	AADT	Existing bike facilities	Other planned bike facilities	Facility Type/Class		Connectivity to Rio Hondo River Trail		Connectivity to Existing and Future Rail Transit Stations		Connectivity to Key Local and Regional Destinations		Connectivity to Existing or Planned Bike Facilities		Bike Design		Bicyclist Safety	
													Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason
1	MONTEBELLO BOULEVARD/MONTEBELLO WAY, GREENWOOD AVENUE		Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard						Class 2	Class 2	Class 4	Low	No connection to the trail but will be used for accessing EW streets that provide direct connections.	High	Connects future station at Washington and Greenwood	High	Connects several schools and retail centers	Medium	Connects one regional facility in the north of the City	High/Medium	Mostly separated bike lanes, with shorter portions of buffered and standard bike lanes	Medium	Higher speed, lower volume	
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced			Class 2 / 2b	Class 4																	
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue			Class 2 (NB) / Class 4 (SB)	Class 4																	
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue			Class 2	Class 2 (NB) / Class 4 (SB)																	
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard				Class 4																	
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue			Class 4	Class 4																	
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard			Class 4	Class 4																	
2	MONTEBELLO BOULEVARD		Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue						Class 2	Class 2b	Low	No connection to the trail but will be used for accessing EW streets that provide direct connections.	Medium	Provides indirect connection for residents along Mines, Beach and Date St.	Low	Limited connections to some retail centers	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street				Class 2b																	
3	FOPLAR AVENUE/BLUFF ROAD		Montebello Way to Sycamore Street	Montebello Way	Sycamore Street							Class 3b	High	Direct connection	Medium	Indirect connections to the residents along eastern Beverly and Lincoln Ave	Medium	Connections to school and near Poplar Ave	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Avenida De La Merced to N 1st Street	Avenida De La Merced	1st Street				Class 3b																	
4	MAPLE AVENUE		Poplar Way to Sycamore Street	Poplar Way	Sycamore Street							Class 3b	Low	No direct connection to trail	Medium	Indirect connection	High	Provides connection to schools, parks and some retail	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blvd				Class 3b																	
5	WILCOX AVENUE		Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard							Class 3b	Low	No direct connection to trail	Low	Provides no connection to the rail station	High	Connects several schools and retail centers	Medium	Provides connection to planned bikeways in Monterey Park	Medium/Low	Buffered bike lanes on arterial road	Medium	Higher speed, lower volume		
			Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard				Class 2b																	
6	LINCOLN AVENUE		Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard							Class 2	High	Provides direct connection to the trail	Low	Provides no connection to the rail station	High	Provides connection to schools, parks and some retail	Low	No connection	High/Medium	Separated bike lanes, plus route on residential roads	High	Lower speed, lower volume		
			Via Paseo to 18th Street	Via Paseo	18th Street				Class 3b																	
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard				Class 4																	
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced				Class 3b																	
7	BEVERLY BOULEVARD		Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)							Class 4	High	Provides direct connection to the trail	Low	Provides no connection to the rail station	High	Provides connection to several retail centers	High	Connects regional bike facilities both East and West of Montebello	High	Mostly separated bike lanes	Low	Higher speed, higher volume		
			Gerhart Avenue to Montebello Boulevard	Gerhart Avenue	Montebello Boulevard				Class 4																	
8	MADISON AVENUE		Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail							Class 2b	Medium	Provides indirect connection to the trail with a possibility of future direct connection	Low	Provides no connection to the rail station	Medium	Provides direct connection to school and indirect connections to park and retail centers	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue				Class 3b																	
9	WHITTIER BOULEVARD		Garfield Avenue to Montebello Boulevard	Garfield Avenue	Montebello Boulevard							Class 4	High	Could provide direct access to trail	Low	Provides no connection to the rail station	High	Provides connection to schools, parks and retail	High	Connects to bikeways to the west and to the east	Medium	Mostly separated bike lanes, but bike route through downtown	High	Lower speed, lower volume		
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road				Class 3																	
10	OLYMPIC BOULEVARD/ROOSEVELT AVENUE		Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard							Class 2b	High	Provides direct connection to the trail	Medium	Provides some indirect connection to the routes that lead to existing and planned rail station	Medium	Provides direct connection major park and indirect connection to retail	Medium	Connects to one bikeway to the west	Medium	Buffered bike lanes on arterial, plus route on residential	Medium	Higher speed, lower volume, limited driveways		
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road				Class 3																	
11	WASHINGTON BOULEVARD		West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail							Class 2	Medium	Indirect connect, gets riders close to the trail	High	Provides direct connection to the future rail station	Medium	Provides connection to retail and school	Low	Currently provide no connection to regional network but with the planned station there will be a need for more regional connection	Low	Standard bike lanes on arterial road	Low	Higher speed, higher volume		
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue				Class 2																	
12	MINES AVENUE/VAIL AVENUE/BEACH STREET/FLOTILLA ST		Maple Avenue to Bluff Road	Maple Avenue	Bluff Road							Class 3	High	Could provide direct access to trail	High	Provides direct connection to existing rail station	Medium	Provides some connection to school, retail and park	High	Connects to bikeways to the west and to the east	Medium	Mostly bike route on residential roads	High	Lower speed, lower volume		
			Mines Avenue to Beach Street	Mines Avenue	Beach Street				Class 2b																	
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue				Class 2																	
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road				Class 3																	
13	FINDLAY AVENUE		Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue							Class 2	Low	No connection to the trail	Low	No connection to existing or future rail	Low	Provides connection to golf course and school outside City Limit	High	Provides connection to Monterey Park and East Los Angeles	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Via Campo to City Limits	Via Campo	City Limits				Class 3b																	
14	GARFIELD AVENUE/VIA ALTAMIRA		Golf Course Loop (Findlay Avenue to Via San Delarrio)	Findlay Avenue	Via San Delarrio Street							Class 1	Low	No connections to the trail	Low	No connection to existing or future rail	Medium	Provide connection to Golf Course and the park near Beverly Blvd, plus retail	Low	Provides connections to the streets that would eventually connect to the regional network like Beverly Blvd.	High/Medium	Bike path plus route on residential road	High	Lower speed, lower volume		
			San Clemente to Via Campo	Via Campo					Class 2b (SB)																	
15	HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE		Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard							Class 3	Low	No connections to the trail	Low	No connection to existing or future rail	Medium	Provides connection to couple of schools and parks	Medium	Only one connection to the East Los Angeles	Medium	Bike route and buffered bike lanes on residential road	High	Lower speed, lower volume		
			Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue				Class 3																	
16	REA DRIVE		Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo							Class 2b	Medium	Provides indirect connection to the trail by connecting to Beverly Blvd	Low	No connection to existing or future rail	Low	Connects only one park near Rio Hondo Trail	Low	No connection to other regional connection but no direct	High	Bike lanes on residential road	High	Lower speed, lower volume		
			Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue				Class 2																	
17	AVENIDA DE LA MERCED		Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street							Class 2	Medium	Indirect connect, gets riders close to the trail	Low	No connection to existing or future rail	Medium	Couple of parks and a school	Low	No connection to the regional network	High	Bike lanes on residential road	Medium	Higher speed, lower volume		
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue				Class 2																	
18	PARAMOUNT BOULEVARD		Paramount Boulevard to Potrero Grande	Paramount Boulevard	Potrero Grande							Class 2	Low	No connections to the trail	Low	No connection to existing or future rail	Low	No connection to key destination	Medium	A key connection to South San Gabriel	High	Separated bike lanes	Medium	Higher speed, higher volume, no driveways, limited parking		
			Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive				Class 4																	
19	ARROYO DRIVE/POTRERO GRANDE DRIVE		Arroyo Drive to City Limits	Arroyo Drive	City Limits							Class 2	Low	No connections to the trail	Low	No connection to existing or future rail	Low	There is a school and a park	High	Connect to two other planned network in Monterey Park	Low	Standard bike lanes on arterial road	Medium	Higher speed, lower volume		
			Paramount Boulevard to Potrero Grande	Paramount Boulevard	Potrero Grande				Class 2																	
20	DATE STREET		Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road							Class 3	Medium	Provides indirect connection to the trail with a possibility of future direct connection	Medium	Indirect connection	Low	No key destination near route	Low	No connection currently with limited possibility to have future connections	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Arroyo Drive to City Limits	Arroyo Drive	City Limits				Class 2																	
21	ELM STREET		Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road							Class 3	Medium	Provides indirect connection to the trail with a possibility of future direct connection	Medium	Indirect connection	Low	No key destination near route	Low	No connection currently with limited possibility to have future connections	Medium	Bike route on residential road	High	Lower speed, lower volume		
			Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road				Class 3																	

Multimodal Operations						Other					
Traffic Calming		Effects on Public Transit Buses		Effects on Automobiles		Access for Disadvantaged Communities		Implementation and Right-of-Way Acquisition		Cross-Jurisdictional and Agency Coordination	
Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Unacceptable operations and parking	Yes	Connects to most disadvantaged areas	Medium	Requires limited median modification	High	No or minimal coordination required
High	Bike route with traffic calming	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Beverly	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Beverly and Whittier	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Will result in unacceptable operations	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Includes both lane reductions and traffic calming	Positive	No overlap and will provide last mile connection to bus service on Montebello and Wilson	Yes	Minimal impact on operations and capacity	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Medium	Coordination required with ACE
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Unacceptable operations and parking	Yes	Connects to most disadvantaged areas	Medium	May require median modification	High	No or minimal coordination required
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Montebello and Wilson	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Will result in unacceptable operations	Yes	Connects to most disadvantaged areas	Medium	Requires median modification, may require some ROW for trail	Medium	Coordination for trail connection
High	Reduces number of vehicle lanes	Positive	No overlap and will provide last mile connection to bus service on Montebello	Yes	Operations will remain acceptable	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Medium	Would likely result in narrower lanes or reduced vehicle throughput	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	Medium	Acquisitions may be required	Low	Coordination required with Metro
Low	Majority of project does not have traffic calming	Neutral	Some overlap on Mines Avenue but overall the project will provide connection to the transit	No	Removal of highly-utilized parking	Yes	Connects to most disadvantaged areas	Medium	May require some ROW for trail	Medium	Coordination for trail connection
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Beverly	Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Low	No traffic calming	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	Minor parking removal in low-demand area	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Positive	No overlap and will provide last mile connection to bus service on Beverly	Yes	Minimal impact to operations and capacity	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Low	Coordination required with Caltrans
Medium	Reduces lane widths	Neutral		Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Medium	Reduces lane widths	Positive	No overlap and will provide last mile connection to bus service on Montebello	Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	Minimal impact to operations and capacity	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Low	Coordination required with Caltrans
Medium	Reduces lane widths	Neutral	Some overlap but overall the project will provide connection to the transit	Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Medium	Coordination required with adjacent cities
Low	No traffic calming	Positive	No overlap and will provide last mile connection to bus service on Greenwood	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Low	No traffic calming	Positive	No overlap and will provide last mile connection to bus service on Greenwood	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required

Vehicle Operations Assessment

Project ID	Priority Score	Bike Master Plan Projects				Roadway Characteristics		BMP Proposed Facility	Analysis								Effects on Automobiles			
		Project Name	Segment	From	To	Existing bike facilities	Other planned bike facilities	Facility Type/Class	Road Diet	ADT	Capacity1	VC1	Capacity2	VC2	Parking Removal	Parking Demand	Grade	Reason		
1		MONTEBELLO BOULEVARD/MONTEBELLO WAY/GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard	Class 2		Class 4										No	Unacceptable operations and parking	
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced	Class 2 / 2b		Class 4												
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue	Class 2		Class 2 (NB) / Class 4 (SB)								southbound	low			
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue			Class 2b (NB) / Class 4 (SB)												
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard			Class 4								yes	high			
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue			Class 4								yes	low			
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard			Class 4								yes	low			
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue	Class 2		Class 2b												
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard			Class 2		+ center lane	19,018	30,000	0.63	20,000	0.95					
Washington Boulevard to Elm Street	Washington Boulevard	Elm Street			Class 2b		yes	19,972	40,000	0.50	20,000	1.00								
2		MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street			Class 3b									Yes	No change to vehicle capacity or parking		
3		POPLAR AVENUE/BLUFF ROAD	Avenida De La Merced to N 1st Street	Avenida De La Merced	15t Street			Class 3b									Yes	No change to vehicle capacity or parking		
4		MAPLE AVENUE	Poplar Way to Sycamore Street	Poplar Way	Sycamore Street			Class 3b									Yes	No change to vehicle capacity or parking		
			Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blvd			Class 3b										Yes	No change to vehicle capacity or parking	
5		WILCOX AVENUE	Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard			Class 3b									Yes	No change to vehicle capacity or parking		
			Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard			Class 2b	yes	26,988 / 15,000	30,000 / 40,000	0.90 / 0.38	20,000	1.35 / 0.75				No	Will result in unacceptable operations	
6		LINCOLN AVENUE	Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard			Class 2									Yes	Minimal impact on operations and capacity		
			Via Paseo to 18th Street	Via Paseo	18th Street			Class 3b										Yes	Minimal impact on operations and capacity	
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard			Class 4	yes	10,816	40,000	0.27	20,000	0.54				Yes	Minimal impact on operations and capacity	
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced			Class 3b										Yes	Minimal impact on operations and capacity	
7		BEVERLY BOULEVARD	Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)			Class 4									No	Unacceptable operations and parking		
			Gerhart Avenue to Montebello Boulevard	Gerhart Avenue	Montebello Boulevard			Class 4								potentially	high	No	Unacceptable operations and parking	
8		MADISON AVENUE	Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail			Class 2b	yes	29,654	40,000	0.74	20,000	1.48			Yes	No change to vehicle capacity or parking		
			Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue			Class 3b										Yes	No change to vehicle capacity or parking	
9		WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevard	Garfield Avenue	Montebello Boulevard			Class 4	yes	22,976	40,000	0.57	20,000	1.15			No	Will result in unacceptable operations		
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road			Class 3										Yes	Operations will remain acceptable	
10		OLYMPIC BOULEVARD/	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard			Class 2b	yes	18,010	40,000	0.45	20,000	0.90			Yes	Operations will remain acceptable		
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road			Class 3										Yes	No change to vehicle capacity or parking	
12		MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail			Class 2									Yes	No change to vehicle capacity or parking		
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2							yes	high		No	Removal of highly-utilized parking	
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3											No	Removal of highly-utilized parking
			Mines Avenue to Beach Street	Mines Avenue	Beach Street			Class 2b							yes	high			No	Removal of highly-utilized parking
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2							yes	high			No	Removal of highly-utilized parking
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3												No
13		FINDLAY AVENUE	Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue			Class 2							potentially	high		No	Removal of highly-utilized parking	
			Via Campo to City Limits	Via Campo	City Limits			Class 3b										Yes	No change to vehicle capacity or parking	
14		GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarrio)	Findlay Avenue	Via San Delarrio Street			Class 1									Yes	Minor parking removal in low-demand area		
			San Clemente to Via Campo	San Clemente	Via Campo			Class 2b (SB)											Yes	Minor parking removal in low-demand area
15		GARFIELD AVENUE/WILCOX AVENUE	Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard			Class 3									Yes	Minimal impact to operations and capacity		
			Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue			Class 3										Yes	Minimal impact to operations and capacity	
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue			Class 3										Yes	Minimal impact to operations and capacity	
16		REAR DRIVE	Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo			Class 2b	yes	7,930	30,000	0.26	15,000	0.53			Yes	Minimal impact to operations and capacity		
			Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue			Class 2										Yes	No change to vehicle capacity or parking	
17		AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street	Class 2		N/A									Yes	No change to vehicle capacity or parking		
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue			Class 2										Yes	No change to vehicle capacity or parking	
18		PARAMOUNT BOULEVARD/ARROYO DRIVE/POTRERO GRANDE DRIVE	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive			Class 4	yes	23,031 / 31,158	50,000	0.46 / 0.62	40,000	0.58 / 0.78			Yes	Minimal impact to operations and capacity		
			Paramount Blvd to Potrero Grande	Paramount Boulevard	Potrero Grande			Class 2										Yes	Minimal impact to operations and capacity	
19		ARROYO DRIVE/POTRERO GRANDE DRIVE	Arroyo Drive to City Limits	Arroyo Drive	City Limits			Class 2									Yes	No change to vehicle capacity or parking		
			Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3										Yes	No change to vehicle capacity or parking	
20		DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3									Yes	No change to vehicle capacity or parking		
21		ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3									Yes	No change to vehicle capacity or parking		

Safety and Comfort Assessment

Project ID	Priority Score	Bike Master Plan Projects				Roadway Characteristics			BMP Proposed Facility	Analysis					Bicyclist Safety	
		Project Name	Segment	From	To	Posted Speed	Existing bike facilities	Other planned bike facilities		Facility Type/Class	Speed Limit	Intx Ctrl Types	ADT	Driveways	Parking	Grade
1		MONTEBELLO BOULEVARD/MONT EBELLO WAY/ GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard		Class 2		Class 4	Higher	Traffic Signals	Lower	yes	yes	Medium	Higher speed, lower volume
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced		Class 2 / 2b		Class 4							
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue		Class 2		Class 2 (NB) / Class 4 (SB)							
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue				Class 2b (NB) / Class 4 (SB)							
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard				Class 4							
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue				Class 4							
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard				Class 4							
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue			Class 2	Class 2b							
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard			Class 2	Class 2							
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street				Class 2b							
2		MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street			Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume	
3		POPLAR AVENUE/BLUFF AVENUE	Avenida De La Merced to N 1st Street Poplar Way to Sycamore Street	Avenida De La Merced Poplar Way	1st Street Sycamore Street			Class 3b Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume	
4		MAPLE AVENUE	Lincoln Avenue to Olympic Blvd Olympic Blvd to Washington Blvd	Lincoln Avenue Olympic Blvd	Olympic Blvd Washington Boulevard			Class 3b Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume	
5		WILCOX AVENUE	Via Campo to Beverly Boulevard Beverly Boulevard to Whittier Boulevard	Via Campo Beverly Boulevard	Beverly Boulevard Whittier Boulevard			Class 2b Class 2	Higher	Traffic Signals	Lower	yes	yes	Medium	Higher speed, lower volume	
6		LINCOLN AVENUE	Via Paseo to 18th Street	Via Paseo	18th Street			Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume	
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard			Class 4								
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced			Class 3b								
			Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)			Class 4								
7		BEVERLY BOULEVARD	Gerhart Avenue to Montebello Boulevard Montebello Boulevard to Rio Hondo Trail	Gerhart Avenue Montebello Blvd	Montebello Boulevard Rio Hondo Trail			Class 4 Class 2b	Higher	Traffic Signals	Higher	yes	yes	Low	Higher speed, higher volume	
8		MADISON AVENUE	Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue			Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume	
9		WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevard Montebello Boulevard to Bluff Road	Garfield Avenue Montebello Blvd	Montebello Boulevard Bluff Road			Class 4 Class 3	Lower	Traffic Signals	Lower	yes	no	High	Lower speed, lower volume	
10		CONCOURSE BOULEVARD/ ROOSEVELT AVENUE	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard			Class 2b	Higher	Stop Signs, Traffic Signals	Lower	limited	yes	Medium	Higher speed, lower volume, limited driveways	
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road			Class 3								
11		WASHINGTON BOULEVARD	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail			Class 2	Higher	Traffic Signals	Higher	yes	no	Low	Higher speed, higher volume	
12		MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2	Lower	Some uncontrolled	Lower	yes	yes	High	Lower speed, lower volume	
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3								
			Mines Avenue to Beach Street	Mines Avenue	Beach Street			Class 2b								
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2								
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3								
Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue			Class 2											
13		FINDLAY AVENUE	Via Campo to City Limits	Via Campo	City Limits			Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume	
14		GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarrio)	Findlay Avenue	Via San Delarrio Street			Class 1	Lower	Some uncontrolled	Lower	limited	yes	High	Lower speed, lower volume	
			San Clemente to Via Campo	San Clemente	Via Campo			Class 2b (NB)								
15		STREET/WESTMORELAND DRIVE/VAIL AVENUE	Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard			Class 3	Lower	Stop Signs, Traffic Signals	Lower	limited	yes	High	Lower speed, lower volume	
			Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue			Class 3								
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue			Class 3								
			Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo			Class 2b								
16		REA DRIVE	Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue			Class 2	Lower	n/a	Lower	limited	limited	High	Lower speed, lower volume	
17		AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street		Class 2	N/A	Higher	Stop Signs	Lower	yes	yes	Medium	Higher speed, lower volume	
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue			Class 2								
18		PARAMOUNT BOULEVARD ARROYO DRIVE/POTRERO	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive			Class 4	Higher	Traffic Signals	Higher	no	limited	Medium	Higher speed, higher volume, no driveways, limited parking	
19		ARROYO DRIVE/POTRERO	Paramount Blvd to Potrero Grande Arroyo Drive to City Limits	Paramount Boulevard Arroyo Drive	Potrero Grande City Limits			Class 2 Class 2	Higher	Stop Signs, Traffic Signals	Lower	yes	yes	Medium	Higher speed, lower volume	
20		DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3	Lower	Stop Signs	Lower	yes	yes	High	Lower speed, lower volume	
21		ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3	Lower	Stop Signs	Lower	yes	yes	High	Lower speed, lower volume	

Project ID	Bike Master Plan Projects	Connectivity												Bicyclist Comfort and Safety									Multimodal Operations						Other						Supplemental			Score	Weighted Score			
		Connectivity to Rio Hondo River Trail			Connectivity to Existing and Future Rail Transit Stations			Connectivity to Key Local and Regional Destinations			Connectivity to Existing or Planned Bike Facilities			Bikeway Design			Bicyclist Safety			Traffic Calming			Effects on Public Transit Buses			Effects on Automobiles			Access for Disadvantaged Communities			Implementation and Right-of-Way Acquisition			Cross-Jurisdictional and Agency Coordination					Complete Priority Network		
		Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted			Grade	Score	Weighted
01	Montebello Blvd/Montebello Way/Greenwood Ave	Low	0	0	High	2	6	High	2	6	Medium	1	2	High/Med	1.5	5	Medium	1	2	High	2	6	Negative	0	0	No	0	0	Yes	2	4	Medium	1	1	High	2	2	Neutral	0	0	15	34
02	Montebello Blvd (South)	Low	0	0	Medium	1	3	Low	0	0	Low	2	4	Medium	1	3	High	2	4	High	2	6	Negative	0	0	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	16	30			
03	Poplar Ave/Bluff Rd	High	2	6	Medium	1	3	Medium	1	3	Low	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	21	41
04	Maple Ave	Low	0	0	Medium	1	3	High	2	6	Low	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	20	38
05	Wilcox Ave	Low	0	0	Low	0	0	High	2	6	Medium	1	2	Medium/L	0.5	2	Medium	1	2	High	2	6	Negative	0	0	No	0	0	Yes	2	4	High	2	2	High	2	2	Yes	2	6	15	32
06	Lincoln Ave	High	2	6	Low	0	0	High	2	6	Low	2	4	High/Med	1.5	5	High	2	4	High	2	6	Positive	2	2	Yes	2	2	No	0	0	High	2	2	Medium	1	1	Neutral	0	0	19	38
07	Beverly Blvd	High	2	6	Low	0	0	High	2	6	High	2	4	High	2	6	Low	0	0	High	2	6	Negative	0	0	No	0	0	Yes	2	4	Medium	1	1	High	2	2	Neutral	0	0	15	35
08	Madison Ave	Medium	1	3	Low	0	0	Medium	1	3	Low	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	No	-2	-4	17	29
09	Whiter Blvd	High	2	6	Low	0	0	High	2	6	High	2	4	Medium	1	3	High	2	4	High	2	6	Negative	0	0	No	0	0	Yes	2	4	Medium	1	1	Medium	1	1	Neutral	0	0	15	35
10	Olympic Blvd/Roosevelt Ave	High	2	6	Medium	1	3	Medium	1	3	Medium	1	2	Medium	1	3	Medium	1	2	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	19	37
11	Washington Blvd	Medium	1	3	High	2	6	Medium	1	3	Low	2	4	Low	0	0	Low	0	0	Medium	1	3	Negative	0	0	Yes	2	2	Yes	2	4	Medium	1	1	Low	0	0	Neutral	0	0	12	26
12	Mines Ave/Vail Ave/Beach St/Filotilla St	High	2	6	High	2	6	Medium	1	3	High	2	4	Medium	1	3	High	2	4	Low	0	0	Neutral	1	1	No	0	0	Yes	2	4	Medium	1	1	Medium	1	1	Yes	2	6	17	39
13	Findlay Ave	Low	0	0	Low	0	0	Low	0	0	High	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	15	25
14	Garfield Ave/Via Altamira	Low	0	0	Low	0	0	Medium	1	3	Low	2	4	High/Med	1.5	5	High	2	4	Low	0	0	Negative	0	0	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	15	28
15	Hay St/Westmoreland Dr/Vail Ave	Low	0	0	Low	0	0	Medium	1	3	Medium	1	2	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	No	0	0	High	2	2	Low	0	0	Neutral	0	0	13	24
16	Rea Dr	Medium	1	3	Low	2	6	Low	0	0	Low	2	4	High	2	6	High	2	4	Medium	1	3	Neutral	1	1	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	17	33
17	Ave de la Merced	Medium	1	3	Low	2	6	Medium	1	3	Low	2	4	High	2	6	Medium	1	2	Medium	1	3	Positive	2	2	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	18	35
18	Paramount Blvd	Low	0	0	Low	0	0	Low	2	6	Medium	1	2	High	2	6	Medium	1	2	High	2	6	Negative	0	0	Yes	2	2	No	0	0	High	2	2	Low	0	0	Neutral	0	0	12	26
19	Arroyo Dr/Potrero Grande Dr	Low	0	0	Low	0	0	High	2	6	Low	2	4	Low	0	0	Medium	1	2	Medium	1	3	Neutral	1	1	Yes	2	2	No	0	0	High	2	2	Medium	1	1	Neutral	0	0	10	15
20	Date St	Medium	1	3	Medium	1	3	Low	0	0	Low	2	4	Medium	1	3	High	2	4	Low	0	0	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	17	29
21	Elm St	Medium	1	3	Medium	1	3	Low	0	0	Low	2	4	Medium	1	3	High	2	4	Low	0	0	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	17	29

Weight: High 3 Weight: High 3 Weight: High 3 Weight: Medium 2 Weight: High 3 Weight: Medium 2 Weight: High 3 Weight: Low 1 Weight: Low 1 Weight: Medium 2 Weight: Low 1 Weight: Low 1 Weight: High 3

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PRIORITY PROJECT USER, VMT REDUCTION, AND GHG REDUCTION ESTIMATES





**California Air Resources Board
Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program**

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/sgc_ahsc_userguide_121423.pdf

Active Transportation Inputs

Enter project-specific information below if you wish to estimate the benefits of new walkways and new or upgraded bicycle facilities.

														VMT and Emission Reductions	
Active Transportation Project Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 0.25 Mile	Key Destinations within 0.50 Mile	Passenger VMT Reductions (miles)	GHG Emission Reductions (MTCO ₂ e)	Local ROG Emission Reductions (lbs)	Local NO _x Emission Reductions (lbs)	Local PM _{2.5} Emission Reductions (lbs)	Local Diesel PM ₁₀ Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)	
Class II to Class IV Conversion	Montebello/Greenwood	2024	> 2 miles	28,532	No	4	7	270,398							
Class IV Separated Bikeway	Montebello/Greenwood	2024	> 2 miles	24,889	No	5	7	672,675							
Class II Bike Lane	Montebello/Greenwood	2024	> 2 miles	19,962	No	7	7	512,025							
Bicycle Boulevard	Lincoln Ave	2024	> 2 miles	10,500	No	7	7	147,798							
Class IV Separated Bikeway	Lincoln Ave	2024	> 2 miles	10,500	No	7	7	494,802							
Class II Bike Lane	Wilcox	2024	> 1 and ≤ 2 miles	14,067	No	7	7	316,508							
Bicycle Boulevard	Maple Avenue	2024	> 1 and ≤ 2 miles	8,625	No	7	7	105,337							
Bicycle Boulevard	Poplar Avenue/Bluff Rd	2024	> 2 miles	5,500	No	7	7	77,418							
Class IV Separated Bikeway	Beverly Blvd	2024	> 2 miles	29,702	No	7	7	1,008,591							
Class II Bike Lane	Beverly Blvd	2024	> 2 miles	30,000	No	4	7	526,500							
Class II Bike Lane	Avenida de la Merced	2024	≤ 1 mile	10,500	No	4	7	184,275							
Class IV Separated Bikeway	Whittier Blvd	2024	> 1 and ≤ 2 miles	23,866	No	7	7	826,957							
Bicycle Boulevard	Whittier Blvd	2024	> 1 and ≤ 2 miles	23,560	No	5	7	195,077							
Class I Bike Path	Whittier Blvd	2024	> 1 and ≤ 2 miles	26,945	No	2	7	722,018							
Class II Bike Lane	Rea Drive	2024	≤ 1 mile	3,000	No	3	5	39,150							

Weighted Average VMT Reduction Calculations								
Active Transportation Project Type	Project	Total Project Length	Specific Facility Length	Passenger VMT Reduction (miles)	Existing ADT	Weighted VMT Reduction	Weighted VMT Reduction for Project	Rounded
Class II to Class IV Conversion	Montebello/Greenwood	4.53	1.83	270,398	28,532	109,234	441,721	442,000
Class IV Separated Bikeway	Montebello/Greenwood	4.53	0.77	672,675	24,889	114,340		
Class II Bike Lane	Montebello/Greenwood	4.53	1.93	512,025	19,962	218,148		
Bicycle Boulevard	Lincoln	2.93	2.00	147,798	10,500	100,886	257,939	258,000
Class IV Separated Bikeway	Lincoln	2.93	0.93	494,802	10,500	157,053		
Class II Bike Lane	Wilcox	1.50	1.50	316,508	14,067	316,508	316,508	317,000
Bicycle Boulevard	Maple	1.87	1.87	105,337	8,625	105,337	105,337	105,000
Bicycle Boulevard	Poplar Avenue/Bluff Road	3.22	3.22	77,418	5,500	77,418	77,418	77,000
Class IV Separated Bikeway	Beverly	3.05	2.29	1,008,591	29,702	757,270	888,463	888,000
Class II Bike Lane	Beverly	3.05	0.76	526,500	30,000	131,193		
Class II Bike Lane	Avenida de la Merced	0.14	0.14	184,275	10,500	184,275		
Class IV Separated Bikeway	Whittier	1.91	1.35	826,957	23,866	584,498	674,800	675,000
Bicycle Boulevard	Whittier	1.91	0.44	195,077	23,560	44,939		
Class I Bike Path	Whittier	1.91	0.12	722,018	26,945	45,362		
Class II Bike Lane	Rea	0.42	0.42	39,150	3,000	39,150	39,150	39,000
Class II Bike Lane	Olympic	1.47	1.09	314,730	17,485	233,371	252,474	252,000
Bicycle Boulevard	Olympic	1.47	0.38	73,899	10,500	19,103		
Class II Bike Lane	Mines/Beach/Vail/Flotilla	2.81	1.09	127,238	4,875	49,355	73,622	74,000
Bicycle Boulevard	Mines/Beach/Vail/Flotilla	2.81	1.67	36,018	3,000	21,406		
Class I Bike Path	Mines/Beach/Vail/Flotilla	2.81	0.05	160,776	3,000	2,861		
Total:							3,311,707	3,311,000

GHG and User Calculations			
Project	Average annual VMT reduced	Lifetime GHG emission reduction [a]	Average weekday daily users [b]
Poplar/Bluff	77,418	31	150
Mines/Beach/Vail/Flotilla	73,622	29	140
Maple	105,337	42	200
Lincoln	257,939	103	500
Olympic	252,474	101	490
Beverly	888,463	354	1,730
Whittier	674,800	269	1,310
Avenida de la Merced	184,275	74	360
Montebello/Greenwood	441,721	176	860
Rea	39,150	16	80
Wilcox	316,508	126	620

Notes:

[a] Assumes approximately 2,506.5 MTCO₂e lifetime emissions per annual VMT.

[b] Assumes 200 weekdays per year and 1.8 miles per trip.

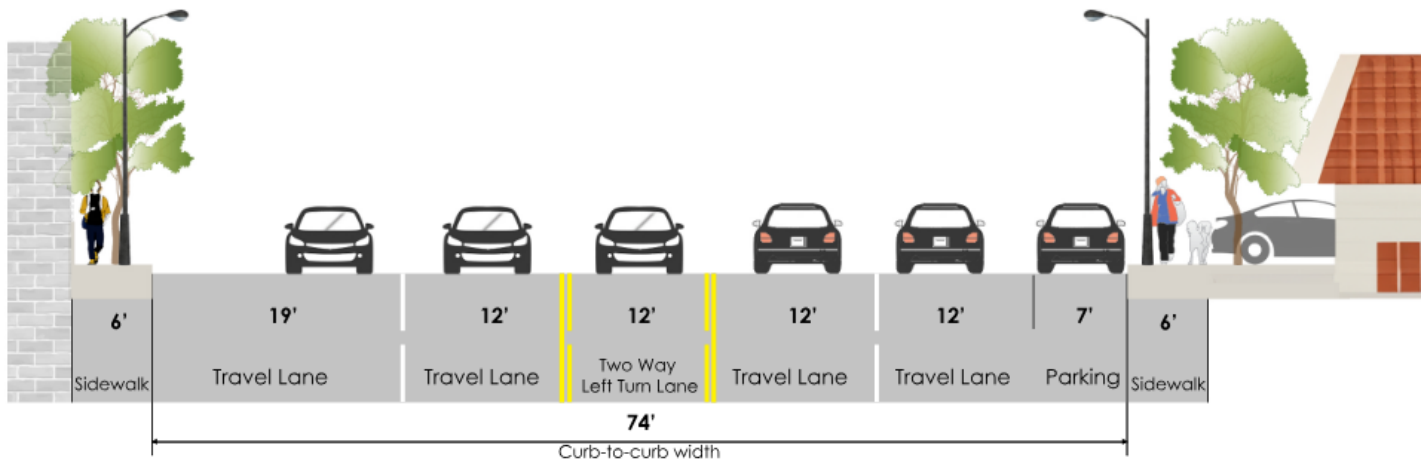
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EXAMPLE CROSS-SECTIONS AND CONCEPTS



Figure 1: Montebello Boulevard Separated Bike Lanes Cross Section

Existing



Proposed

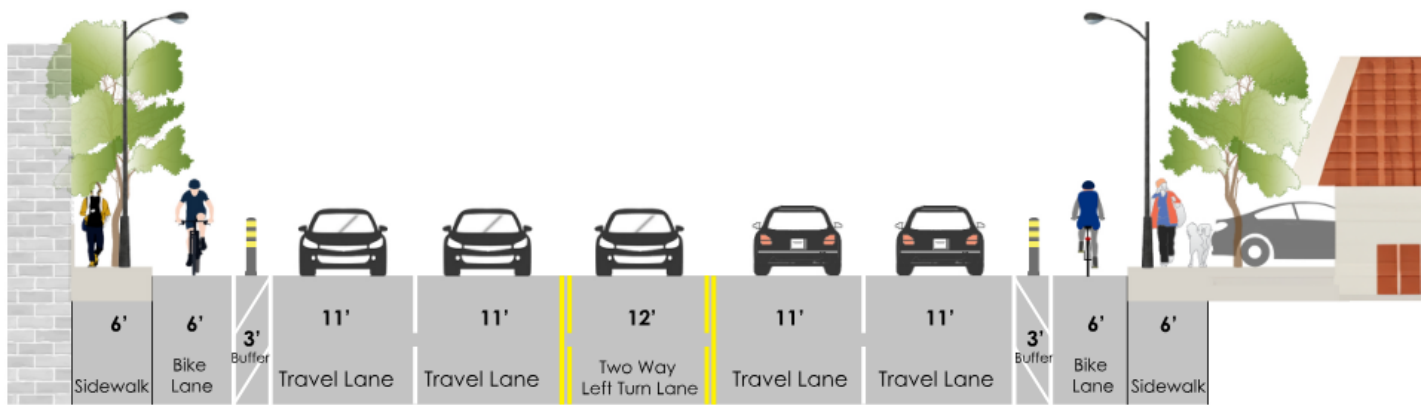


Figure 2: Wilcox Avenue Bike Lanes Cross Section

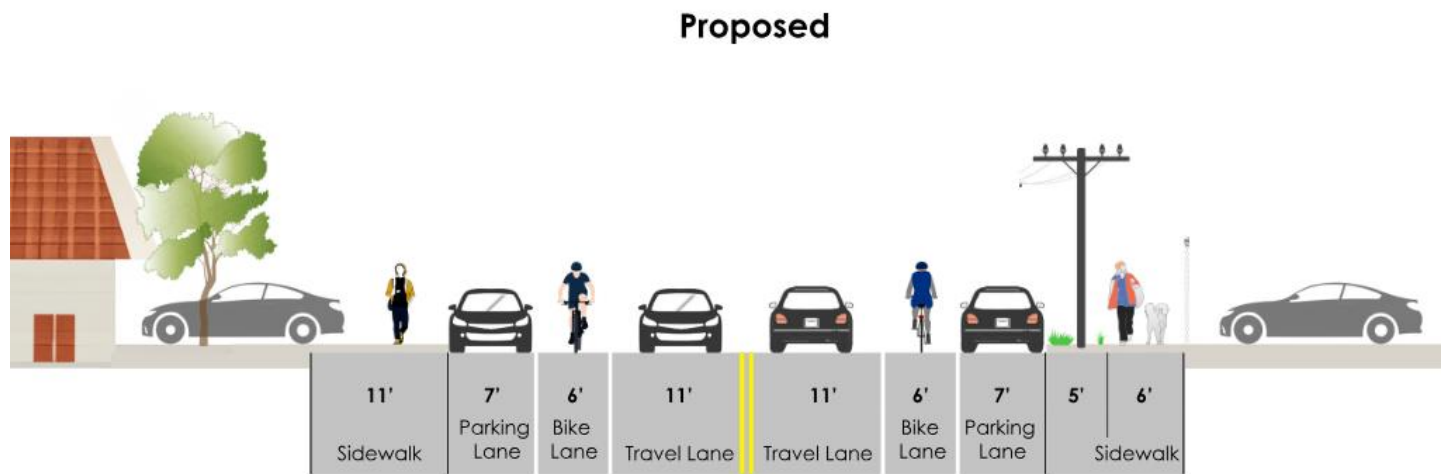
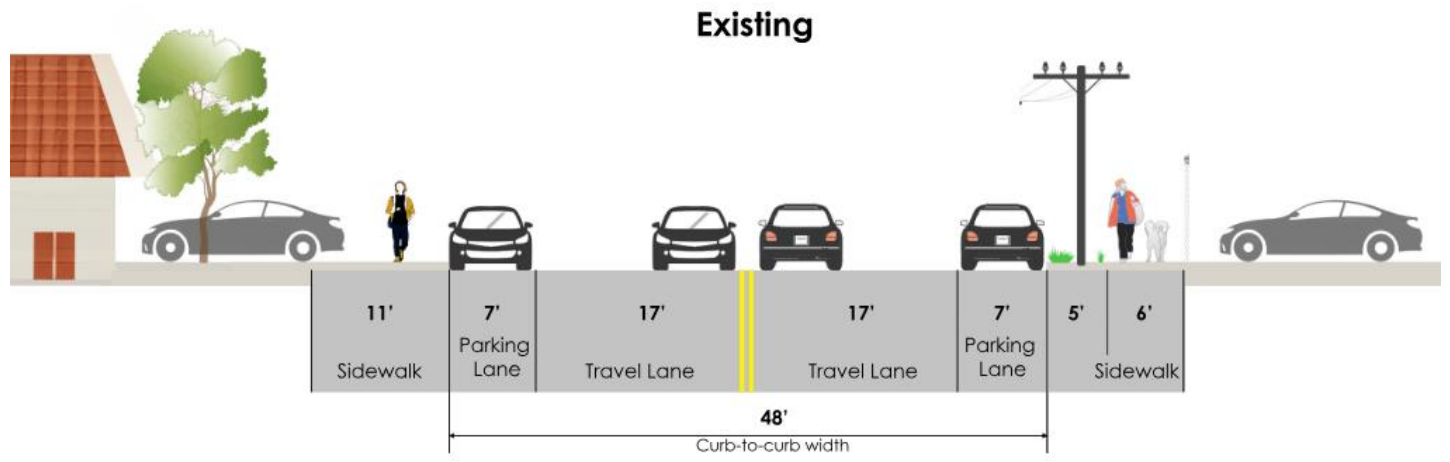


Figure 3: Bluff Road Bike Boulevard Cross Section

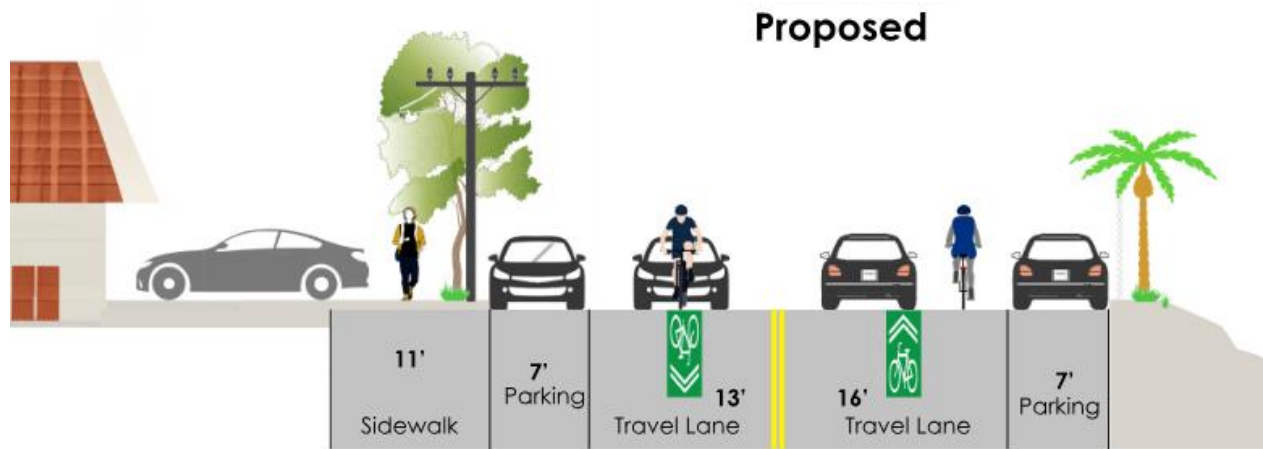
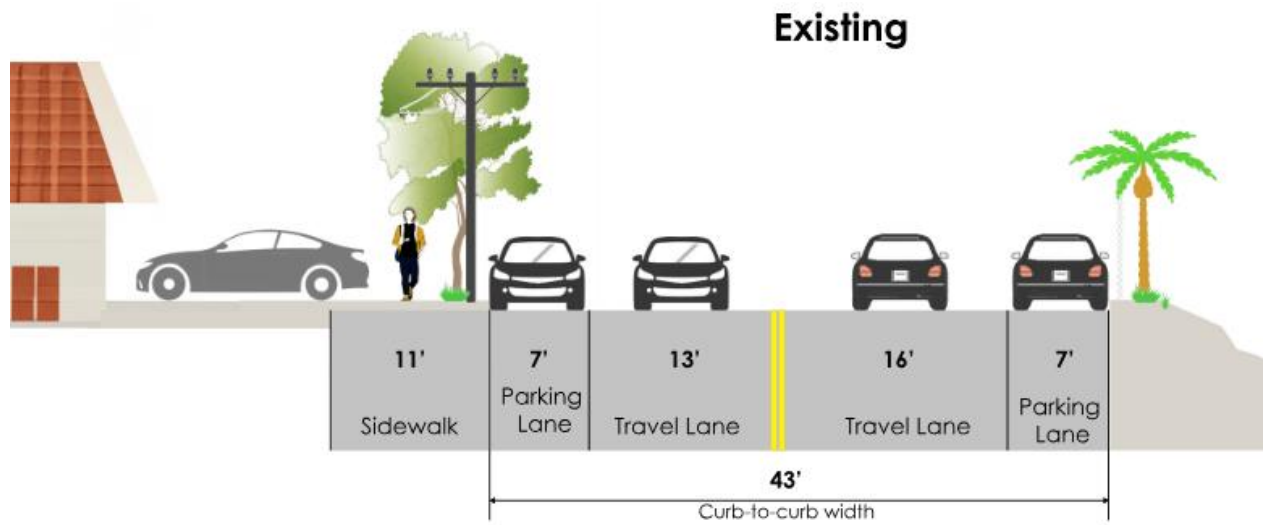
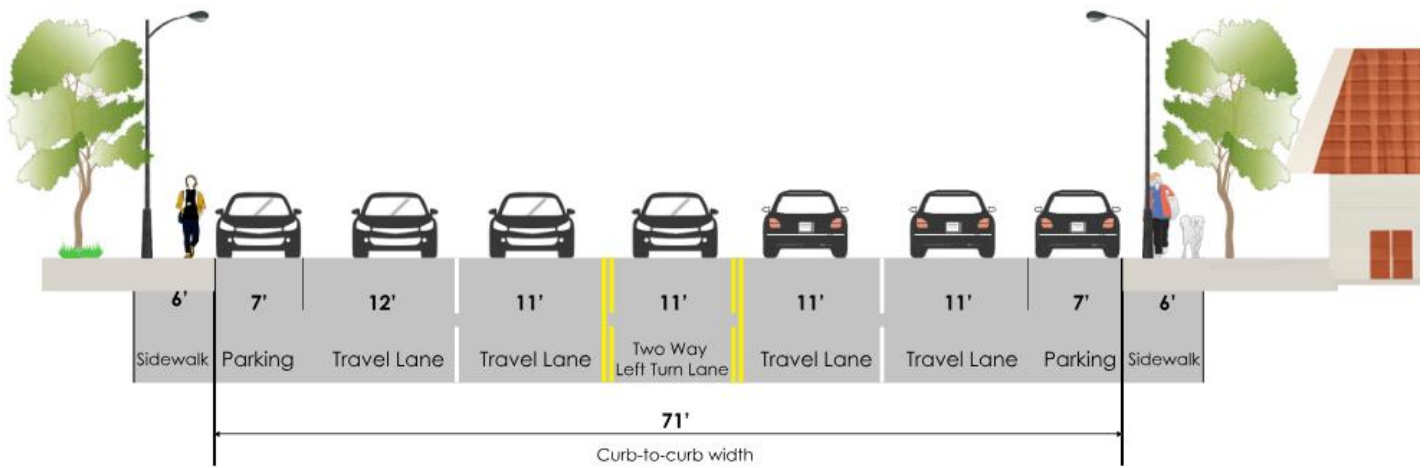


Figure 4: Greenwood Avenue Buffered Bike Lanes Cross Section

Existing



Proposed

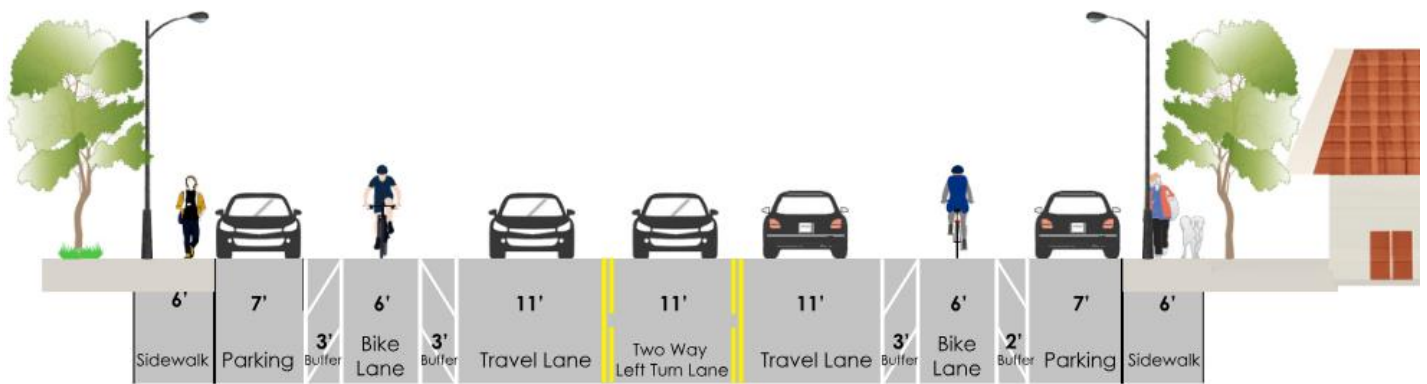


Figure 5: Lincoln Avenue/Rio Hondo Bike Trail Connection Concept



Figure 6: Montebello Boulevard/Beverly Boulevard Intersection Separated Bike Lanes Concept



Figure 7: Lincoln Boulevard Separated Bike Lanes/Bike Boulevard Transition Concept



Figure 8: Bluff Road/Mines Avenue/Rio Hondo Bike Trail Intersection Concept

