

CITY OF MONTEBELLO GENERAL PLAN UPDATE

Mobility Profile

This chapter describes the regulatory framework and existing transportation conditions in the City of Montebello. A discussion of pertinent federal, state, regional, and local regulations and plans is presented first. This is followed by a discussion of transportation facilities in Montebello that accommodate pedestrians, bicycles, transit, freight, and automobiles, plus an assessment of commute trip patterns, roadway operations, and collisions. In addition to existing conditions, this chapter documents planned transportation network improvements and opportunities to expand or improve facilities for all modes of travel.

REGULATORY FRAMEWORK

The regulatory framework includes federal, state, regional and local plans relevant to the City of Montebello and the California Environmental Quality Act (CEQA) review process for the identification of transportation and circulation impacts.

Federal Regulations

Federal Highway Administration

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the California MUTCD based on the FHWA MUTCD. Caltrans published the 2014 edition, Revision 5 on March 27, 2020.

State Regulations and Guidelines

California Department of Transportation

The California Department of Transportation (Caltrans) is the state agency that provides funding and oversight for all modes of transportation, and is responsible for managing the state's highway system in California. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements along the State highway system within Montebello:

- Caltrans recently updated its transportation analysis guidelines to reflect a statewide shift from level of service (LOS) to vehicle miles traveled (VMT). Caltrans has provided guidance in three recent publications: Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020), Transportation Analysis Under CEQA: Evaluating Transportation Impacts of State Highway System Projects (September 2020), and Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects (September 2020).
- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provide instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plan affecting the state highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
 - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices.
 - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the state highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on “complete streets” that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director’s Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- Caltrans, as a responsible agency under the California Environmental Quality Act (CEQA), is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation related issues and is responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

OPR General Plan Guidelines

The Governor’s Office of Planning and Research (OPR) publishes General Plan Guidelines as a “how to” for cities and counties developing their general plans. OPR released its updated guidelines in 2017, which includes legislative changes, new guidance, policy recommendations, external links to resource documents, and additional resources. For each general plan element, the guidelines discuss statutory requirements in detail, provide recommended policy language, and include examples of city and county general plans that have adopted similar policies.

Annual Progress Report Memo

All counties and general law cities in the state are required to submit an annual report on the status of their general plan and progress in its implementation per Government Code Section 65400. The General Plan Annual Progress Report (APR) is due on April 1 and covers the previous year's 12-month reporting period.

Assembly Bill 32, Senate Bill 32, and Senate Bill 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- ARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

California Complete Streets Act of 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes an update of the circulation element of its general plan must plan for the development of multimodal transportation networks. In 2010, OPR released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. Previously, CEQA transportation analyses of individual projects were focused on the determination of impacts in the circulation system in terms of roadway capacity at specific locations, mostly located in proximity to a project site. SB 743 has fundamentally changed transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant. Further, parking impacts are not considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service.

SB 743 was passed to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.”

OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR’s advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR’s recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. At this time, the City of Montebello is developing guidelines for transportation impact analyses consistent with SB 743.

Assembly Bill 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out a CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways
- Bicycle parking and storage
- Signal timing to improve intersection operations
- Signage for bicycles, pedestrians, and vehicles

However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

Regional Plans

Southern California Association of Governments (SCAG)

SCAG is a federally designated MPO and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities’ strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG’s Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045.

SCAG also develops and maintains the regional travel demand model. Several local and county agencies have developed subregional travel demand models based on the SCAG model. The most recent SCAG model was updated in 2020 to reflect the 2020-2045 RTP/SCS.

San Gabriel Valley Council of Governments (SGVCOG)

The City of Montebello is a member of the San Gabriel Valley Council of Governments (SGVCOG). SGVCOG is a regional government planning agency and joint powers authority that includes 31 incorporated cities, unincorporated communities in Los Angeles County Supervisorial Districts 1, 4, and 5, and three San Gabriel Valley Municipal Water Districts (San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and Upper San Gabriel Valley Municipal Water District). SGVCOG collaborates with member agencies on several mobility-related efforts:

- In June 2019, SGVCOG prepared the San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study. The plan was intended to guide the development and maintenance of a comprehensive active transportation network and supportive non-infrastructure programs within the cities of Glendora, Irwindale, La Puente, Monrovia, and Montebello and identify priority of-street greenway corridors throughout the San Gabriel Valley.
- SGVCOG formed a bikeshare program in the San Gabriel Valley called GoSGV. However, this program is currently on hold.
- Measure M (a ½ cent sales tax measure to provide funding for transportation improvements in Los Angeles County) was approved by voters in November 2016. SGVCOG is tasked with programming and administering the Measure M Subregional Program (MSP) funds in the San Gabriel Valley.
- SGVCOG worked with member agencies to develop a framework to assist local agencies in develop transportation impact analysis guidelines consistent with SB 743 using VMT metrics. SGVCOG also implemented a web-based VMT analysis tool to provide VMT metrics and reductions from mitigation measures.

Gateway Cities Council of Governments (GCCOG)

The City of Montebello is also a member of the Gateway Cities Council of Governments (GCCOG). GCCOG has led several transportation planning programs and studies in the region. The Strategic Transportation Plan (STP) was published in March 2016 to help improve the mobility, accessibility, sustainability, and safety of the Gateway Cities subregion's transportation system. It proposes a series of freeway, arterial roadway, transit, bicycle, pedestrian, technology, and goods movement projects. GCCOG also leads the Complete Street Initiative, with ongoing or planned complete streets projects on the following corridors: Atlantic Avenue, Florence Avenue, Imperial Highway, Telegraph Road, Alondra Boulevard, Slauson Avenue, and Long Beach Boulevard.

Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Agency (LA Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, state, and federal funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP Guidelines require analysis of the Metropolitan Transportation System (MTS) roadway and transit system and uses level of service standards to measure congestion and to determine how local governments meet CMP standards.

As the county's transportation planning agency, LA Metro administers two funding programs funded by sales tax measures. Measure R, a half-cent sales tax to finance new transportation projects and programs, took effect July 2009 and is expected to generate \$40 billion in new local sales tax revenues over 30 years. In November 2016, voters approved Measure M, which made Measure R permanent and added an additional half-cent sales tax. Within San Gabriel Valley, SGVCOG has been tasked with programming and administering funds.

In 2020, LA Metro updated its Long-Range Transportation Plan (LRTP), last adopted in 2009. The LRTP is a long-range policy document that guides transportation funding decisions for LA County's transportation system over a 25-year horizon. The plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

LA Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, Countywide Goods Movement Plan, Short Range Transportation Plan, Active Transportation Strategic Plan, the First Last Mile Strategic Plan.

Local Plans and Regulations

San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study

The San Gabriel Valley (SGV) Regional Active Transportation Plan and Greenway Network Study was prepared in June 2019 as a comprehensive effort to develop local pedestrian and bicycle plans, including for City of Montebello. Chapter 8 focuses on conditions in and recommendations for Montebello. The plan provides existing conditions data, including bicycle and pedestrian counts, collisions, and existing facilities. The plan identifies priority corridors and areas for bicycle and pedestrian improvements.

General Plan Circulation Element

The current Montebello General Plan, adopted in June 1973, includes a circulation element that identifies existing and proposed major thoroughfares in the City, describes the overall circulation in the City, and develops goals and objectives to improve the transportation network. Key goals in the plan include providing at least one grade-separated, north-south railroad crossing, improving circulation in the industrial areas, protecting neighborhoods from through traffic movement, and upgrading and improving Montebello Avenue and Greenwood Avenue as the City's major north-south connector. The plan includes a circulation plan that outlines existing and proposed functional classifications of roadways, including major, secondary, and collectors.

Montebello Hill Specific Plan

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.

Montebello Capital Improvements Program

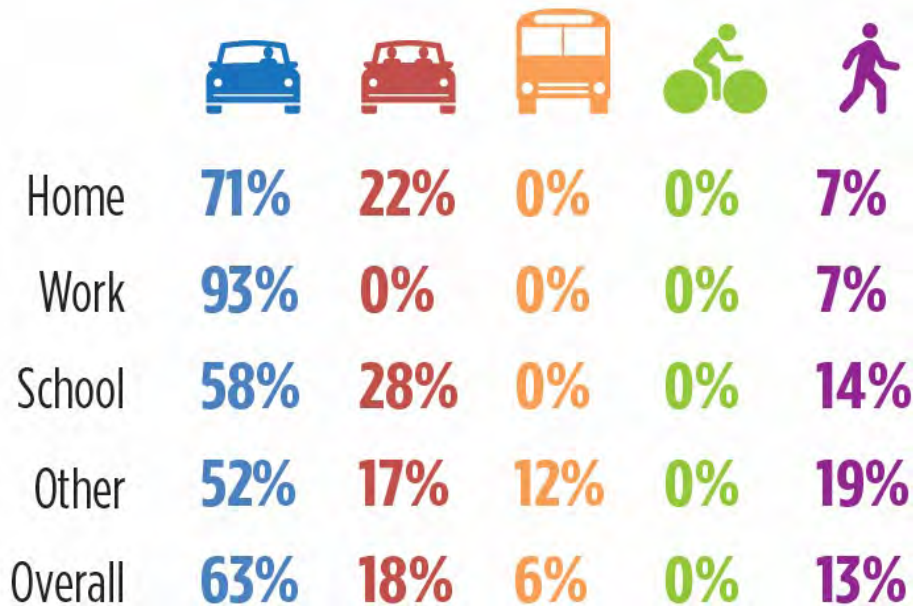
The Public Works Department maintains and improves the City's infrastructure through the Capital Improvements Program (CIP). According to the FY 2018-2019 CIP budget, projects include intersection safety improvements at three intersections, traffic signal and general improvements along Beverly Boulevard, ADA access ramp improvements, and Montebello Boulevard improvements.

EXISTING TRANSPORTATION SETTING

Resident & Worker Travel Behavior

According to data obtained from the 2012 California Household Travel Survey,¹ the majority of residents in Montebello use motor vehicles as the primary mode of travel, either as a driver or a passenger. For Montebello residents, 81 percent of all resident trips for all trip purposes were by motor vehicle (63 percent as a driver, 18 percent as a passenger in a vehicle), 6 percent by transit, 0 percent by bike, and 13 percent by walking. For specific types of trip, such as school trips and other trips (e.g., shopping or recreation), a higher portion of these trips are accomplished by walking (between 14 and 19 percent) compared to the portion of home and work trips (7 percent). Trips by transit to other (recreation, dining, shopping) have a larger portion (12 percent) compared to the portion of home, work, and school trips (0 percent). The mode share by general trip purpose for Montebello is shown in Chart 1. Note, CHTS data is collected and aggregated at the zip code level. Given that there is one zip code in Montebello, there is a small sample size for this information which may result in undercounting some transit and biking trips (compared to US Census data).

Chart 1: Montebello Mode Share by Trip Type

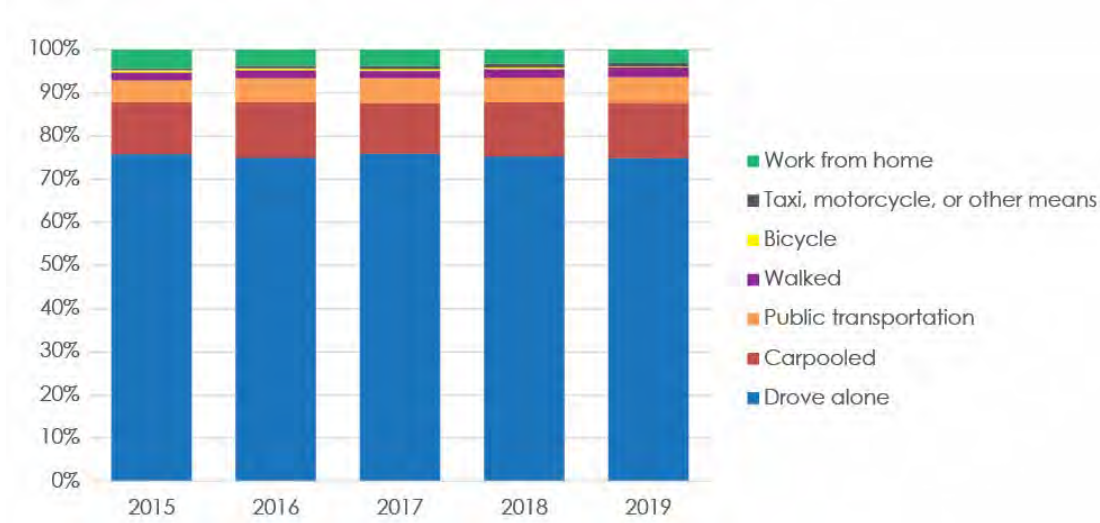


Source: California Household Travel Survey

¹ California Household Travel Survey. Caltrans, 2013.

The mode share for Montebello commuters has not changed significantly in recent years according to data obtained from the U.S. Census Bureau American Community Survey (ACS) and displayed in Chart 2. Based on the most recent five-year estimates from the ACS (2015 to 2019), the mode share has been relatively consistent each year, with the percentage of commuters driving alone slightly decreasing from 76 percent to 75 percent, the percentage of those working from home decreasing from four percent to three percent, the percentage of those working from home decreasing from four percent to three percent, the percentage of public transportation increasing from five percent to six percent, and the percentage of carpool increasing from 12 percent to 13 percent.

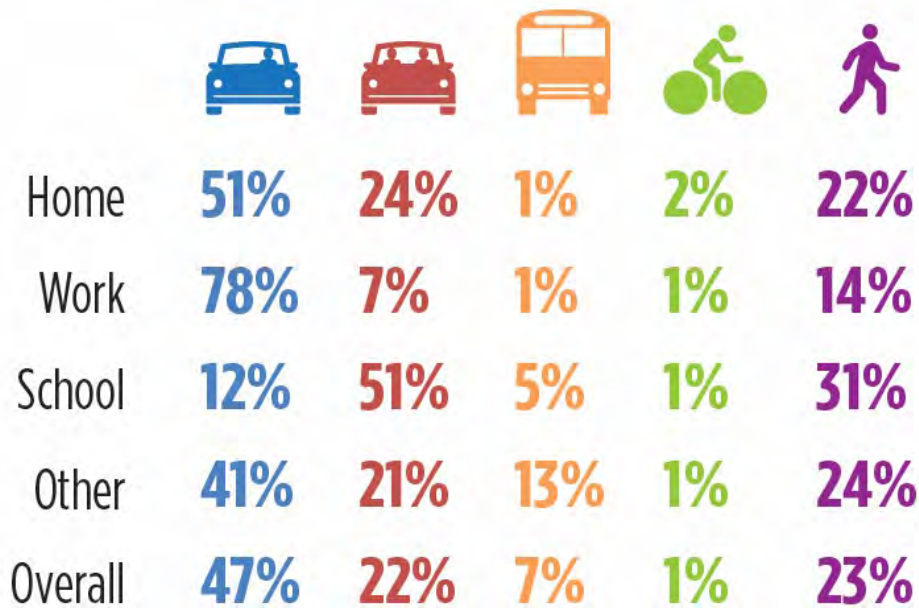
Chart 2: Montebello Commute Mode Share by Year (2012-2016)



Source: Census, ACS (2015-2019)

Compared to Los Angeles County as a whole, Montebello experiences a lower rate of walking for all trip purposes, but a higher rate of driving. The mode share by general trip purpose at the county level is shown in Chart 3. Note, the CHTS data may result in undercounting transit and biking mode split compared to US Census data.

Chart 3: LA County Mode Share by Trip Type



Source: California Household Travel Survey

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a common metric used to understand and quantify the amount of travel for all vehicles within a specified area and timeframe. With the passage of SB 743, which promotes the reduction of greenhouse gas emission and developing multimodal transportation networks, VMT is now used by agencies to understand transportation impacts under CEQA. Since VMT measures the total number of miles traveled by all vehicles, distances traveled and the proportion of trips made by non-vehicles are key factors that affect an area’s VMT. Areas that have a diverse land use density, are walkable, and provide connectivity to quality transit and non-motorized facilities typically have lower VMT than suburban areas where residents must travel longer distances for work, shopping, and school.

The SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) travel demand model was used to estimate VMT metrics. Table 1 outlines several VMT metrics based on the SCAG model’s “base conditions” scenario, which relies on year 2012 travel characteristics and the built environment (such as land use quantities and patterns). The model estimates that approximately 2,785,367 vehicle miles of travel are generated daily within the City of Montebello. This estimate reflects trips beginning or ending within the City of Montebello and does not include regional traffic passing through the area (such as traffic on SR-60). As shown in the table, the citywide home-based VMT per capita (resident) is 12.6 and the home-based work VMT per employee is 19.5. In comparison, average VMT in the SGVCOG area is 16.2 VMT per capita and 20.8 VMT per employee. At the county level, average VMT is 13.4 VMT per capita and 18.4 VMT per employee.

Table 1: City of Montebello Vehicle Miles Traveled (VMT) – Base Year 2012 Conditions

Measurements	Amount	Note
Total VMT Generated by Montebello Land Uses	2,785,367	VMT for all vehicle trips with an origin and/or destination within the City of Montebello.
Total Home-Based VMT for Montebello Households	819,495	All home-based production trips including any portion of trip beyond City Limits
Total Home-Based Work VMT for Montebello Households	551,190	All home-based work attraction trips including any portion of trip beyond City Limits
City of Montebello Residents	64,974	Source: SCAG RTP/SCS Travel Demand Model
City of Montebello Employees	28,259	Source: SCAG RTP/SCS Travel Demand Model
VMT per Capita (Resident)	12.6	Citywide Average: row 2 divided by row 4
VMT per Employee	19.5	Citywide Average: row 3 divided by row 5

Source: Kittelson & Associates, Inc., 2021

Vehicular Facilities

The roadway system in Montebello consists of arterial roadways as well as regional freeways and highways that serve local and regional traffic demand. The vehicular facilities in Montebello are discussed below.

Functional Classification

The City’s current General Plan Circulation Element describes street classification categories based on specific types of travel. These classifications are described below, and Figure 1 shows the City’s street network by functional classification.

- **Freeways** – Freeways are designed for high speed intra-and inter-regional travel. They are generally 200 to 500 feet wide with limited access and median separation.
- **Major and Secondary Roads** – These roads connect major living areas to key destinations throughout the City, also serving as through- and commuter-traffic routes. They generally have controlled access, signalized intersections, and median dividers. Major roads are usually between 80 and 120 feet wide, while secondary roads are 60 to 84 feet wide.
- **Collector Roads** – Collectors serve residential areas, connecting local street to major and secondary roads. They are generally between 60 and 70 feet wide with uncontrolled access.

Freeways

The following are key freeways that provide direct access to and from Montebello via freeway interchanges located within City limits, as described below.

State Route 60 (SR-60) is an east-west freeway connecting I-5, I-10, and US-101 in Downtown Los Angeles/Boyle Heights to I-10 and SR 79 in the City of Beaumont. SR- 60 runs through several cities including Hacienda Heights, Diamond Bar (where it briefly merges with SR-57), Chino, Jurupa Valley, Riverside, and Moreno Valley. SR-60 runs along Montebello’s northern City limit and connects to I-5, I-10, US 101, I-710, I-605, SR-57, and other regional freeways. Access to and from SR-60 within the City is provided via ramps at Atlantic Boulevard, Potrero Grande Drive, Paramount Boulevard, Montebello Boulevard, and San Gabriel Drive. Adjacent to Montebello, the freeway has four general purpose lanes in each direction. The posted speed limit is 65 mph.

Interstate 5 (I-5) is a north-south freeway connecting the Mexican border to the Canadian border, running through California, Oregon, and Washington. I-5 runs along Montebello's southern City limit and provides connections to Downtown Los Angeles, southeastern Los Angeles County, and Orange County, as well as connections to I-10, US 101, I-710, I-605, and several other regional freeways. Access to and from I-5 is provided within the City via ramps at Washington Boulevard, Telegraph Road, Slauson Avenue, and Paramount Boulevard. Adjacent to Montebello, the freeway has four general purpose lanes in each direction. The posted speed limit is 65 mph.

Key Roadways

Key roadways within the City are described below.

Greenwood Avenue is a major north-south Major Roadway that runs from Gage Avenue south of I-5 north to the railroad tracks south of Olympic Boulevard, where it becomes Montebello Avenue. Greenwood Avenue generally has two travel lanes in each direction with a posted speed limit of 40 miles per hour (mph). A two-way center left-turn lane is provided along the corridor, except for the railroad tracks underpass near Sycamore Street (raised median) and from Washington Boulevard to Mines Avenue (undivided). Free two-hour on-street parking is available on both sides of the road for the majority of the corridor. No bicycle facilities are provided.

Montebello Boulevard is a north-south Major Roadway that runs from Greenwood Avenue north to Montebello Town Center near SR-60. Montebello Boulevard generally has two travel lanes in each direction with a posted speed limit of 40 mph. A two-way center left-turn lane is present for much of the corridor, with raised medians present at several intersections. Free two-hour on-street parking is available on both sides of the street south of Avenida De Le Merced. Class II bicycle lanes are present between Paramount Boulevard and Montebello Town Center on the northern edge of the City.

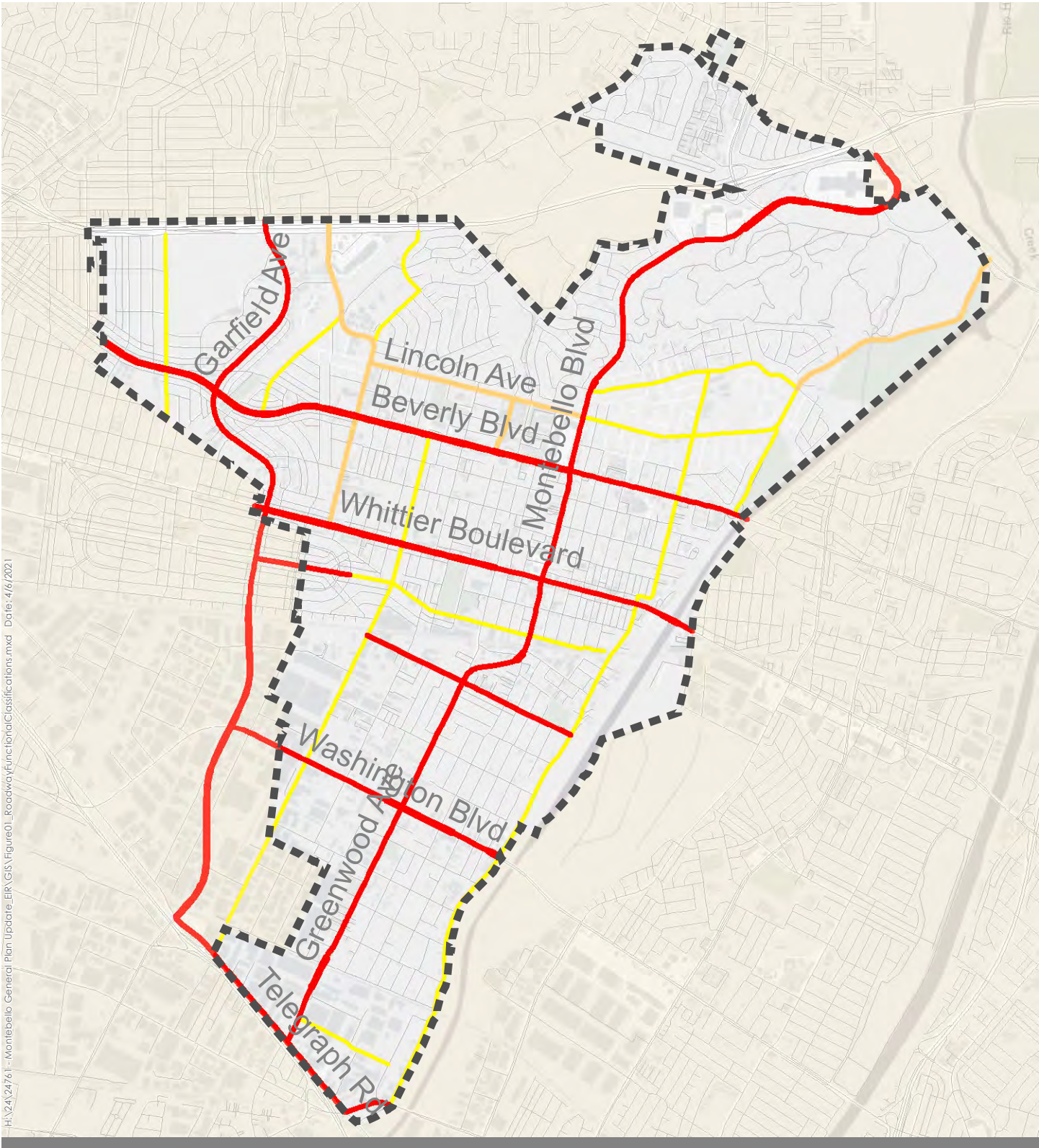
Garfield Avenue is a north-south Major Roadway that runs through the western part of the City. Garfield Avenue has two travel lanes in each direction with a posted speed limit of 40 mph. Left-turn lanes are provided at all signalized and unsignalized intersections. On-street parking is generally provided on both sides of the street. No bicycle facilities are provided on Garfield Avenue.

Beverly Boulevard is an east-west Major Roadway that runs the entire length of the City limits, connecting to Pomona Boulevard in East Los Angeles and running east to Turnbull Canyon in Whittier. Beverly Boulevard has two travel lanes in each direction, except between Via Val Verde and Montebello Avenue, where three travel lanes in each direction are present. The posted speed limit is 35 mph. A two-way center left-turn lane is provided for much of the corridor, with raised medians present at intersections between Gerhart Avenue and Montebello Boulevard. Free, two-hour on-street parking is generally provided on both sides of the street between 9:00 a.m. and 6:00 p.m. on the north side and between 7:00 a.m. and 3:00 p.m. on the south side. No bicycle facilities are provided.

Whittier Boulevard is an east-west Major Roadway that runs through the center of the City, stretching from the Los Angeles River in the west to Whittier and La Habra in the east. Within Montebello, Whittier Boulevard has two travel lanes in each direction with a posted speed limit of 30 mph. An intermittent raised median is present along much of the corridor within the City, from the western City limits at Garfield Avenue to Greenwood Avenue. East of Greenwood Avenue, the road narrows as it enters downtown Montebello. Free two-hour parking is generally provided between 7:00 a.m. and 6:00 p.m. No bicycle facilities are provided.

Washington Boulevard is an east-west Major Roadway that runs through the southern portion of the City. The roadway stretches from Venice Beach to Santa Fe Springs Road in Whittier where it becomes Whittier Boulevard. Within Montebello, Washington Boulevard has three travel lanes in each direction with a posted speed limit of 40 mph. A two-way center left-turn lane is provided for much of the corridor. On-street parking is generally prohibited along the corridor west of Greenwood Avenue; east of Greenwood Avenue, on-street parking is allowed except between 4:00 p.m. and 6:00 p.m. Bicycle facilities are not present.

Telegraph Road is an east-west Major Roadway that runs along the southern City limits, parallel to I-5. An off-ramp for northbound I-5 vehicles is present northwest of Gage Road; immediately west of the City limits, Telegraph Road provides an on-/off-ramp for northbound I-5. Telegraph Road has two travel lanes in each direction with a posted speed limit of 45 mph. A two-way center left-turn lane is provided along the roadway's length within the City. On-street parking is prohibited, and no bicycle facilities are present. A pedestrian bridge over I-5 connects to Telegraph Road at Greenwood Avenue.



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Functional Classification

- Major Roadway
- Secondary Roadway
- Collector



Figure 1
**Roadway Functional Classifications
 Montebello, CA**

Traffic Volumes & Operations

This section will be provided after new traffic counts and operational assessments are conducted.

Roadway Segment Volumes & LOS

This section will be provided after new traffic counts and operational assessments are conducted.

Intersection Volumes & LOS

This section will be provided after new traffic counts and operational assessments are conducted.

Parking

There are several sources of parking available throughout the City, including on-street, public off-street and private off-street facilities. The following sections highlight the current parking conditions for the major areas and uses of the city, which are summarized in Figure 2. Generally, on-street parking is allowed (with some restrictions) along the City's arterial roadways, which run throughout the City through its residential, industrial, and retail/commercial areas and provide a parking supply for these uses.

Residential

Parking within the residential areas generally consists of attached garages and on-street parking along local residential and collector streets. Parking spaces within the primarily residential parking areas have no metering or time limits. However, the City has a residential permit parking program to limit commercial parking on streets that also serve adjacent residences.²

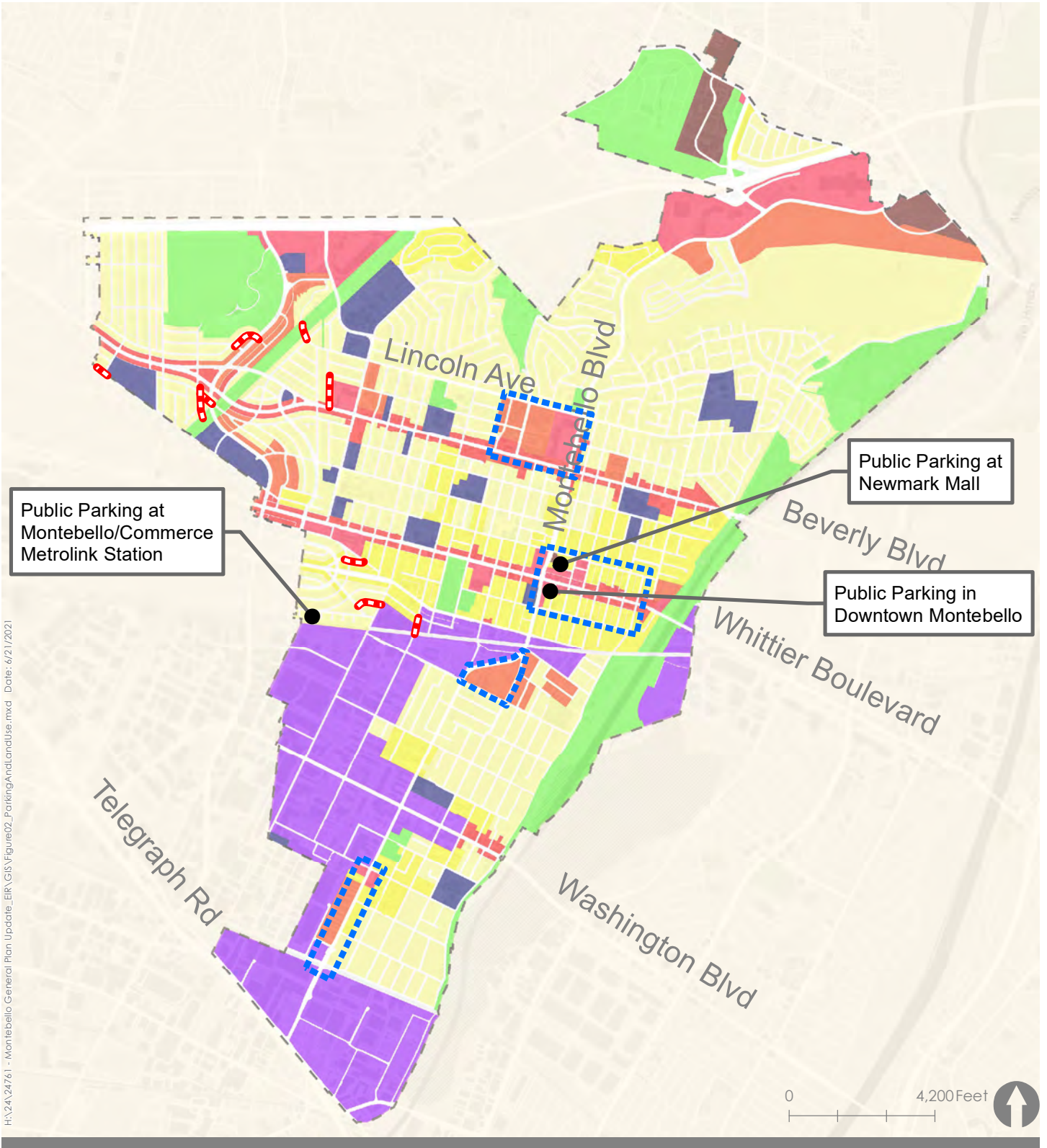
Within the predominately single-family residential areas, on-street parking is generally available on most neighborhood streets. However, within portions of the city with higher concentrations of multi-family housing, on-street parking spaces are highly utilized, especially during the evenings and weekends. The City's Housing Element Update identified large portions of the City that experience overcrowded housing. Overcrowding can lead to unplanned traffic congestion and parking shortages, as well, if there are multiple cars for each housing unit. Examples of where these conditions can be found include the area bounded by Montebello Boulevard, W Mines Avenue and Montebello Way, the area bounded by Lincoln Avenue, W Victoria Avenue and N Taylor Avenue, and Greenwood Avenue between Date Street and Sycamore Street.


² Details on the residential permit parking program are provided in Chapter 10.36 of the Montebello Municipal Code. Currently, sections of nine streets have residential preferential parking, which were approved by City Council resolutions:

- 400 block of S Maple Avenue: 8:00 AM to 8:00 PM
- 1700 block of Malden Drive: 9:00 AM to 6:00 PM
- 1900 and 2000 block of Millis Street: 7:00 PM to 10:00 PM Tuesday-Friday; 11:00 AM to 10:00 PM Sunday
- 500 block of N Morris Place: 4:00 PM to 10:00 PM
- 2600 block of Lincoln Avenue: 7:00 PM to 3:00 AM
- 3500 block W Repetto Avenue: 24-hours
- 2900 block of Via Corona: 7:00 PM to 3:00 AM
- Via San Clemente south of Beverly Boulevard: 7:00 PM to 3:00 AM
- 2800 block Via San Delarro: 7:00 PM to 3:00 AM


In addition, portions of several other streets have pending approvals.

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 Residential Permit Parking Program

 Parking Hot Spots

 Low Density Residential

 Medium Density Residential


 High Density Residential

 Very High Density Residential

 General Commercial

 Boulevard Commercial

 Industrial

 Institutional


 Parks/Open Space

Figure 2

Existing Parking & Land Use Context Montebello, CA

Industrial

The southwest portion of the city is primarily industrial, generally bounded by the City border to the west, the railroad right-of-way (between Ferguson Drive and Flotilla Street) to the north, S Maple Avenue/Greenwood Avenue to the east, and I-5 on the south. Within this area, the primary form of parking is surface parking lots for individual business, along with on-street parking on most local and arterial roadways. Along these streets, on-street parking is typically used by employees of the adjacent industrial uses and for trucks. Most of the on-street parking is uncontrolled; however, a few streets have portions with green curbs or 2-hour parking limits. Note that within the industrial areas, no overnight parking is allowed, and vehicles used for dwelling purposes or habitation are prohibited.

Commercial

Retail and commercial establishments are typically located along major arterials in the City, such as Beverly Boulevard, Whittier Boulevard, and Washington Boulevard. For these businesses, parking generally consists of single-establishment surface lots (located in front or behind the building) along with adjacent on-street parking. Off-street parking is free but generally is not shared between properties. In addition, most streets have on-street parking available in the vicinity of the commercial uses; these on-street spaces are utilized when the parking lots are full or inconvenient to access.

In areas such as downtown Montebello (along Whittier Boulevard east of Montebello Boulevard), on-street parking is free but with some time restrictions (for instance, 2-hour parking limits are in place between 7:00 AM and 6:00 PM). At locations with higher activity levels, there have been observations of localized parking demand exceeding the available supply during peak periods (e.g., lunchtime, weekday evenings, and weekends). During these periods, visitors to these downtown businesses often utilize on-street parking on-street parking to the north and south of Whittier Boulevard. To support the downtown area, the City operates a public parking area at Newmark Mall with 2-hour time limits.

In addition, there are several shopping centers, such as the Downtown Plaza, Mart of Montebello, Beverly-Wilcox Village, Montebello Plaza, Montebello Town Square, and the Shops at Montebello. Off-street parking is provided at each of these locations and are typically restricted to employees or customers of the center.

Metrolink Parking

To the north of the industrial area is the Montebello/Commerce Metrolink Station on Flotilla Street between Garfield Avenue and S Vail Avenue. The station area includes the station platform for Metrolink, a transit center that serves Metro and Montebello Transit buses, and a dedicated surface parking lot. The parking lot³ provides 267 spaces (8 of which handicapped). All parking is free but limited to 72 hours. A passenger loading and unloading zone includes parking spaces with a time limit of 15 minutes. On-street parking is permitted along portions of Flotilla Street west of the station.

Planned Improvements

The City of Montebello capital improvement project budget⁴ includes funds for several vehicular facility improvements in the city, including the Montebello Way traffic signal improvement (from Mines Avenue to Olympic Boulevard) and Beverly Boulevard traffic signal synchronization.

³ <https://metrolinktrains.com/rider-info/general-info/stations/montebellocommerce/>. Last accessed April 14, 2021.

⁴ https://www.cityofmontebello.com/images/public-works/Approved_FY_2018-19_CIP_Budget.pdf

Outside of the City, the LA Metro LRTP⁵ includes two planned freeway projects in proximity to the City. Among its Tier 1 funded (within five to 10 years) project list, the LRTP includes express lanes along I-605 to the east of Montebello. The LRTP also includes the I-5 South Corridor lane additions; this project runs between I-605 and I-710 and includes the section of I-5 running along Montebello's southwestern limits.

Opportunities

Through this General Plan Update process, the City has the opportunity to position its vehicular network to better meet its residents' needs in the coming decades. One way of doing so is to plan for the changes expected due to new technologies, as detailed below:

- **Transportation Network Companies (TNCs):** TNCs, such as Uber and Lyft, provide easy door-to-door transportation services through the use of smartphone apps. These services are becoming a significant part of the transportation system; some jurisdictions and agencies have begun incorporating TNCs into their transportation systems, such as including ample pick-up and drop-off areas. The City could explore way to incorporate TNC-supportive facilities into its development code and parking requirements.
- **Car Sharing Programs:** These programs allow users to borrow a car for short periods of time (for example, to buy groceries for an hour) and provide increased mobility and flexibility for people who may not want to or cannot pay for vehicle ownership. Car sharing services are already successfully in place in several California cities. Montebello could explore ways to incorporate car sharing stations into its citywide network and new development projects.
- **Autonomous Vehicles (AVs):** AVs, or self-driving vehicles, are projected to be available on the consumer market in the coming years. AVs will initially represent a small percentage of vehicles on the road due to normal fleet turnover rates, but are expected to represent 50 percent of the vehicle market within 20 to 25 years. Once driverless vehicles represent the majority of vehicles on the road, operational roadway efficiency is expected to improve since AVs are able to communicate with one another. This is likely to lead to improved LOS and higher VMT (anywhere from five percent to 35 percent, depending on demographic trends, economic factors, and other technologies). AVs have the potential to improve roadway safety for vehicle passengers, bicyclists, pedestrians, and other users. AVs can also change land use patterns since parking needs may decrease. However, during the transition period when AVs are mixed with the standard vehicle fleet, jurisdictions need to carefully plan and design facilities to reduce conflicts and allow for flexibility in zoning designations.

In addition, Montebello has the chance to address its approach to parking through this update. Opportunities include:

- **Reexamining parking supply rates:** Given the shift in travel patterns and habits (such as working from home and utilizing TNCs), the City could monitor parking occupancy to access to potential for adjusting its minimum parking requirements for future development.
- **Transit Oriented Development (TOD) custom parking rates:** The area around the future L Line station, anticipated to be located at the at the intersection of Greenwood Avenue and Washington Boulevard, is an opportunity for reduced parking supply rates. More information regarding the planned L Line extension is provided in the Transit Service section.

⁵ <https://media.metro.net/2020/LRTP-2020-Final.pdf>

- **Developing shared parking requirements:** In addition to shared parking requirements for mixed-use developments, the City could promote shared parking for a variety of land use developments. In areas such as the downtown area or other locations where there are multiple small retail establishments with individual parking lots, the City can examine ways to facilitate shared parking between retail uses
- **Develop a Parking Management Plan:** The City could identify areas to implement parking management strategies to better utilize the existing parking supply through wayfinding/signage, pricing, unbundling, time restrictions and other measures. This could include metered or time-limited parking in commercial areas, promote shared parking agreements, designate parking areas for employees, restrictions on truck parking in industrial areas, or establishment of new residential permit parking districts in residential neighborhoods.

As part of the Strategic Transportation Plan (STP),⁶ Gateway Cities COG highlights opportunities and proposes a series of transportation projects in the subregion to improve the mobility, accessibility, sustainability, and safety of the subregion's transportation system. As part of this plan, the COG examined arterial roadways and intersections in the subregion for deficiencies and provided conceptual arterial recommendations. Within Montebello, the plan found the following corridors to be deficient: Beverly Boulevard, Garfield Avenue, Montebello Boulevard, Slauson Avenue, Telegraph Road, Washington Boulevard, and Whittier Boulevard. Recommendations for further study include intersection improvements and turn lane additions, removing parking or reducing medians width to install bicycle lanes, and safety improvements.

Freight & Goods Movement

Accommodating freight and goods movement plays an important role in Montebello's circulation network, given the City's proximity to several freeways and railroad facilities. Freight facilities in the city include highways, truck routes, and rail.

The Surface Transportation Assistance Act (STAA) of 1982 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.

The City of Montebello also designates several arterial roadways as local truck routes, including Garfield Avenue, Beverly Boulevard, Whittier Boulevard, Washington Boulevard, Telegraph Road, and Slauson Road, as well as portions of Sycamore Street, Vail Avenue, Olympic Boulevard, Montebello Boulevard, Via Campo, Paramount Boulevard, and Potrero Grande Drive. Truck routes serve industrial areas in the City's southern portion, which includes light and heavy manufacturing land uses. Local truck routes are shown in Figure 3.

The freight network in Montebello also includes rail facilities. In particular, the BNSF Railway and Union Pacific Railroad use two tracks that bisect Montebello in the east-west direction (and are shared with Metrolink passenger rail service). The tracks run parallel to Olympic Boulevard and to Sycamore Street. Within Montebello, the northern tracks include at-grade crossings along City streets, while the southern tracks are grade-separated.

Additional information on current truck activity levels will be provided after new traffic observations are conducted.

⁶ http://www.gatewaycog.org/media/userfiles/subsite_9/files/rl/StrategicTransportationPlan/STP_Final_Report_Document_03_18_2016.pdf

Planned Improvements

The LA Metro 2021 Goods Movement Strategic Plan⁷ anticipates substantial increases in regional freight rail demand. This may cause conflicts with a corresponding increase in rail passenger demand, which shares rail facilities with freight. However, the Strategic Plan does not include physical improvement projects. One of the Strategic Plan's goals is the Countywide Clean Truck Initiative, in order to reduce toxic emissions from the movement of goods transported by diesel-powered trucks throughout the county. This initiative will be important for Montebello given the presence of multiple freeways and arterial truck routes in close proximity to residential areas.

The LRTP's vehicular capacity projects near Montebello (I-605 express lanes and I-5 widening) will affect local and regional goods movement via truck due to the additional freeway capacity.

Opportunities

The LA Metro 2021 Goods Movement Strategic Plan stresses that while rail demand is anticipated to increase in the region, there is an opportunity for local, regional, and private stakeholders to address increased passenger and freight rail demand, along with spillover effects such as increased delay on intersecting streets and increased air pollution near residential communities. The plan recommends examining ways to improve operations along these facilities, such as physically separating the two competing rail needs. There is also a need to address equity concerns due to the disproportionate effects of rail goods movement and trucks such as pollution.

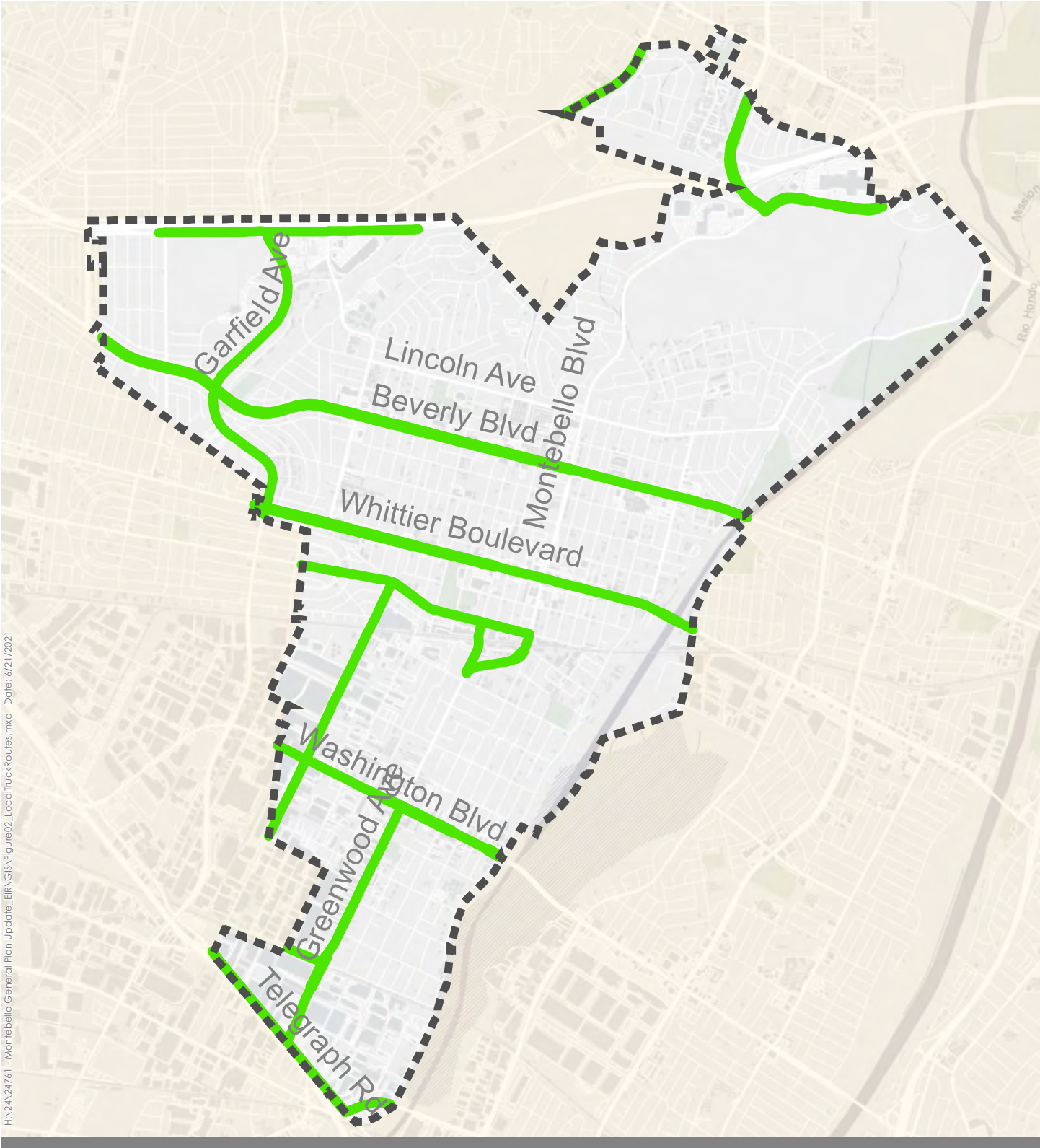
The Gateway Cities COG STP highlights opportunities to improve goods movement in the subregion. Most of the recommendations are at a regional scale or oriented towards cities with significant warehousing or logistics. For other cities (such as Montebello), recommendations include improving operations through methods such as Intelligent Transportation System (ITS) improvements along arterials to better manage goods movement traffic.

Pedestrian Facilities

The City of Montebello offers several types of facilities and amenities that support walking in the city. The availability and quality of pedestrian facilities vary throughout the city and can be analyzed using the following key factors:

- **Sidewalk Availability/Continuity:** Sidewalk availability is core to supporting walkability and safety separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on both sides of the roadway and are available along the entire segment rather than end midblock.
- **Sidewalk Conditions:** Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking.
- **Crosswalk Availability:** Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings.
- **Shading:** Shading, whether natural or artificial, can encourage walking in areas such as Southern California which are relatively warm with limited rainfall, especially in the summer.

⁷ <http://media.metro.net/2021/Goods-Movement-Strategic-Plan.pdf>



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 Truck Route



Figure 3

**Local Truck Routes
Montebello, CA**

- **Grade:** Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility.
- **Buffers:** Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure.
- **Amenities:** In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more interesting walking environment and increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture.

The availability and quality of pedestrian facilities were analyzed using these seven key factors as shown in Table 2.

Significant pedestrian destinations in Montebello include the following:

- Elementary, middle, and high schools
- Retail along major arterials such as Beverly Boulevard, Whittier Boulevard, and Washington Boulevard as well as shopping centers at the Greenwood Avenue/Washington Boulevard, Montebello Boulevard/Whittier Boulevard, Montebello Boulevard/Beverly Boulevard, Paramount Boulevard/Montebello Boulevard, and Wilcox Avenue/Via Campo intersections
- Public parks such as Ashiya Park, Acuna Park, Montebello City Park, and Rodriguez Park
- Other recreational destinations such as the Montebello Barnyard Zoo and the Grant Rea Park Recreation Center

Planned Improvements

The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study⁸ identified priority pedestrian corridors and areas for improvements within Montebello. The three priority corridors and two priority areas were:

- Whittier Boulevard – Garfield Avenue to Montebello Avenue
- Montebello Boulevard – Lincoln Avenue to Whittier Boulevard
- Madison Avenue – Wilcox Avenue to Montebello Boulevard
- Montebello City Park
- Montebello Metrolink Station








The plan's recommended improvements include new and updated facilities such as advance yield markings, Rectangular Rapid Flashing Beacons (RRFBs), curb extensions to increase pedestrian visibility, and new high-visibility crosswalks. Specific improvements were identified for 39 individual locations, which are shown in Figure 4.

In addition, the City was awarded a \$4.2 million grant in 2019 to improve pedestrian facilities along major thoroughfares in the City, including Montebello Boulevard between Lincoln Avenue and Paramount Boulevard. The improvements include sidewalks, lighting, ADA-compliant ramps, as well as repaving the roadway and adding Class II bicycle lanes. Separately, the City of Montebello capital improvement project budget includes funds for installing ADA curb ramps.

⁸ <https://www.activesgv.com/>

The Montebello Hills Specific Plan, which was adopted in 2015, includes several circulation improvements within the project area which connect to other facilities in the city. The Specific Plan connects a multi-use trail and local residential streets with pedestrian-oriented parkways.

Table 2: Pedestrian Facility Conditions in Montebello

Factor	Assessment	Overview of Conditions
 Sidewalk Availability	●	Sidewalks are generally provided on both sides of major and neighborhood streets across the City, with some gaps on residential neighborhood streets. Gaps are also identified along Montebello Boulevard north of Lincoln Avenue.
 Sidewalk Conditions	●	Sidewalks on major corridors and neighborhood streets throughout the city are generally in good condition, free of cracks or uplifts.
 Crosswalk Availability	○	Marked crosswalks are consistently provided at major intersections across the city. While marked crosswalks are provided at major intersections, some intersections have faded markings.
 Shading	○	Some shading is provided across the city in the form of tree landscaping along residential neighborhood streets. However, shade is limited along arterial roadways.
 Flat Grade	●	The city road network is generally flat without steep grade changes at the pedestrian level.
 Buffer	○	Within Montebello’s residential neighborhoods, buffers consist of grass, trees, and other landscaping. Along major corridors, however, sidewalks are generally constructed adjacent to the roadways; however, many streets do allow on-street parking, providing some separation from vehicle traffic.
 Amenities	○	Within Montebello’s residential neighborhoods, the primary amenity is street landscaping. There are several neighborhood parks, including Ashiya Park and Acuna Park that are accessible to pedestrians. Pedestrian-facing retail exists on some major corridors, including Whittier Boulevard, but few pedestrian-level amenities exist.

Legend:

- Facilities are generally present and in good condition
- Facilities are partially present
- Facilities are generally not present or in poor condition

Source: Kittelson & Associates, Inc., 2021

Opportunities

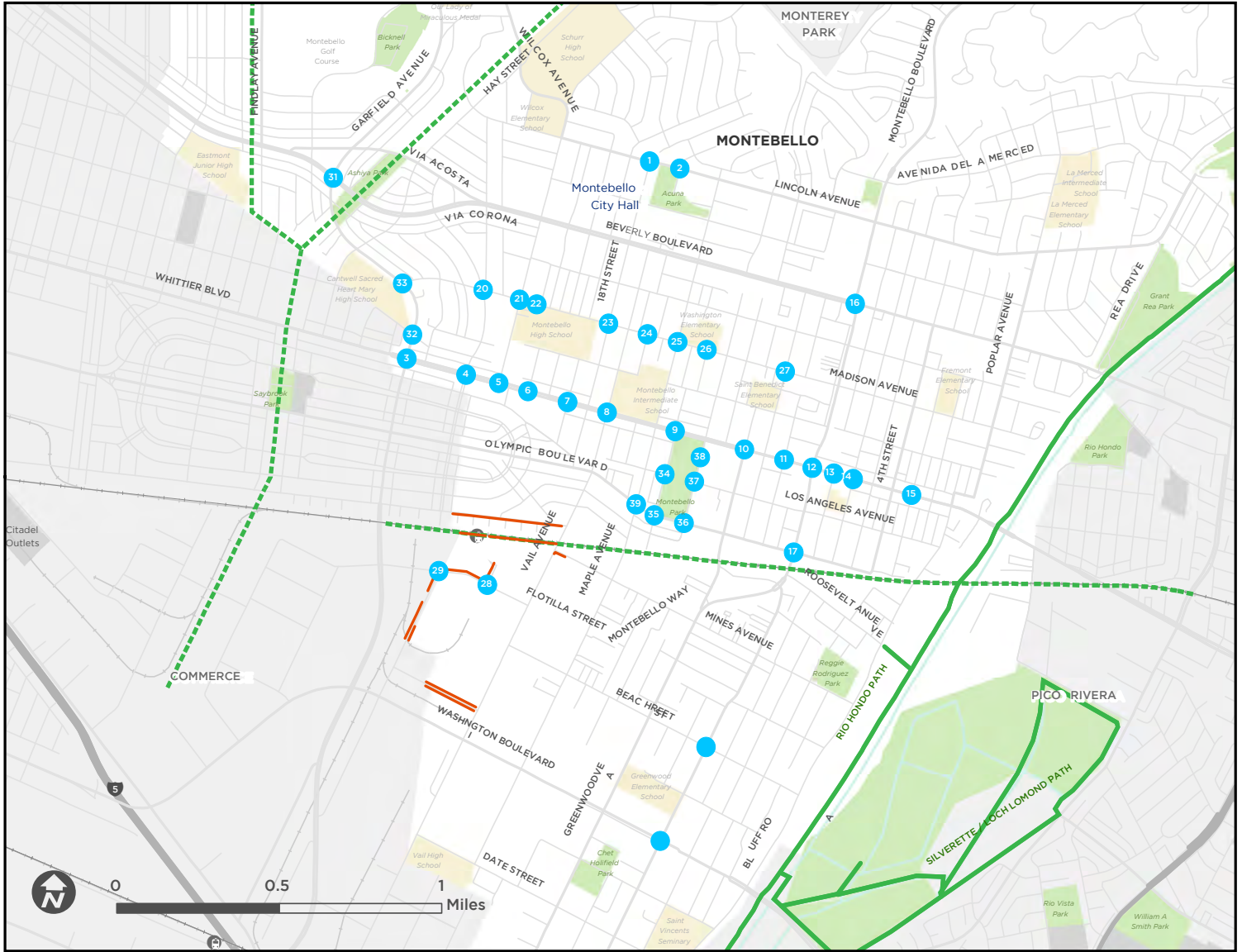
The City's General Plan Update is an opportunity to improve citywide pedestrian facilities beyond what has already been identified in other plans. There are several opportunities to improve pedestrian mobility, access, and safety. These opportunities include:

- Install ADA-compliant pedestrian ramps and crossings along major pedestrian thoroughfares, including Whittier Boulevard and Montebello Boulevard. Where possible, provide separate ADA paths at side-street and driveway intersections along major arterial roadways.
- Improve access to trails, specifically between the Rio Hondo Path and Whittier Boulevard, Slauson Avenue/Bluff Road, and Lincoln Avenue. Lincoln Avenue does not have sidewalks where it intersects with the bike path north of Avenida De La Merced. The City should work with the County to provide pedestrian access to the path at these locations where designated access points are missing.
- Improve pedestrian railroad crossings at Montebello Boulevard, Greenwood Avenue, Maple Avenue, and Vail Avenue with measures to improve visibility, comfort, and safety.
- Fill in sidewalk gaps on Montebello Boulevard north of Lincoln Avenue and on Wilcox Avenue (west side) between Whittier Boulevard and Beverly Boulevard near Montebello High School.
- In Downtown Montebello, existing pedestrian facilities such as high-visibility crosswalks can be supplemented with increased pedestrian crossing signage for vehicles and RRFBs.

As part of its Strategic Transportation Plan, Gateway Cities COG examined pedestrian conditions throughout the subregion and provided its vision of a regional pedestrian network. Its recommendations included Olympic Boulevard as a regionally significant pedestrian project. This highlights the opportunities to improve Olympic Boulevard to serve as both a local and regional pedestrian corridor.

The LA Metro Active Transportation Strategic Plan (ATSP),⁹ 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 details a recommended countywide active transportation network. For pedestrians, this regional network includes the Rio Hondo Path, highlighting the opportunity to increase local pedestrian connectivity to this regional facility.

⁹ <https://www.metro.net/projects/active-transportation-strategic-plan/>



Source: San Gabriel Valley Regional Active Transportation Plan & Greenway Network Study

Pedestrian Recommendations

- Improvement Location
- Recommended Sidewalk Gap Closure (Within Half-Mile of Major Transit)

Recommended Greenway Network

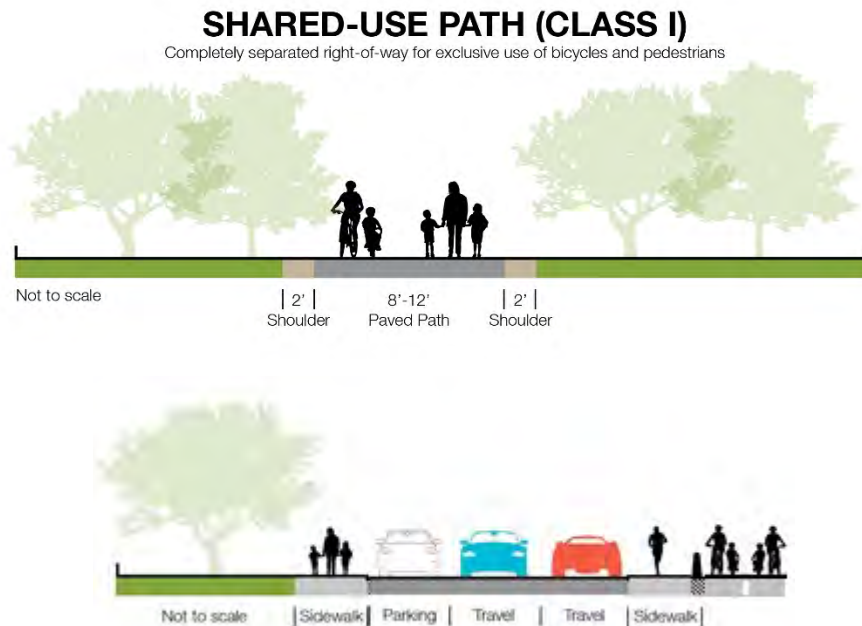
- - - - Class I Shared-Use Path
- Existing Greenway Network
- Shared-Use Path (Class I)

Figure 4
**Planned Pedestrian Improvements
 Montebello, CA**

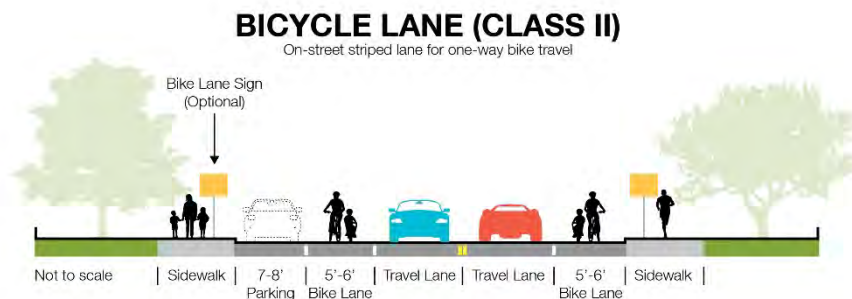
Bicycle Facilities

Bicycle facilities are categorized into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for each facility type, the exact configuration can vary depending on location and the jurisdiction's preference.

- **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 separate from any street or highway (e.g., along a creek or channel).



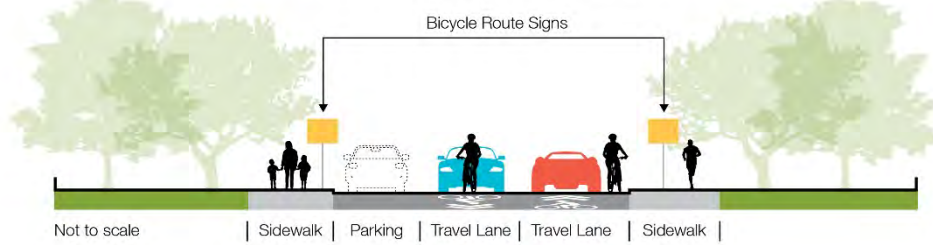
- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (also known as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **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 designated using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

BICYCLE ROUTE (CLASS III)

Shared on-street facility

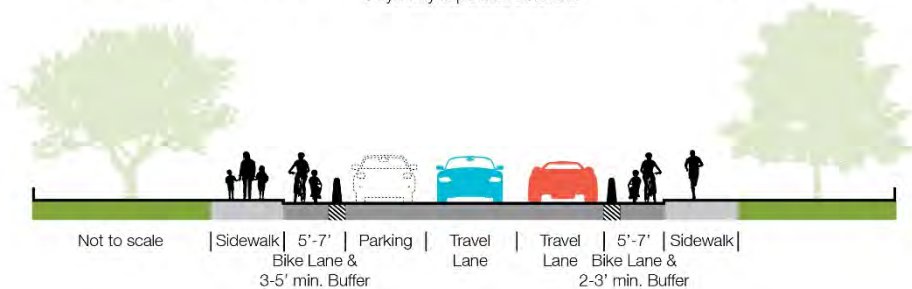


Sharrow marking

- **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 required between the separated 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.

CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



At this time, there are limited bicycle facilities in Montebello. The City of Montebello currently has approximately five miles of existing bikeways, including one 3.5-mile Class I shared-use path and 1.5 miles of Class II bicycle lanes. The existing bikeways are described in more detail below and shown in Figure 5.

- The Rio Hondo Bike Path, a Class I bike path that runs adjacent to the Rio Hondo Channel from Imperial Highway (in the City of South Gate) to Santa Anita Avenue (in the City of El Monte)
- Class II bike lanes along Montebello Avenue from Paramount Boulevard to Montebello Town Center
- Parking-adjacent Class II bike lanes along Avenida de la Merced from Montebello Boulevard to Sanchez Street
- Class II bike lanes along the Montebello/Commerce Metrolink Station access road north of Flotilla Street

Planned Improvements

The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study identifies recommendations to improve bicycling within Montebello. The ultimate vision of the plan is to encourage “interested but concerned” bicyclists to start riding by building a network of inclusive and comfortable bike facilities. Figure 6 shows the plan’s buildout vision for the City. As shown in the figure, the plan envisions a grid of bikeways, consisting of standard bike lanes, separated bike lanes, and neighborhood greenways. Proposed neighborhood greenways are on-street bike routes that are designed to be shared with vehicles when speeds and volumes are appropriate. The plan classifies bikeway recommendations as early action, long-term tier 1, and long-term tier 2 improvements.

The Montebello Hills Specific Plan, which as adopted in 2015, includes several circulation improvements within the project area which connect to other facilities in the city. The Specific Plan a multi-use (pedestrian and bicycle) trail along with bike lanes and routes along its internal roadway network.

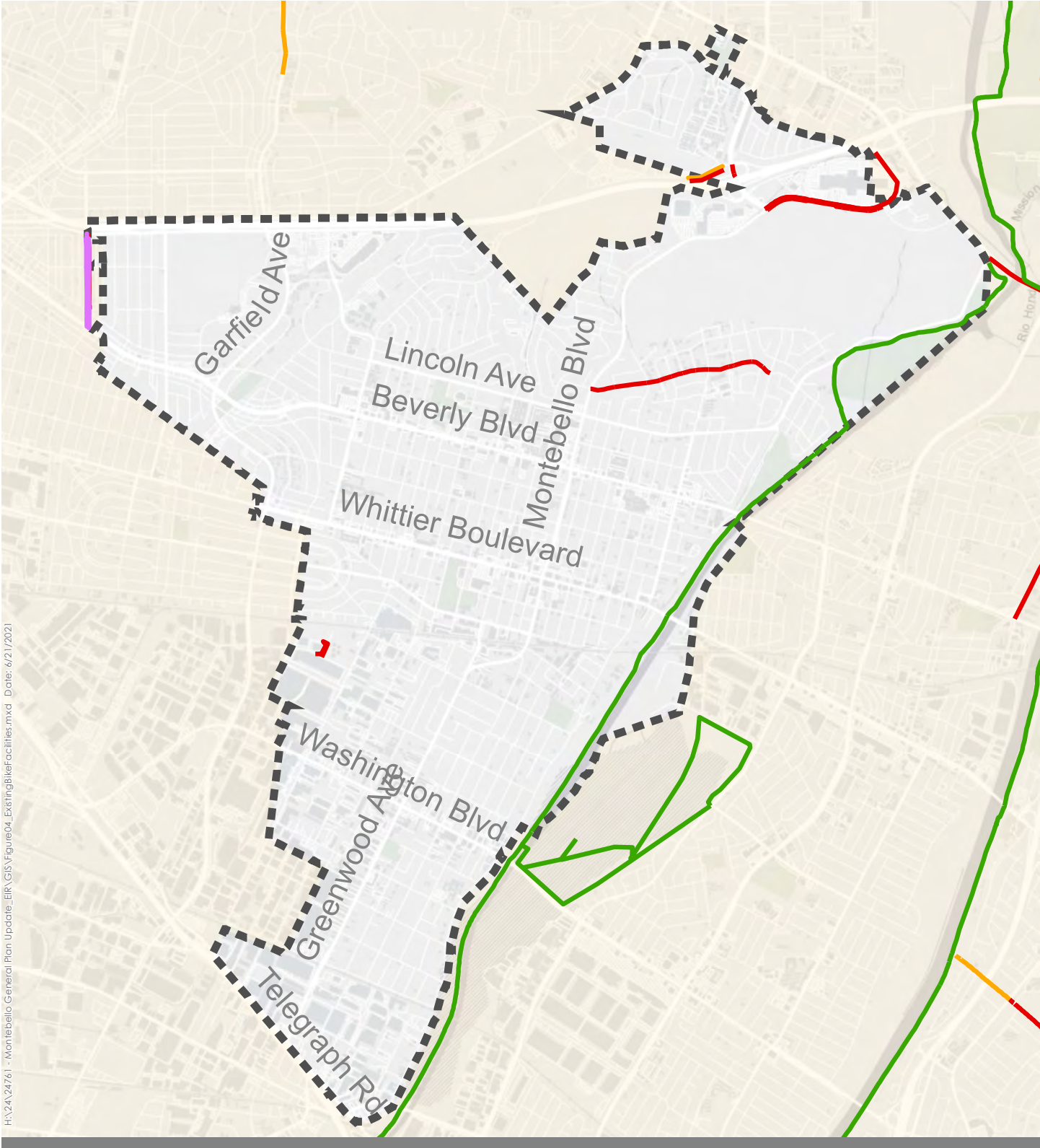
Opportunities

As part of the General Plan Update process, the City should explore opportunities to facilitate bicycle sharing programs. Bike sharing services provide short-term bicycle rentals and are typically associated with bicycle travel in busy areas (such as downtowns and business districts) and improve access to transit stations. These services are becoming increasingly popular in Southern California; examples of local agencies with bike sharing services include LA Metro, SGVCOG, City of Santa Monica, and City of West Hollywood. Similarly, scooter sharing programs have recently been implemented in various locations in Los Angeles County.

In addition to detailing a proposed bicycle network, the San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study highlights opportunities for near-term improvements by tiering the list of recommended bikeways. The “early action bikeways” can be built first; this set of projects is a way to take advantage of opportunities to create an active transportation network with minimal negative effects on existing travel or parking lanes. Beyond the recommended bikeways, opportunities to improve biking conditions in the city include:

- Bike loop detectors at arterial intersections and traffic calming at unsignalized intersections.
- Bike parking at major destinations along with long-term bike parking at rail stations, major bus hubs, and park-and-ride lots.
- Updating the City’s development code to require developers to include bike parking and other end-of-trip amenities as conditions of approval.

The LA Metro ATSP includes Whittier Boulevard, Garfield Avenue, and Telegraph Road on its countywide on-street active transportation network, and the Rio Hondo Path on its countywide off-street active transportation path. This highlights the importance of focusing on these corridors to improve both the local and regional bikeway networks. Similarly, the GCCOG STP included the following streets as part of its envisioned regionally significant bikeway corridors: Beverly Boulevard, Garfield Avenue, Flotilla Street, Lincoln Avenue, Mines Avenue, Montebello Boulevard/Montebello Way/Greenwood Avenue, Telegraph Road, and Whittier Boulevard. This also underscores the importance of focusing on these streets to improve the bikeway network.



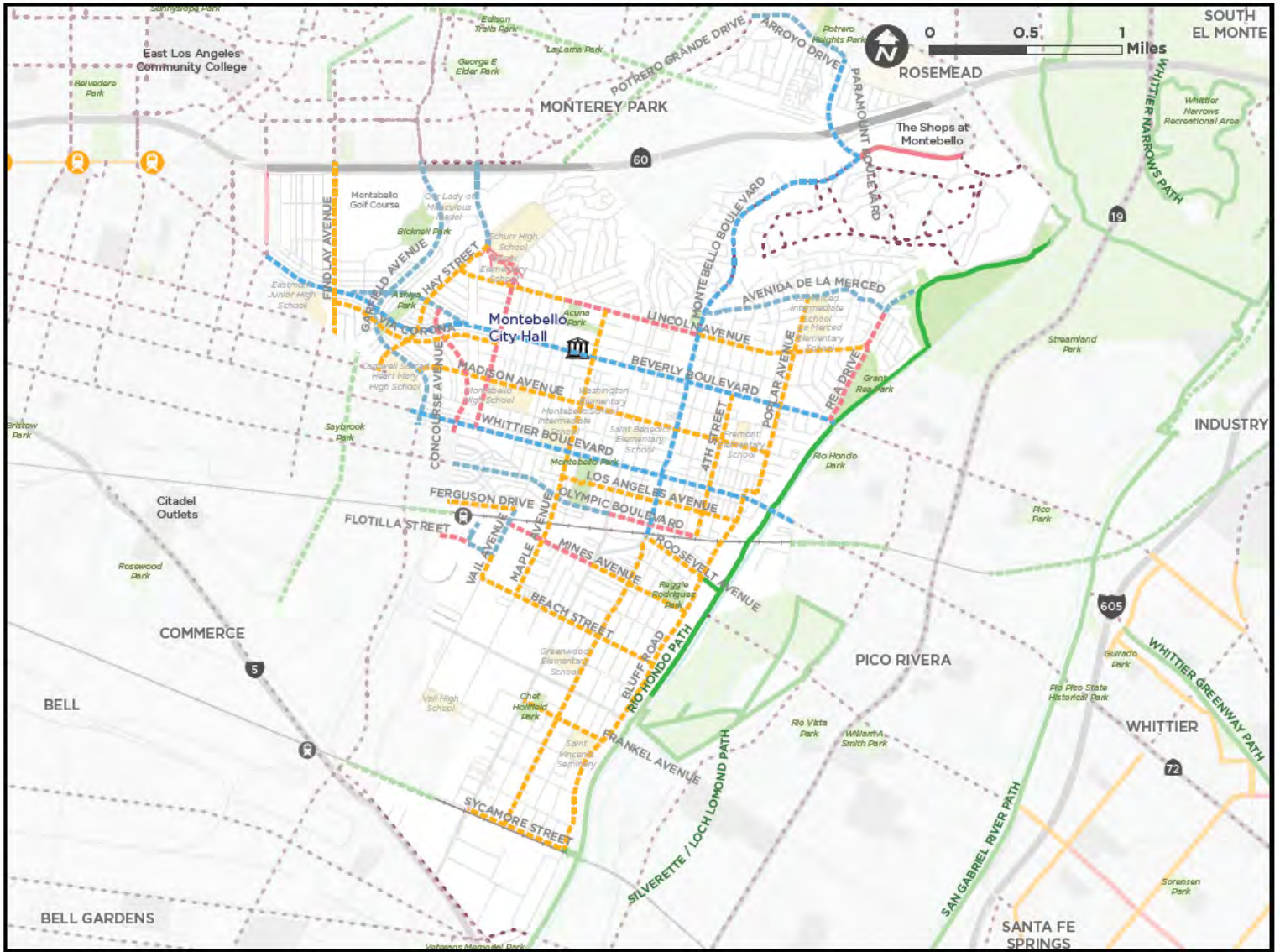
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- Bike Path
- Bike Lanes
- Buffered Bike Lanes
- Bike Route



Figure 5

**Existing Bicycle Facilities
Montebello, CA**



Source: San Gabriel Valley Regional Active Transportation Plan & Greenway Network Study (2019)

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

Figure 6

**Planned Bike Facilities
Montebello, CA**

Transit Service

Montebello Bus Lines provides local bus service within the City of Montebello and neighboring cities. In addition, transit riders also have access to LA Metro bus service in the city as well as Metrolink rail service through Montebello/Commerce Station. Transit riders can also access Metro L Line (formerly Gold Line) commuter rail through the Atlantic Station, which is located west of the Montebello city limits. Local transit facilities are shown in Figure 7.

Transit Lines and Routes

Montebello Bus Lines

Montebello Bus Lines (MBL) provides transportation services to residents of Montebello and neighboring cities. MBL is the third largest municipal bus system in Los Angeles County, behind Long Beach Transit and Santa Monica's Big Blue Bus. With a fleet of 66 buses, MBL serves over 8 million passengers a year throughout the communities of Alhambra, Bell Gardens, Boyle Heights, Commerce, Downtown Los Angeles, East Los Angeles, La Mirada, Montebello, Monterey Park, Pico Rivera, Rosemead, South Gate and Whittier. Table 3 presents the service information for all MBL routes (March 2021 service levels).

Table 3: MBL Route Information

#	Montebello Streets Served	Destinations Served	Hours of Operation	Headways (minutes)	
				Peak	Off- Peak
10	Whittier Boulevard	Whittier Mall, Atlantic Station, East LA College, Montebello Senior Center, Pio Pico Historic Park	4:30 AM – 9:00 PM	15	20
20	San Gabriel Boulevard	Montello Mart, the Shops at Montebello, San Gabriel Country Club	5:30 AM – 8:20 PM	30	35
30	Garfield Avenue	El Paseo South Gate Shopping Center, Montebello Country Club, George E Elder Memorial Park, Garfield Medical Center, Monterey Park	5:10 AM – 8:50 PM	15	20
40	Beverly Boulevard	Downtown Los Angeles, Little Tokyo Market Place, Evergreen Recreation Center, Grave of Lou Costello, Kaiser East Los Angeles	5:10 AM – 8:50 PM	15	20
50	Washington Boulevard	Downtown Los Angeles, Lou Costello Jr Recreation Center, PIH Health Whittier Hospital, Whittier College, Whittier Public Library, Jackson Elementary School, Olive Lawn Memorial Park	4:05 AM – 7:25 PM	60	70
70	Wilcox Avenue	The Shops at Montebello, Montebello Metrolink Station	5:20 AM – 7:17 PM (Monday - Friday only)	40	50
90	Express	Downtown Los Angeles, Pico Park Community Center	5:30 AM – 6:25 PM (Monday - Friday only)	20	30

Source: Montebello Bus Lines Schedule, downloaded March 2021

MBL also provides a Dial-A-Taxi (DAT) service. Residences may ride DAT if they are a resident of Montebello, a senior citizen age 62 and over and/or disabled of any age. The service utilizes vehicles equipped with wheelchair lifts upon request at the time of scheduling. DAT provides transportation service within the City of Montebello and medical trips within the designated DAT boundary service area. Users must register to use DAT by completing an eligibility form. When their eligibility has been certified, they will receive a free ID-CARD. Riders must make a reservation ahead of time, and each one-way trip is \$1. The DAT service is available 24 hours a day, seven days a week, including holidays.

MBL contracts five Metrolink feeder lines known as the Montebello Link. The Montebello Link is a semi-fixed-route feeder service to and from the Montebello Metrolink Station. This reservation-based service utilizes shuttles that meet each arriving Metrolink train in the morning and takes passengers to their respective work sites. The same shuttle picks up Metrolink passengers from their work sites and drops them off at the Metrolink Station in the afternoon.

LA Metro

LA Metro provides bus, light rail, and heavy rail service throughout Los Angeles County. As part of this service, LA Metro provides bus service that serves Montebello (routes 18, 62, 66, 68, 108 and 176). However, LA Metro currently does not provide rail service through Montebello. The closest LA Metro rail station is the Atlantic Station, which serves as the terminus of the L Line and is located in East Los Angeles, approximately 0.6 miles west of Montebello’s city limits. Table 4 presents service information for LA Metro bus routes that serve Montebello (March 2021 service levels).

Table 4: LA Metro Bus Route Information

#	Montebello Streets Served	Destinations Served	Hours of Operation	Headways (minutes)		Average Weekday Ridership (2019)
				Peak	Off- Peak	
18	Flotilla Street	Montebello/Commerce Metrolink Station; East Los Angeles Doctors Hospital; Downtown LA; Koreatown	4:17 AM – 3:34 AM (Weekdays and Weekends)	5-10	30-40	17,576
62	Telegraph Road	The Citadel; Metropolitan State Hospital; Paddison Square; Norwalk/Santa Fe Springs Metrolink Station; Long Beach Towne Center	4:15 AM – 12:15 AM (Weekdays); 4:30 AM – 12:17 AM (Weekends)	30-45	50-60	4,164
66	Flotilla Street	Montebello/Commerce Metrolink Station; MacArthur Park; Lafayette Park; Southwestern University; Downtown LA; Koreatown	3:51 AM – 1:39 AM (Weekdays); 4:45 AM – 1:39 AM (Saturday); 5:10 AM – 1:39 AM (Sunday)	10-15	60	10,712
68	Montebello Boulevard; Paramount Boulevard	The Shops at Montebello; Kaiser Permanente Medical Offices; East LA College	4:12 AM – 12:46 AM (Weekdays); 4:10 AM – 12:45 AM (Weekends)	20	40	5,175

#	Montebello Streets Served	Destinations Served	Hours of Operation	Headways (minutes)		Average Weekday Ridership (2019)
				Peak	Off- Peak	
108	Slauson Avenue	Slauson A Line Station; Slauson Harbor Transitway Station; Culver City Transit Center/Westfield Mall; Venice Pier	4:08 AM – 11:23 PM (Weekdays); 5:00 AM – 11:17 PM (Weekends)	10-20	50-60	14,970
176	Montebello Boulevard; Paramount Boulevard	El Monte Station; LA County Social Services; San Gabriel Mission; The Shops at Montebello	4:54 AM – 9:22 PM (Only operates Monday – Friday)	45-60	60	1,513

Source: LA Metro (<https://www.metro.net/riding/schedules/>; <https://isotp.metro.net/MetroRidership/Index.aspx>)

Metrolink

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, Riverside, and San Diego. The Montebello/Commerce Station, which is on the Riverside Line, is located in the west part of the city, south of Olympic Boulevard and in close proximity to the boundary with the City of Commerce. The Riverside Line connects Downtown Los Angeles to Downtown Riverside and carries an average of 4,398¹⁰ passengers per weekday. Metrolink operates service on the Riverside Line Monday through Friday. From 4:35 AM to 9:35 AM, four inbound (Riverside to Los Angeles) trains operate on 60-minute headways; from 5:00 PM to 7:25 PM, three outbound (Los Angeles to Riverside) trains operate on 30-minute headways.

Metrolink users can utilize several amenities at the Montebello/Commerce Station. As previously discussed, there are 267 parking spaces, parking is free with a 72-hour time limit. There is also a drop-off area and 15-minute parking spots. Bike racks are available for bicyclists (secure-long-term bike lockers are not provided). In the eastern portion of the station are several bus bays with shaded shelters and benches serving three bus routes (LA Metro 18, LA Metro 66, and MBL 70) and the Montebello Link service.

Table 5: Metrolink Service Features in Montebello

Route	Destinations Served	Hours of Operation	Average Daily Ridership	Headways (minutes)	
				Inbound (AM)	Outbound (PM)
Riverside Line	Riverside Downtown, Jurupa Valley/Pedley, Ontario, Pomona, Industry, Montebello/Commerce L.A. Union Station	4:35 AM - 9:35 AM; 5:00PM - 7:25 PM	4,398 riders	60 minutes	30 minutes

Source: Metrolink

In addition to Riverside Line service at the Montebello/Commerce Station, the Metrolink Commerce Station is located approximately one mile southwest of Montebello and provides service along the Orange County Line.

¹⁰ <https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/quarterly-fact-sheet-q3-fact-sheet-2018-2019.pdf>

Amtrak

Amtrak operates intercity and interstate rail service nationwide. Currently, there are no Amtrak stations located within the Montebello, but residents can access Amtrak Coast Starlight, Southwest Chief, Sunset Limited, Texas Eagle, and Pacific Surfliner at the Los Angeles Station, located 10 miles west of Montebello. Regionally, these lines originate in Los Angeles, connecting Seattle, Portland, San Francisco, Chicago, New Orleans, San Diego, and San Luis Obispo.

Local Bus Stops

LA Metro and MBL bus stops in Montebello generally include some amenities, which may include a shelter, bench, signage, and a garbage can. The majority of stops on Whittier Boulevard include shelters, but shelters are only present intermittently along other corridors. Some stops lack other amenities as well and do not provide adequate pedestrian access. Bus stops along Montebello Avenue north of Lincoln Avenue generally only include a signpost with no bench or shelter (see images below). Stops on Montebello Boulevard at Liberty, the Costco parking lot, and the Montebello Town Square traffic signal are not connected to sidewalks. Wilcox Avenue also has several stops with no amenities.

Park and Ride

The Taylor Ranch Park & Ride parking lot is located at the northwest corner of Montebello Boulevard and Lincoln Avenue and includes a stop for MBL Route 90. Parking at the lot is reserved for transit and rideshare users between 5:00 AM and 9:00 AM Monday through Friday. There are approximately 80 parking spaces, including six handicapped spaces.

Rail Station Access

Pedestrian and bicyclist accessibility to the Montebello/Commerce Metrolink Station is generally limited. While sidewalks are provided from Flotilla Street into the station, the crosswalk at the station access driveway is a standard crosswalk rather than a high-visibility crosswalk (such as those within the station). In addition, pedestrians do not have a marked crosswalk to cross Flotilla Street at that location, and the presence of a channelized outbound right-turn presents another potential conflict point for pedestrians. Pedestrians walking to the station along roads such as Flotilla Street and Vail Avenue face several barriers such as rail crossings and a lack of marked crosswalks. Bicyclists accessing the station can utilize dedicated bike lanes along the station access road. However, the bike lane is narrow in some locations (at one point, 3.5 feet wide including the gutter). In addition, the inbound bike lane does not start at the Flotilla Street driveway but rather starts 300 feet within the station area. These conditions both present barriers for bicyclists which must share the access road with cars accessing the parking lot or drop-off area and buses accessing the bus bays. Outside of the station area, there is a lack of dedicated bike lanes along roads to and from the station.

The LA Metro L Line Atlantic Station is located on Pomona Boulevard in East Los Angeles, approximately 0.6 miles west of Montebello's city limits. Pedestrians and bicyclists accessing the station from Montebello can use either Beverly Boulevard or Via Campo Street. While both roads consistently provide pedestrian amenities such as sidewalks and marked crosswalks, they lack dedicated bikeways.

Planned Improvements

Among its transit projects, the LA Metro LRTP includes the Eastside Extension Phase 2 Transit Corridor, which is anticipated to be completed by 2035. This project is a planned extension of the L Line (formerly Gold Line) east from its current terminus at Atlantic Station to Whittier. Under the current preferred alignment, the extension would pass through Montebello along Washington Boulevard. Within the City, the L Line would be an aerial railway west of Greenwood Avenue and at-grade east of Greenwood Avenue. Proposed stations along the extension include Greenwood Station in Montebello, which would be located at the intersection of Greenwood Avenue and Washington Boulevard.

LA Metro recently prepared its NextGen Bus Plan,¹¹ which includes proposed changes to LA Metro bus service in Montebello; this includes rerouting and changes to some service. LA Metro has proposed changes to simplify the overall network, improve frequency where needed, and improve efficiency.

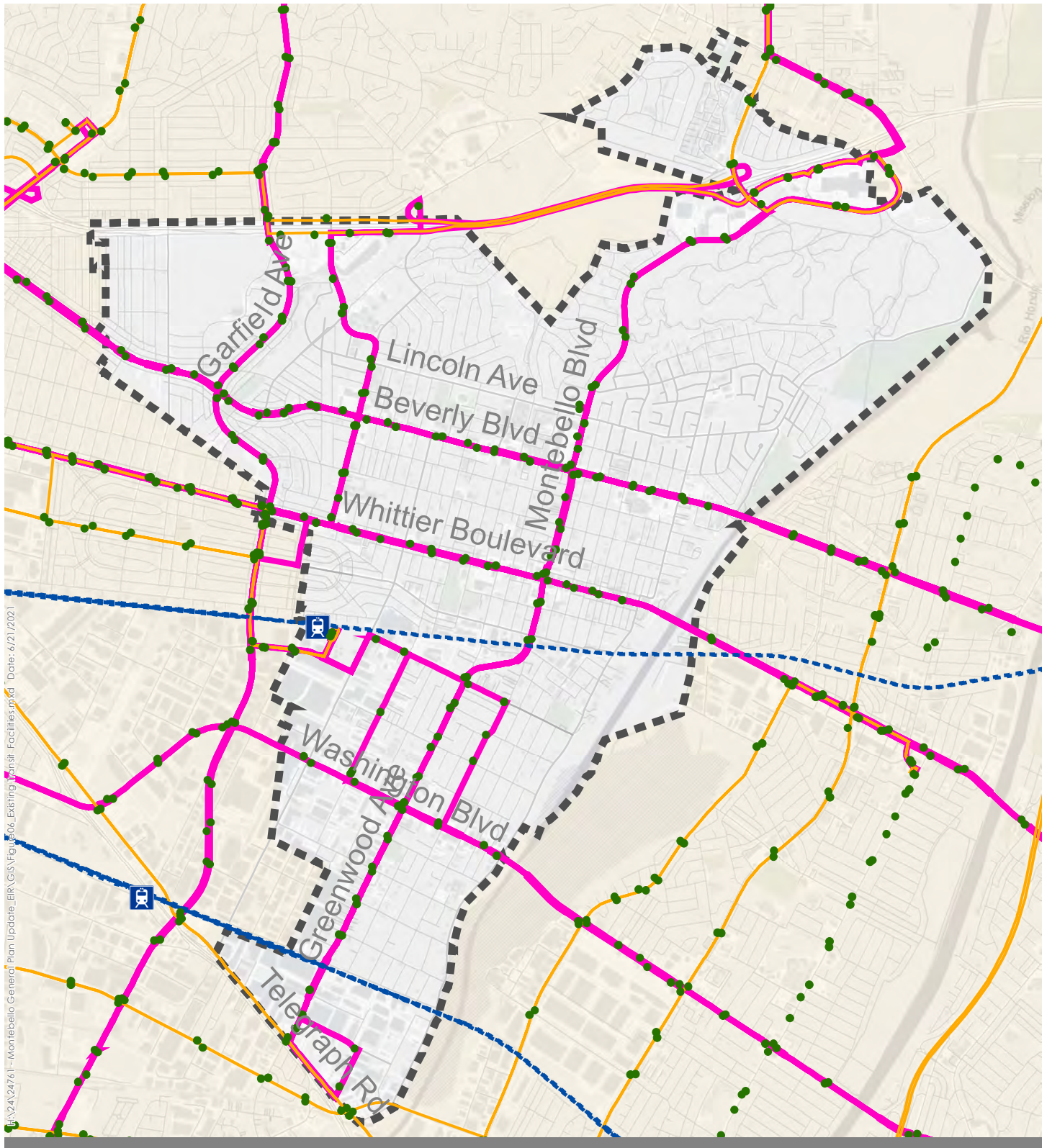
Opportunities

The City has several opportunities to improve accessibility to both existing and planned transit service:

- As detailed earlier in this section, there is generally limited pedestrian and bicycle accessibility to the Montebello/Commerce Metrolink Station. The City can improve bicycle and pedestrian facilities on streets leading to the station (such as Flotilla Street). Examples of improvements include high-visibility crosswalks to improve first/last mile access.
- While there are currently short-term bike racks at the Montebello/Commerce Metrolink Station, commuters can benefit from more secure long-term lockers.
- Bus stops at key destinations such as Downtown Montebello should have amenities such as benches and shelters.
- While the Eastside Extension Phase 2 Transit Corridor and its station locations have yet to be finalized, the City should begin exploring ways to improve bicycle and pedestrian access in the area around the proposed Greenwood Station.
- The City should explore ways to incorporate TNCs into its public transit system. This can include providing ample pick-up and drop-off areas at transit stations and mobility hubs and partnering with TNCs to provide rideshare subsidies to fill gaps in fixed-route service.
- Microtransit services are privately-operated transit services that can often overlap with public transit routes. A relatively new form of transit, microtransit benefits from high flexibility in determining routes, fares, and making other service changes. Examples of microtransit services in cities include Leap in San Francisco, and Bridj in Boston and Washington, D.C. The City can explore opportunities to partner with microtransit companies to serve job centers.

The LA Metro ATSP identifies significant transit station area locations throughout Los Angeles County which can benefit from first/last mile active transportation improvements. Within Montebello, the ATSP identifies the Montebello/Commerce Metrolink Station as well the Montebello Boulevard/Whittier Boulevard and Montebello Boulevard/Beverly Boulevard intersections. The two intersection locations serve multiple intersecting bus routes including MBL express service. The ATSP also identifies the L Line's Atlantic Station (outside the Montebello city limits) as a significant location. The three locations within Montebello are classified as "somewhat urban, more walkable," meaning that the area around each station is conducive to active transportation. Given the ATSP's findings, first/last mile improvements at these locations would help both the local and regional transit systems.

¹¹ <https://www.metro.net/projects/nextgen/>



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-  City Boundary
-  LA Metro Bus Routes
-  Metrolink Stations
-  MBL Bus Routes
-  Metrolink Service
-  Bus Stops



Figure 7

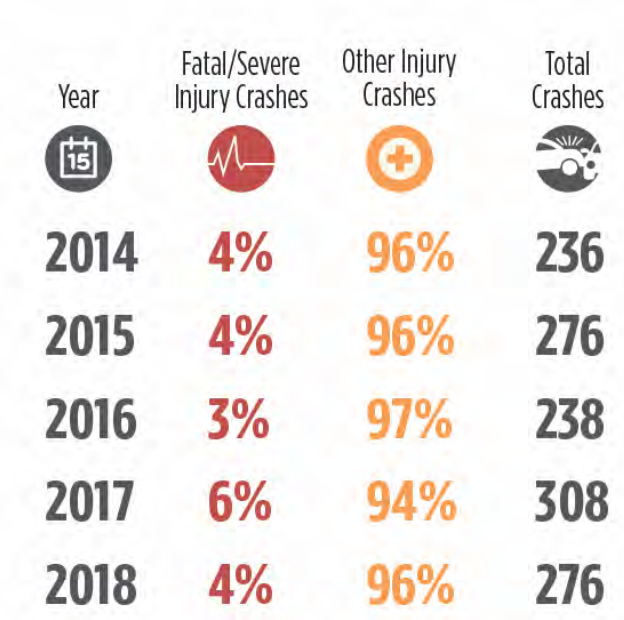
Collision Analysis

Analysis for vehicle, bicycle, and pedestrian collisions that occurred in Montebello was conducted using the most recently available data for a five-year period (2014-2018) from the Transportation Injury Mapping System (TIMS). TIMS is an online database of multimodal collision reports provided by Caltrans and by local enforcement agencies. Collisions in this database include conflicts between two or more vehicles, bicyclists, and/or pedestrians that result in a fatality and/or injury; the TIMS database does not include collisions that only result in property damage. Collisions that took place on SR-60 were not included in the analysis as this facility is not part of the City’s roadway network. The data included information on the number, type, severity, and locations of collisions, plus possible contributing factors and the involvement of bicycles and pedestrians. Overall, there were 1,334 collisions that took place in Montebello between 2014 and 2018, an average of 267 collisions per year.

Collision Type and Severity

The number of total collisions has fluctuated over the years, with the fewest collisions occurring in 2014(236 collisions). The proportion of collisions resulting in a fatality or injury was consistent (3 to 4 percent) between 2014 and 2018, but increased to 6 percent in 2017.

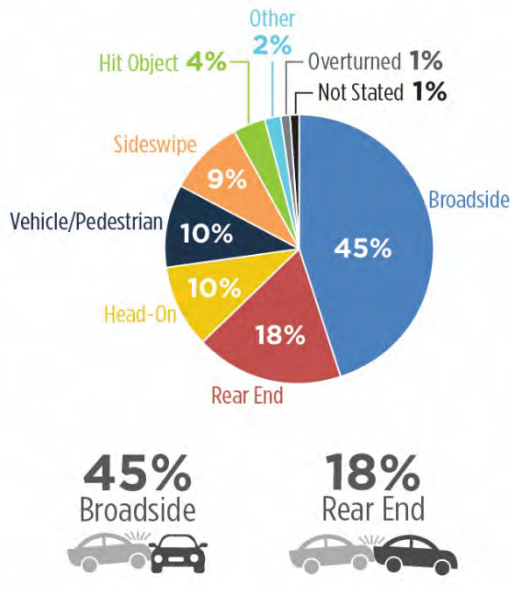
Chart 4: Montebello Collision Severity by Year (2014-2018)



Source: TIMS, 2021; Kittelson, 2021

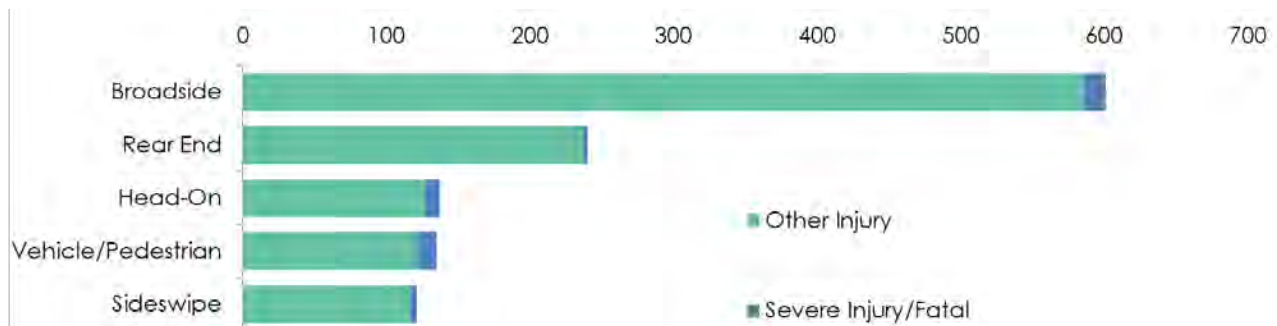
The most common collision types were broadside collisions (45 percent), rear end collisions (18 percent), head-on collisions (10 percent), vehicle/pedestrian collisions (10 percent) and sideswipe collisions (9 percent). When focusing only on collisions that resulted in a fatality or severe injury, the most common crash types were broadside collisions (27 percent of fatal/severe collisions), vehicle/pedestrian collisions (23 percent), and head-on collisions (18 percent).

Chart 5: Montebello Collisions by Type (2014-2018)



Source: TIMS, 2021; Kittelson, 2021

Chart 6: Montebello Collisions by Type and Severity (2014-2018)

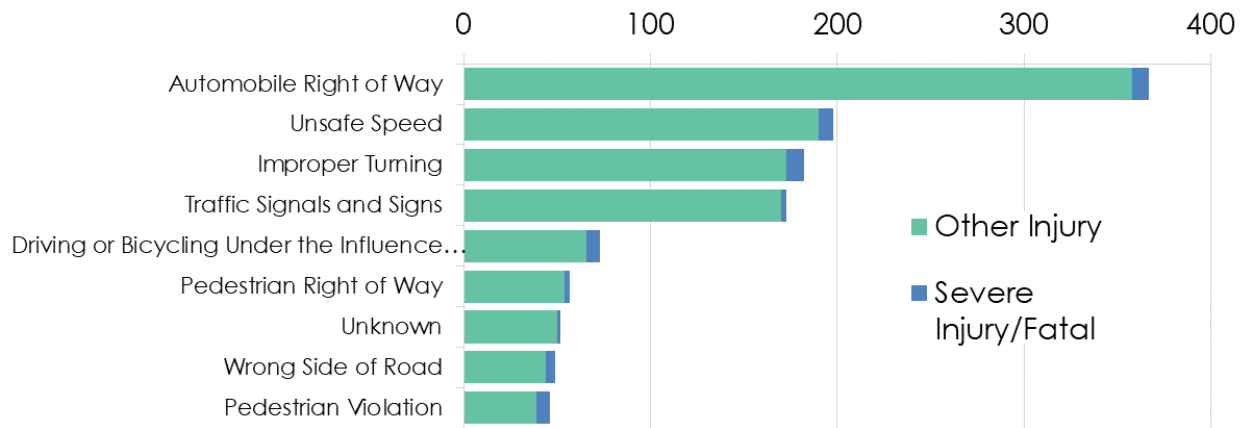


Source: TIMS, 2021; Kittelson, 2021

The top five primary contributing factors to collisions in Montebello were automobile right of way (28 percent), unsafe speed (15 percent), improper turning (14 percent), traffic signals and signs¹² (13 percent), and driving or bicycling under the influence of alcohol or drug (6 percent). Driving on the wrong side of the road and pedestrian violations were two primary contributing factors that contributed to fewer collisions, but these collisions had a larger portion of severe injury and fatal collisions. Chart 7 provides the top primary collision factors.

¹²Traffic Signals and Signs refer to a crash resulting from a motorist's failure to comply with a traffic control device (traffic signal, yield sign, or stop sign).

Chart 7: Montebello Primary Collision Factors (2014-2018)

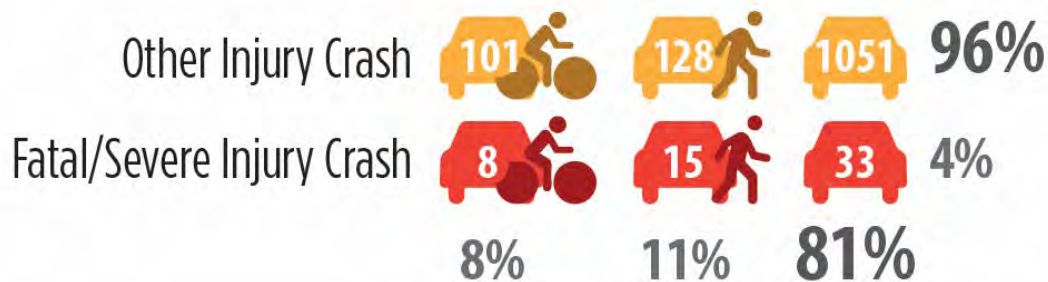


Source: TIMS, 2021; Kittelson, 2021

Bicycle and Pedestrian Collisions

Bicycle and pedestrian collisions make up a significant portion of the overall collisions in Montebello (19 percent). In addition, these collisions more often result in severe injuries and fatalities. Chart 8 shows collision severity by road user involved.

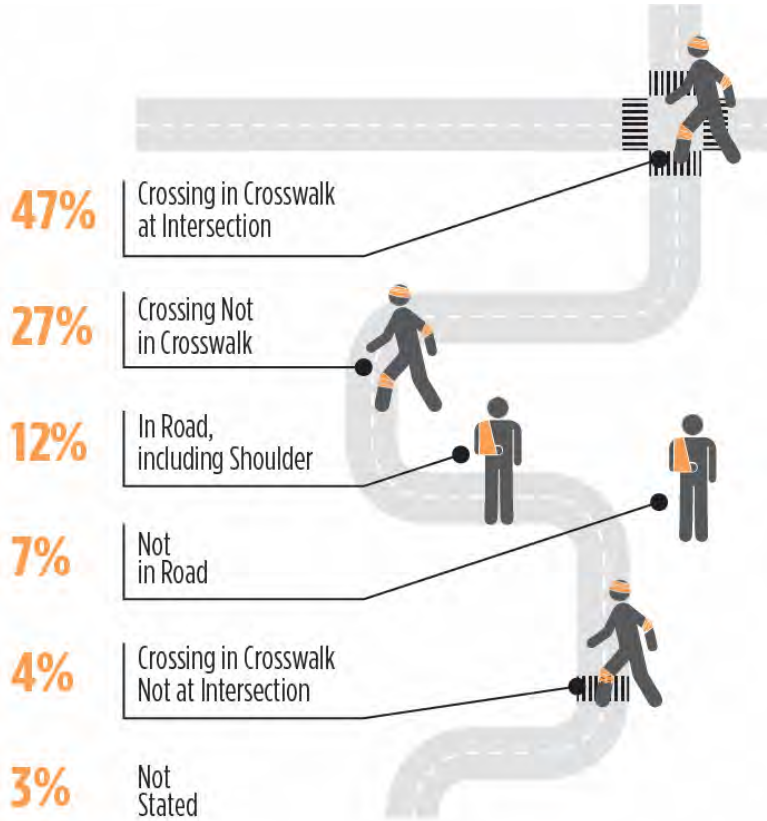
Chart 8: Montebello Road Users Involved and Collision Severity (2014-2018)



Source: SWITRS, 2021

For pedestrian collisions, it is also important to note exactly where the pedestrians were walking when the collision occurred. Approximately half of pedestrian collisions took place while the pedestrian was crossing in a crosswalk at an intersection, and 27 percent of pedestrian collisions occurred where the pedestrian was not crossing in a crosswalk. In addition, 12 percent of pedestrian collisions occurred on the roadway itself (including the shoulder).

Chart 9: Montebello Pedestrian Collisions by Pedestrian Action (2014-2018)

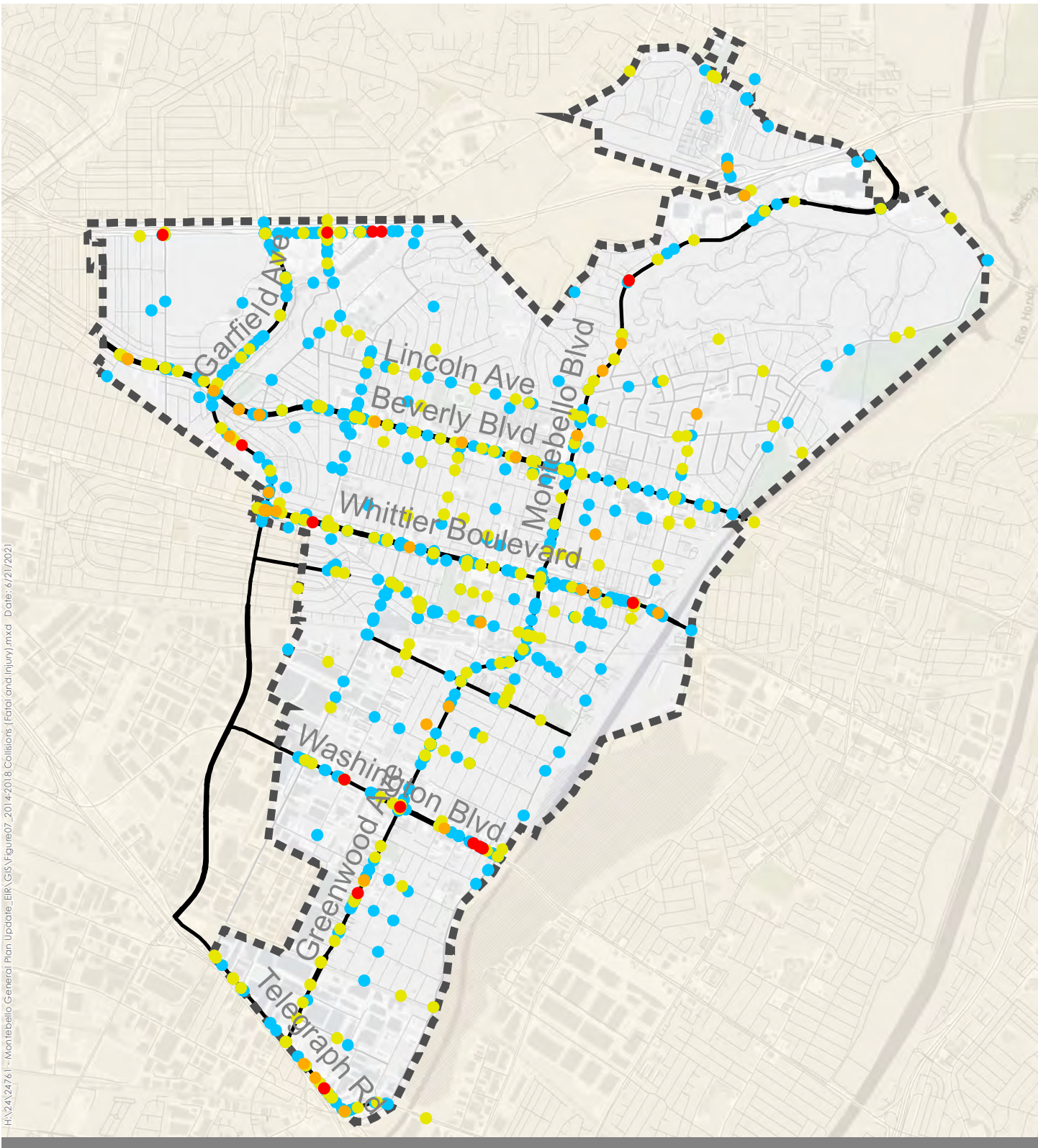


Source: SWITRS, 2021

Collision Locations

Collisions that resulted in an injury or fatality are shown in Figure 8. Collisions primarily occurred on Montebello’s major arterial roadways, with fewer collisions occurring on local residential streets. Five fatalities occurred on Washington Boulevard, and another four fatalities on Via Campo Street. Other fatalities occurred on Garfield Avenue, Montebello Boulevard and Telegraph Road.

Bicycle and pedestrian collisions are shown in Figure 9. These collisions are primarily clustered in the city’s major arterial roadways, most noticeably along Whittier Boulevard and Beverly Boulevard, with several occurring along Montebello Boulevard, Greenwood Avenue, Garfield Avenue and Washington Boulevard.



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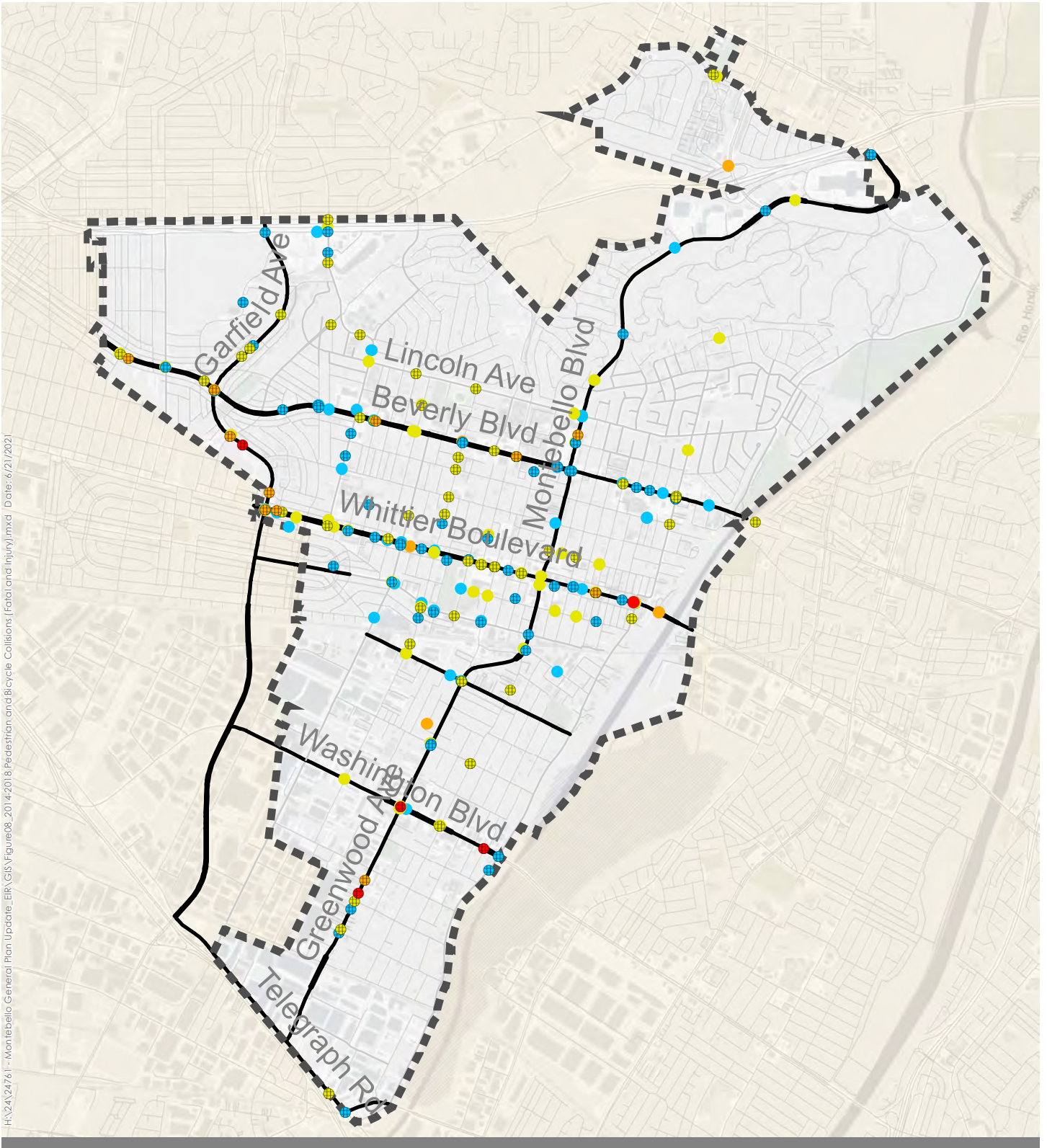
- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

City Boundaries



Figure 8
2014-2018 Collisions (Fatal and Injury)
Montebello, CA

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- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)
- City Boundary
- Pedestrian Collision
- Bicycle Collision



Figure 9
**2014-2018 Pedestrian and Bicycle Collisions (Fatal and Injury)
Montebello, CA**

Safety Opportunities

Per California’s Complete Streets Act (AB 1358), any local jurisdiction that undertakes an update of the circulation element of its general plan must plan for the development of multimodal transportation networks. This requires taking a “complete streets approach,” where a transportation network serves all users, modes, and abilities (including pedestrians, bicyclists, transit users, motorists, children, seniors, and persons with disabilities). Developing complete streets requires sensitivity to the surrounding land use and transportation context.

As detailed earlier in this section, bicycle and pedestrian collisions make up a significant portion of collisions in Montebello (19 percent) and more often result in severe injuries and fatalities. Given these collision trends, taking a complete streets approach to developing Montebello’s circulation system is also a chance to address bicycle and pedestrian collisions while also developing safe and comfortable facilities to serve users of all ages and abilities.

For Montebello’s major arterial roadways, there are several types of context-sensitive improvements that can be implemented for all modes. Improvements can include:

- Facilities that allow buses to operate efficiently, including passenger boarding, such as bus bays.
- Context-appropriate pedestrian crossing facilities such as high-visibility crosswalks at arterial intersections.
- Sidewalks with sufficient width and some form of buffer from street traffic.
- Bikeways that provide (at a minimum) a dedicate bike lane. Ideally, more separation would be provided such as a painted buffer or a physical separation (such as parked cars).
- Improvements to help bicyclists cross intersections and reduce driveway conflicts such as painted conflict zone markings.
- Appropriate lane widths and corner turning radii to accommodate trucks (if designated as a local truck route).

For Montebello’s residential and collector roads, context-sensitive improvements can include:

- Bike routes with sharrows markings that allow bicyclists to share the lane with vehicles on low-speed and low-volume roads.
- A complete sidewalk and crosswalk network.
- Traffic calming strategies to lower vehicle speeds (which would also increase bicyclist comfort and safety on bike routes).

Within Montebello, there are several roadway segments that experience clusters of bicycle and pedestrian collisions which can benefit from a complete streets approach to improvements, such Whittier Boulevard, Beverly Boulevard, Montebello Boulevard, and Greenwood Avenue.