

**CHAPTER 8:
CITY OF
MONTEBELLO**

FUTURE WALKING & BICYCLING ACTIVITY

Implementing the active transportation recommendations presented in this Plan will result in increased walking and bicycling activity compared to the estimated current activity, as discussed previously. Future numbers of walking and bicycling trips were estimated based on the Southern California Association of Governments' (SCAG) population projection of 40,300 in Monrovia by 2040 and by looking at activity in nearby communities in the San Gabriel Valley.

As discussed above, current walking trips in Monrovia are estimated at approximately 1,902,000 annually, with a mode share of 2.2 percent. Following implementation of the pedestrian infrastructure recommendations discussed in this chapter, walking trips are estimated to increase to as many as 3,283,000 work and school trips annually.

As discussed above, current bicycle trips in Monrovia are estimated at 424,000 annually for a commute mode share of 1.5 percent. Following implementation of the bikeway recommendations presented in this chapter, bicycling trips in Monrovia are estimated to increase to approximately 867,000 trips to work and school annually.

This chapter presents Montebello's portion of the San Gabriel Valley Regional Active Transportation Plan. The chapter is organized into the following sections:

- Montebello Now: Existing Conditions and Needs Analysis
- Pedestrian and Bicycle Projects & Implementation Strategies

MONTEBELLO NOW: EXISTING CONDITIONS AND NEEDS ANALYSIS

Montebello is located in the southwestern part of the San Gabriel Valley. It is bounded on the north by the City of Monterey Park, on the west by the City of Commerce and unincorporated Los Angeles County, on the south by the City of Pico Rivera, and on the east by the cities of Pico Rivera and Hacienda Heights.

Montebello has a population over 63,500 people, according to the 2015 American Community Survey (ACS) five-year estimates.

The median age is 37.2 years old, with 22 percent of residents under 18 years old and approximately 15 percent over 65 years old. Over half (55 percent) of Montebello residents rent their homes. Regarding ethnic/racial demographics, over 75 percent of residents identify as Hispanic or Latino. The next most populous racial/ethnic group identifies as Asian (nearly 13 percent), followed by white (9 percent).

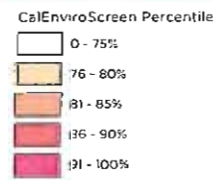
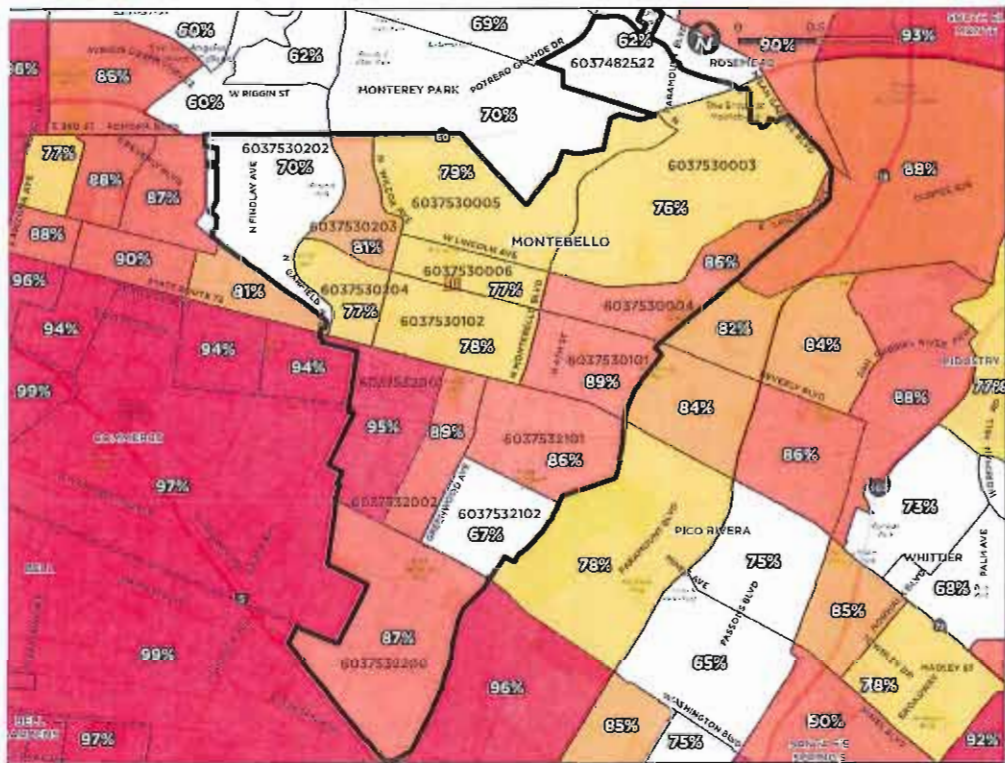


Figure 8-1: CalEnviroScreen 3.0 Percentiles in Montebello

Per the California Communities Environmental Health Screening Tool (CalEnviroScreen 3.0), Montebello almost entirely classifies as a disadvantaged community (Figure 8-1). The CalEnviroScreen 3.0 model is made up of multiple factors that contribute to cumulative impacts. This includes components representing pollution burden and population characteristics that indicate vulnerable populations (e.g., in terms of health status and age) and socioeconomic factors (e.g., household income). To qualify as a disadvantaged community, the area (defined by census tract boundaries) must be among the most disadvantaged 25 percent in the state according to CalEnviroScreen 3.0 scores. Communities like Montebello often have the poorest air quality and public health, and therefore stand to benefit the most from active transportation enhancements.

POLICY CONTEXT

The San Gabriel Valley Regional Active Transportation Plan is consistent with and helps implement the following local plans in Montebello listed in Table 8-1. More information about local, regional, state, and federal planning efforts can be found in Appendix B.

Table 8-1: Concurrent and Previous Planning Efforts in Montebello

Document	Adoption Year
Montebello Bike Lane Feasibility Study	2013
Montebello Hills Specific Plan	2009
Montebello General Plan – Parks and Recreation Element	Amended, 1993

LAND USE

Montebello is a city that is largely developed, with most streets developed in a grid pattern. Residential land uses are spread throughout the city, and manufacturing uses are concentrated south of Whittier Boulevard. Commercial development is also spread throughout Montebello but is concentrated on major corridors like Beverly Boulevard, Whittier Boulevard, and Washington Boulevard. Approved land uses in Montebello are shown in Figure 8-2.

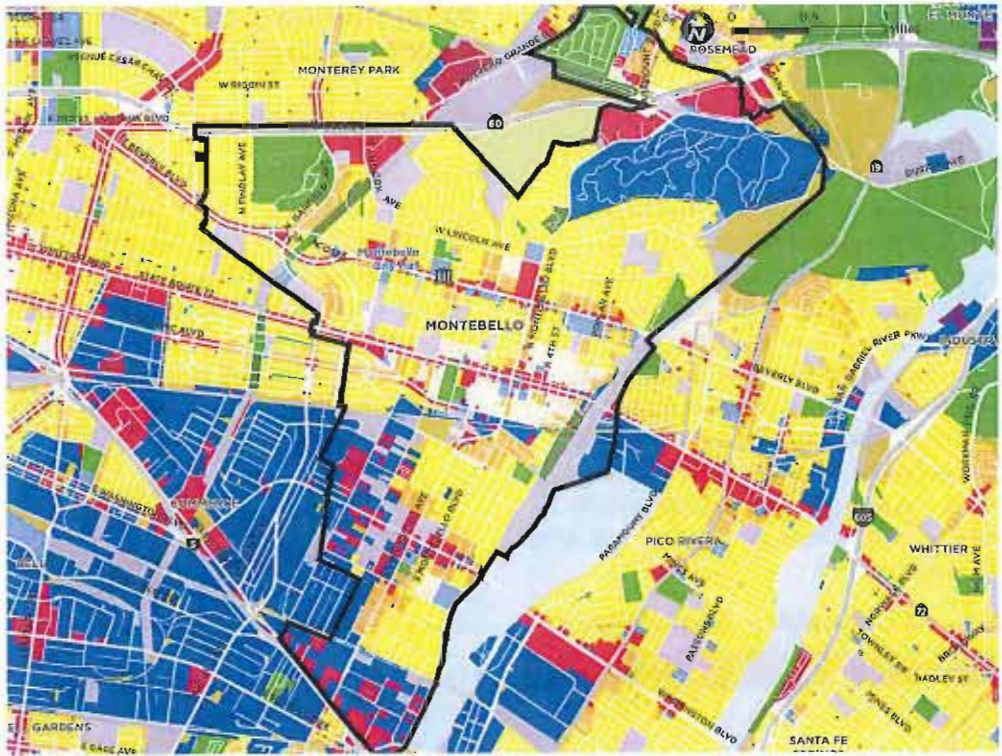


Figure 8-2: Designated Land Uses in Montebello

CURRENT BICYCLE RIDER AND PEDESTRIAN ACTIVITY LEVELS

Of the 27,000 Montebello residents officially in the workforce as of 2016, 1.8 percent walk to commute and 0.6 percent ride a bicycle (Table 8-2). Levels of bicycling and walking in Montebello are likely higher than this as ACS does not factor recreational trips or trips where commuters use more than one mode when traveling to work, such as taking a bus part way then riding a bicycle or walking to the final destination. Improved and new bicycle and pedestrian facilities will help encourage more people to walk, ride a bicycle, and use other active modes to travel to, from, and within Montebello.

Table 8-2: Commute Mode Share in Monrovia

Mode to Work	Percentage
Drive alone	75.0
Carpool	12.9
Public transit	5.5
Walk	1.8
Bicycle	0.6
Worked from home	3.8
Other	0.5

Based on the City's 2016 population, this results in an estimated 310,000 annual bicycle trips and 3,241,000 walking trips for work or school purposes. Local, regional, and state policy goals, however, aim to increase the proportion of trips that are made by active, sustainable modes such as bicycling and walking. The reasons for this push are many, including:

- increasing public health
- improving environmental conditions
- enhancing mobility and access
- reducing roadway congestion

PEDESTRIAN AND BICYCLE RIDER COUNTS

Pedestrian Counts

Montebello pedestrian counts took place at 20 locations in September, October, and November of 2017 (Figure 8-3). Counts took place during peak hours on Mondays, Tuesdays, and Thursdays from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, and Saturdays and Sundays from 11:00 AM to 1:00 PM. In total, 2,681 pedestrians were counted. Of these, 45 percent were female and 30 percent were children.

The individual count location with highest numbers of pedestrians was Wilcox Avenue between Via Campo and Via Paseo (16 percent), followed by Whittier Boulevard between Park Avenue and Taylor Avenue (13 percent).

Regarding day of the week, most pedestrians were observed on Thursdays (44 percent), while another 36 percent we observed walking on Tuesdays, 18 percent on Saturdays, 1.6 percent on Sundays, and 1.3 percent on Mondays. It is important to note that data was only collected on one day each for Monday and Sunday, so data is not significant for these days. More than half of people walking were counted between 7:00 AM and 9:00 AM (54.8 percent), followed by 4:00 PM to 6:00 PM (26 percent) and 11:00 AM to 1:00 PM (19 percent).

Bicycle Rider Counts

Montebello bicycle counts took place at 20 locations in September, October, and November 2017 (Figure 8-3). Counts took place during peak hours on Mondays, Tuesdays, and Thursdays from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, and Saturdays and Sundays from 11:00 AM to 1:00 PM. In total, 347 bicycle riders were counted, seven percent of whom were female and 10 percent of whom were children.

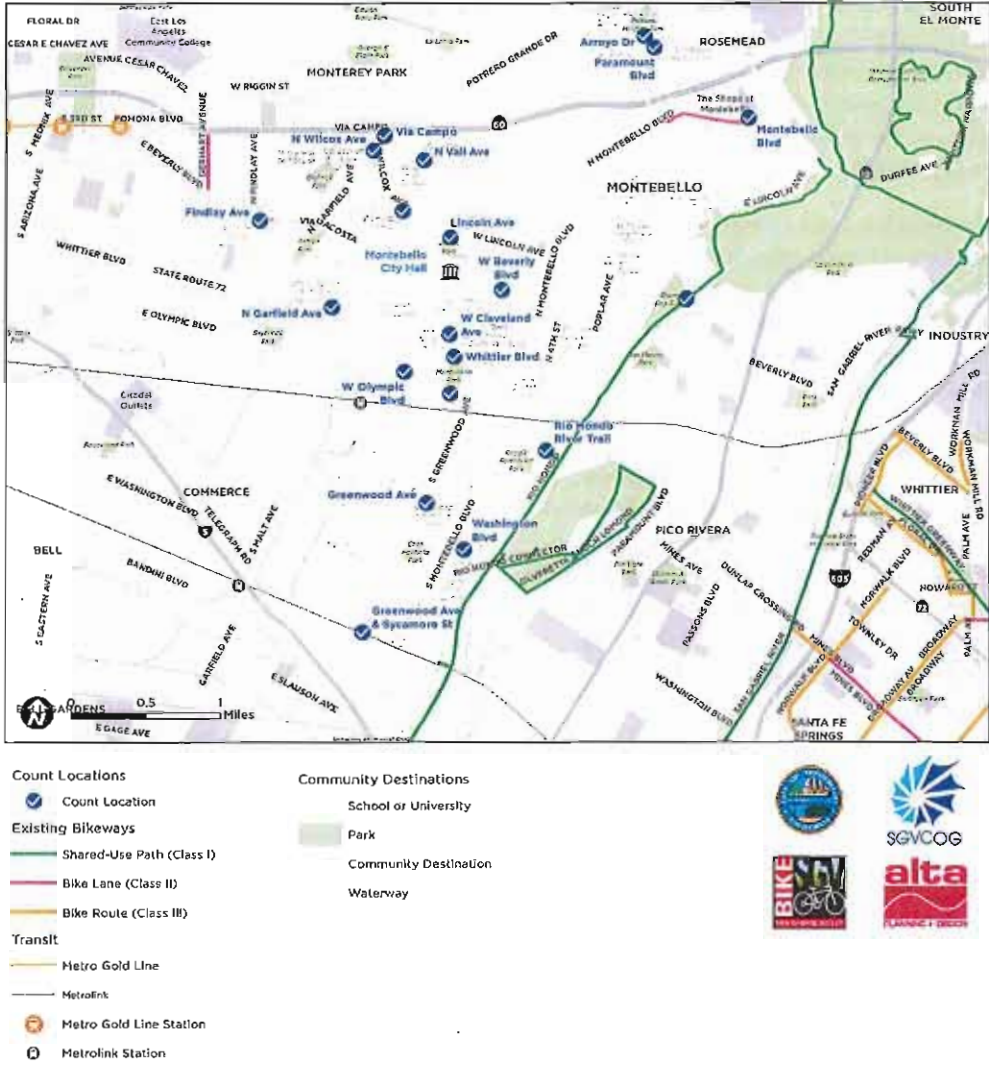


Figure 8-3: Pedestrian and Bicycle Rider Count Locations in Montebello

More than half of counted riders (57 percent) were observed not wearing a helmet. Forty percent of counted riders were observed riding on the sidewalk, and five percent were observed riding on the wrong side of the road/in the wrong direction.

The individual count location with highest numbers of bicycle riders was the Rio Hondo River Trail from the San Gabriel River Trail to Beverly Boulevard (33 percent), followed by N Wilcox Avenue between Via Campo and Via Paseo (12 percent).

Regarding day of the week, ridership was highest on Thursdays (40 percent), followed by Saturdays (33 percent), Tuesdays (27 percent), and Mondays (0.3 percent). No bicycle riders were counted on Sundays. Nearly half of bicycle riders (43 percent) were counted between 4:00PM-6:00PM, followed by 11:00AM to 1:00PM (33 percent) and 7:00AM-9:00AM (25 percent).

Over half of counted bicycle riders were riding on roads with no existing bikeways (60 percent), while the remaining riders were on off-street bike paths. Additionally, most people were counted riding on arterial streets (53 percent) and on streets with a posted speed limit of 35 miles per hour (28 percent).

Collisions

Pedestrian- and bicycle rider-related collisions in Montebello were analyzed to understand current safety conditions. Collision data for this report were gathered from the Transportation Injury Mapping System (TIMS) developed by the Safe Transportation Research and Education Center at the University of California, Berkeley based on data from the California Statewide Integrated Traffic Report System (SWITRS). The number of collisions reported to SWITRS is likely an underestimate of the actual number of collisions that take place, because some parties do not report minor collisions to law enforcement. Additionally, TIMS does not include any "property damage only" collisions, such as a crash that damages someone's bicycle but does not cause personal injuries.

The project team analyzed collisions for five years: 2012 to 2016. A pedestrian- or bicycle rider-involved collision may involve a second party (e.g., motor vehicle, pedestrian, bicycle, stationary object) or no second party (e.g., the person riding a bicycle has a solo crash due to slippery road conditions or rider error).

Citywide, between 2012 and 2016, there were 138 collisions that involved a person walking and 149 that involved a person riding a bicycle, as shown in Figure 8-4. Table 8-3 shows the number of people walking or riding a bicycle who were injured or killed in a collision. The collision statistics highlight how vulnerable bicycle riders and pedestrians are. While only 7% of the people injured or killed in collisions are bicycle riders, they represent 15% of those severely injured, and 11% of those killed. And while only 7% of the people injured or killed in collisions are pedestrians, they represent 23% of those severely injured, and 39% of those killed. Additional information can be found in Appendix D.

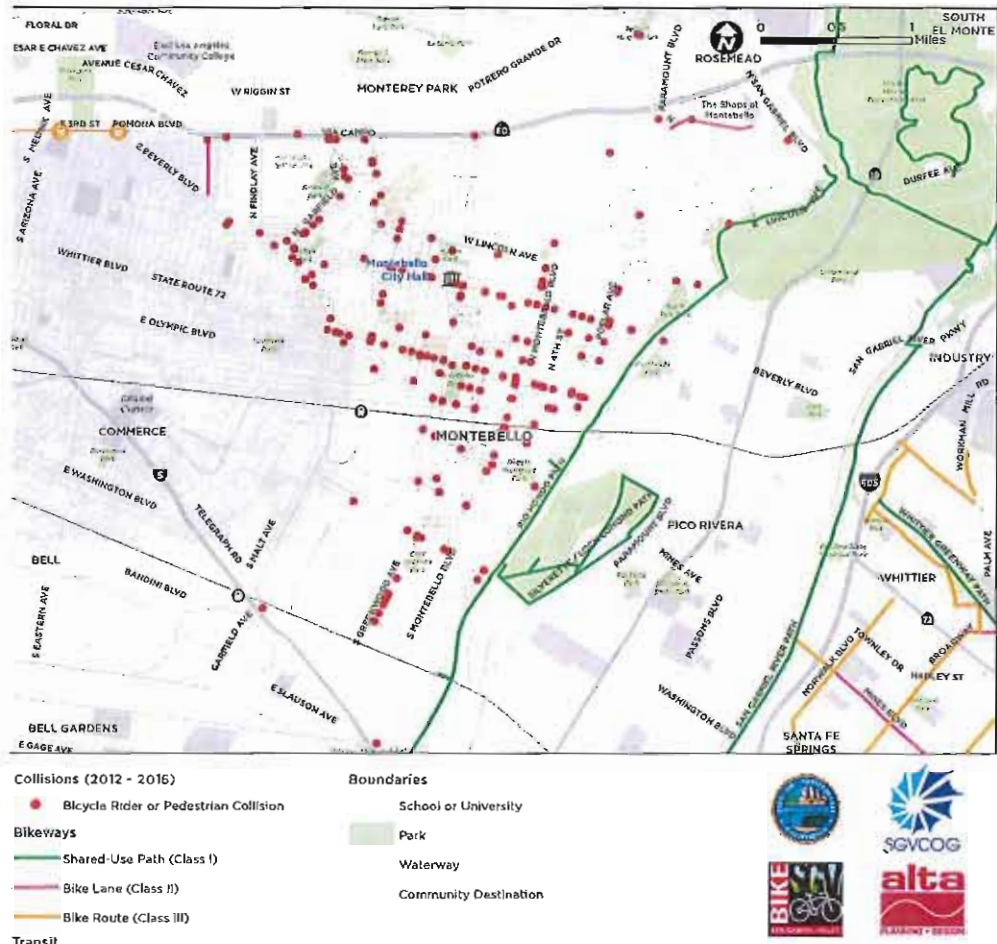


Figure 8-4: Bicycle rider- and pedestrian-involved collisions in Montebello, 2012-2016

Table 8-3. Citywide Collision Analysis In Montebello

	Minor Injuries		Severely Injured		Killed		Total	
Bicycle Rider	143	7%	7	15%	2	11%	152	7%
Pedestrian	133	6%	11	23%	7	39%	151	7%
Motorist	1,859	87%	29	62%	9	50%	1,897	86%
Total	2,135	100%	47	100%	18	100%	2,200	100%

EXISTING TRANSPORTATION NETWORK

Pedestrian

Downtown Montebello features pedestrian facilities such as sidewalks, high-visibility crosswalks, street trees, bus shelters, pedestrian-scale lighting, community banners, and benches. Most streets in Montebello have existing sidewalks, though some residential streets have gaps in the existing network. The City has recently installed accessible curb ramps along sidewalks in some neighborhoods, including near the Applied Technology Center. The Montebello/Commerce Metrolink Station features amenities such as pedestrian paths, landscaping, bicycle racks, continental crosswalks, wayfinding signage, seating, and pedestrian-scale lighting.



Bicycle

The City of Montebello has approximately five miles of existing bikeways, comprised of Class I shared-use paths and Class II bicycle lanes (Table 8-4). One half-mile of bicycle lanes exists on Montebello Boulevard, in front of the Shops at Montebello; the City has received grant funding to extend these bicycle lanes south to Lincoln Avenue. Another segment of bicycle lanes exists along the residential Avenida de la Merced, and a short stretch of bicycle lanes are present on the Metrolink station access road. A shared-use path, the Rio Hondo Bike Path, runs the length of the eastern side of the city, creating connections to the nearby cities of Rosemead, El Monte, Pico Rivera, and Downey (Figure 8-5).

Table 8-4: Total Miles of Existing Bicycle Facilities in Montebello

Bikeway Type	Length (miles)
Class I Shared-Use Path	3.5
Class II Bicycle Lane	1.5
Total	5.0



A bicycle rack at Montebello Metrolink Station

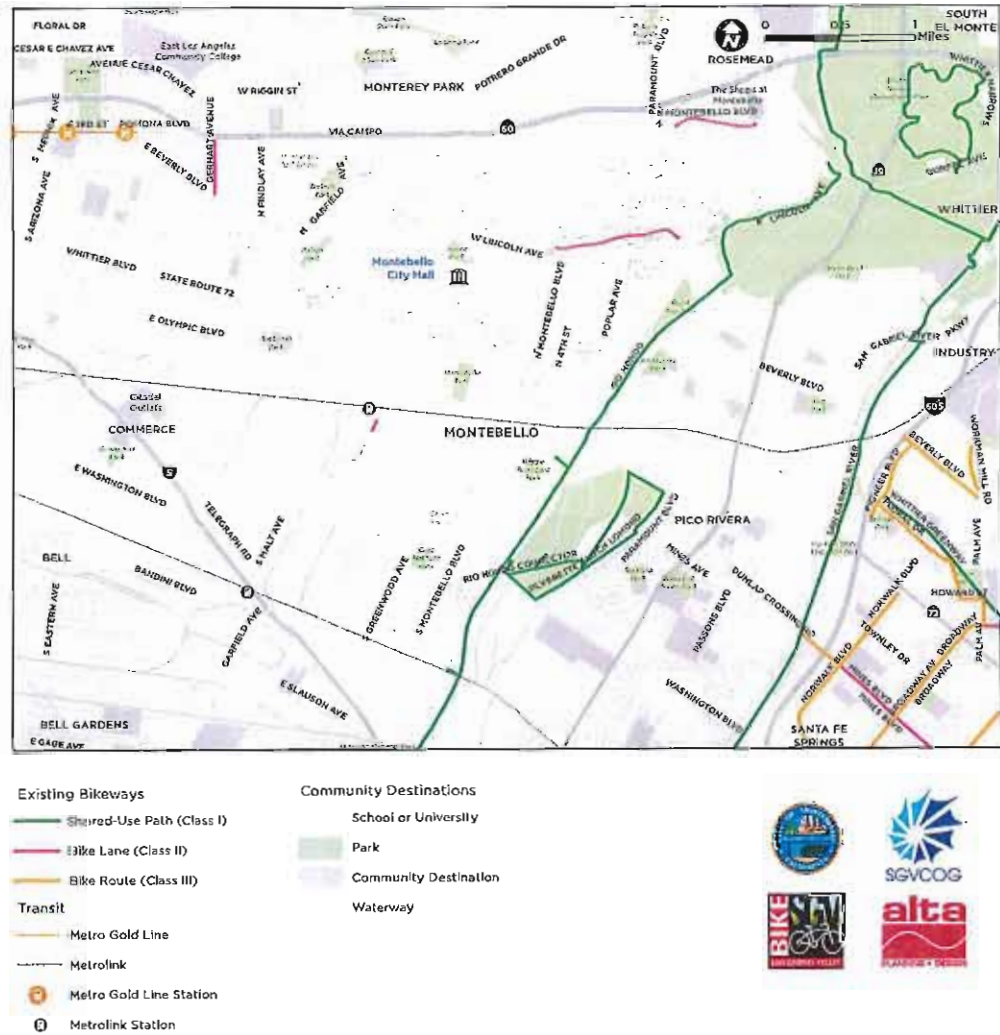


Figure 8-5: Existing Bikeways in Montebello

End-of-Trip Facilities

Short-term bicycle parking, in the form of bike racks, is available at various key destinations in Montebello including Downtown, the Montebello/Commerce Metrolink Station, and the Shops at Montebello. Long-term parking (bicycle lockers) is available near the Atlantic Metro Gold Line Station, close to Montebello though outside city limits. Bicycle parking data for the City of Montebello was unavailable during the development of this Plan; thus, the list of parking locations is not reflective of the entire system of end-of-trip facilities.

Levels of Traffic Stress

The most prominent existing bicycle lane in Montebello runs along a moderate- to high-stress road, Montebello Boulevard (Figure 8-6). The Rio Hondo Bike Path, however, is off-street and thus has no associated level of traffic stress. The existing bikeway on Montebello Boulevard could be updated to provide a greater degree of separation between bicycle riders and vehicle traffic, to ease stress and improve safety. Possible future bikeways should continue to be built on lower stress streets, or if built on medium- and high-stress roads, provide a greater degree of separation than bicycle routes.

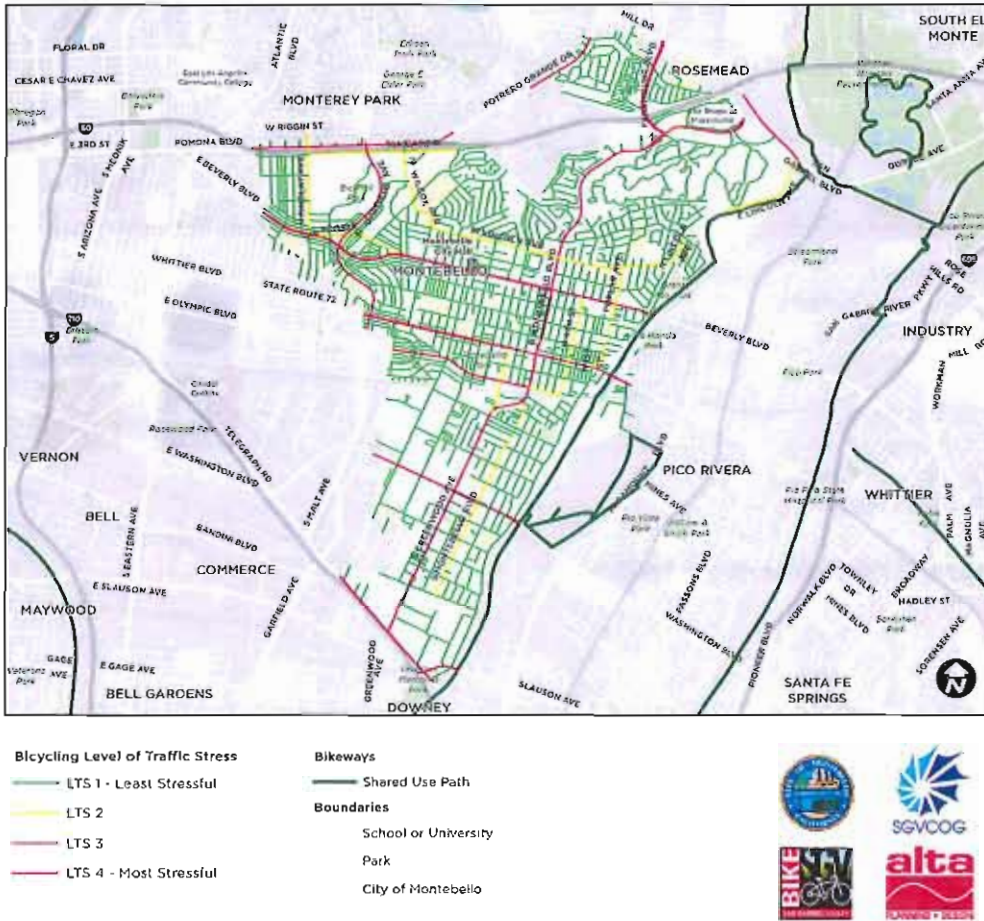


Figure 8-6: Bicycling Level of Stress in Montebello

Transit

Montebello is served by multiple transit operators, and these services will be enhanced by the bicycle and pedestrian connections proposed in this Plan. Transit services provide access and mobility to individuals on both a city and regional scale, but in many cases, transit stations and bus stops are not adjacent to the riders' final destination. Safe and convenient bikeways and walking routes can help increase the ease of traveling to these transit stops. Combining bicycling, walking, and transit helps Montebello residents travel across the region, affordably and conveniently.

The City of Montebello operates Montebello Bus Lines (MBL), which provides transit service both within the City and to adjacent cities and communities. MBL has eight routes, including

three routes that go to Downtown Los Angeles. Foothill Transit operates one bus route that passes through the City of Montebello, Line 269. All Foothill Transit buses have bicycle racks installed on the front that can hold up to two bicycles.

The Los Angeles County Metropolitan Transportation Authority (Metro) is the public transportation operating agency for the County of Los Angeles. Numerous Metro bus lines run through the City of Monrovia: Lines 18, 62, 66, 68, and 176. Metro also operates the Gold Line, which provides service at three stops in adjacent East Los Angeles (Atlantic Station, East LA Civic Center Station, and Maravilla Station), and connects to the 7th Street/Metro Center Station



in Downtown Los Angeles. (Metro has long-term plans to extend the Gold Line east through Montebello.) Bicycles are allowed on all light rail trains at all times, and Metro buses feature bicycle racks that can hold up to two bikes.

MetroLink's Riverside Line runs through the City of Montebello and has one station within the City (Montebello/Commerce Station). MetroLink's Orange County Line runs through the adjacent City of Commerce, with Commerce Station close to the City of Montebello. All transit in Montebello is shown in Figure 8-7.

Automobile

People driving in Montebello are well-served regionally by multiple freeways and major highways, including Interstates 605, State Route 60, Washington Boulevard, and Whittier Boulevard. Other major roadways providing automobility in the city include Beverly Boulevard, Greenwood Boulevard, Montebello Boulevard, Olympic Boulevard, and Garfield Avenue.

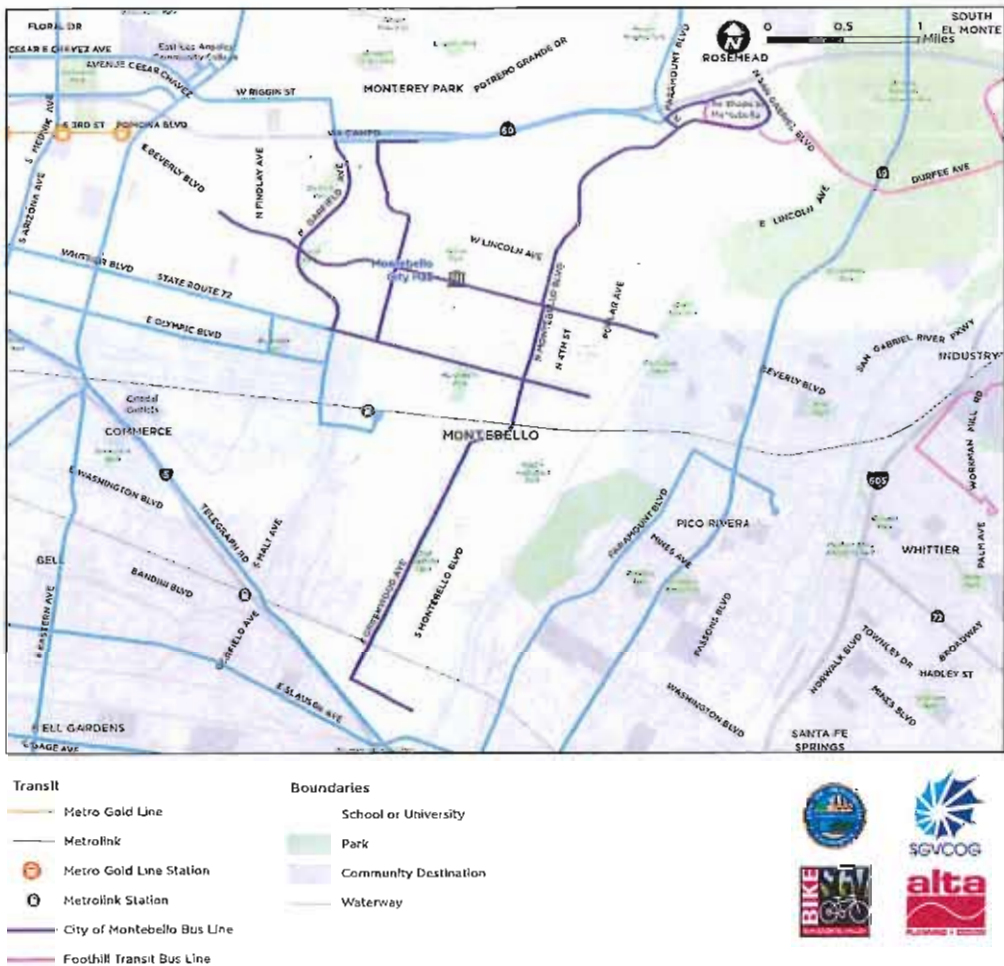


Figure 8-7: Existing Transit in Montebello

PEDESTRIAN AND BICYCLE PROJECTS & IMPLEMENTATION STRATEGIES

PROPOSED INFRASTRUCTURE IMPROVEMENTS

Pedestrian

To guide the implementation of pedestrian projects recommended in this Plan, priority pedestrian corridors and areas were identified across Montebello. Though these identified locations are not ranked in any way, projects near transit stations and downtown areas should be implemented first as they are often in highest demand. Priority corridors identified for pedestrian improvements are:

- Whittier Boulevard (Garfield Avenue to Montebello Boulevard)
- Montebello Boulevard (Lincoln Avenue to Whittier Boulevard)
- Madison Avenue (Wilcox Avenue to Montebello Boulevard)

At various intersections and mid-block locations along these priority corridors, new or updated facilities will improve crossing

conditions in Montebello. At mid-block and uncontrolled intersections, advance yield markings and Rectangular Rapid Flashing Beacons (RRFBs) will increase the visibility of people crossing the street. Curb extensions would also increase the visibility of pedestrians, shorten crossing distances, slow vehicle traffic through and turning speeds, and provide space for landscaping and amenities like benches. Updating existing crosswalks to be continental crosswalks and striping new crosswalks in many locations would create more and better crossing opportunities in Montebello..

Priority areas identified for pedestrian improvements are:

- Montebello City Park
- Montebello Metrolink Station



Improvements near Montebello City Park include new high-visibility crossings with Rectangular Rapid Flashing Beacons, advance yield markings to indicate to drivers that people crossing the street have the right of way, and curb extensions to shorten crossing distances and visually narrow Olympic Boulevard. Montebello Metrolink Station is a major destination in the city and while many adequate pedestrian facilities exist in the area, certain improvements could increase access. At the entrance to the station on Flotilla Street, signage telling drivers to yield to pedestrians crossing the right turn pocket could improve pedestrian safety. A new high-visibility crosswalk at Flotilla Street/Yates Avenue could make crossing Yates feel safer and more comfortable.

Sidewalk infill has been recommended at specific locations to make connections to the Montebello Metrolink Station. In other locations where sidewalks do not currently exist in Montebello, they should be built as funding becomes available and/or as new development occurs. New sidewalks should include curb

ramp treatments at intersections that are up to current Americans with Disabilities Act (ADA) standards. Similarly, existing curb ramps that are not currently up to standards should be updated as funding becomes available and/or during regular maintenance. Further, bus stops should be improved when possible, to include shelters, seating, and other amenities.

Recommended pedestrian improvements are detailed in Table 8-5, with coordinating locations shown in Figure 8-8.

Table 8-5: Recommended Pedestrian Improvements in Montebello

Location Number	Corridor	Start	End	Facility Type	Length (Miles) or Quantity	Cost Estimate
1	Lincoln Avenue	18th Street	-	Stripe continental crosswalk (south leg)	1	\$2,500
1	Lincoln Avenue	18th Street	-	Install curb extensions (north mid-block, southwest and southeast corners)	2	\$40,000
2	Lincoln Avenue	Vail Avenue	-	Stripe continental crosswalk (south leg)	1	\$2,500
2	Lincoln Avenue	Vail Avenue	-	Install advance yield markings (east-west direction)	2	\$1,000
2	Lincoln Avenue	Vail Avenue	-	Install Rectangular Rapid Flashing Beacon	1	\$20,000
2	Lincoln Avenue	Vail Avenue	-	Install curb extensions (southwest and southeast corners)	2	\$40,000
3	Whittier Boulevard	Garfield Avenue	-	Extend median to include refuge island (west and east legs)	2	\$40,000
3	Whittier Boulevard	Garfield Avenue	-	Bus bulbs / curb extensions (all corners)	4	\$80,000
4	Whittier Boulevard	Concourse Avenue	-	Install curb extensions (all corners)	4	\$80,000
5	Whittier Boulevard	Wilcox Avenue	-	Install curb extensions (all corners)	4	\$80,000
6	Whittier Boulevard	21st Street	-	Install curb extensions (all corners)	4	\$80,000
7	Whittier Boulevard	19th Street	-	Install curb extensions (all corners)	4	\$80,000
8	Whittier Boulevard	Vail Avenue	-	Install curb extensions (all corners)	4	\$80,000
9	Whittier Boulevard	Park Avenue	-	Stripe continental crosswalk (south leg)	1	\$2,500
10	Whittier Boulevard	Greenwood Avenue	-	Install advance yield markings (east-west direction)	2	\$1,000
10	Whittier Boulevard	Greenwood Avenue	-	Install Rectangular Rapid Flashing Beacon (east and west legs)	1	\$20,000
11	Whittier Boulevard	Spruce Street	-	Install curb extensions (southwest and southeast corners)	2	\$40,000
11	Whittier Boulevard	Spruce Street	-	Install advance yield markings (east-west direction)	1	\$500
11	Whittier Boulevard	Spruce Street	-	Install Rectangular Rapid Flashing Beacon (east and west legs)	1	\$20,000
12	Whittier Boulevard	Montebello Boulevard	-	Install curb extensions (northwest, southwest, and southeast corners)	3	\$60,000
13	Whittier Boulevard	7th Street	-	Install advance yield markings (east-west direction)	2	\$1,000

Table 8-5: Recommended Pedestrian Improvements in Montebello, continued

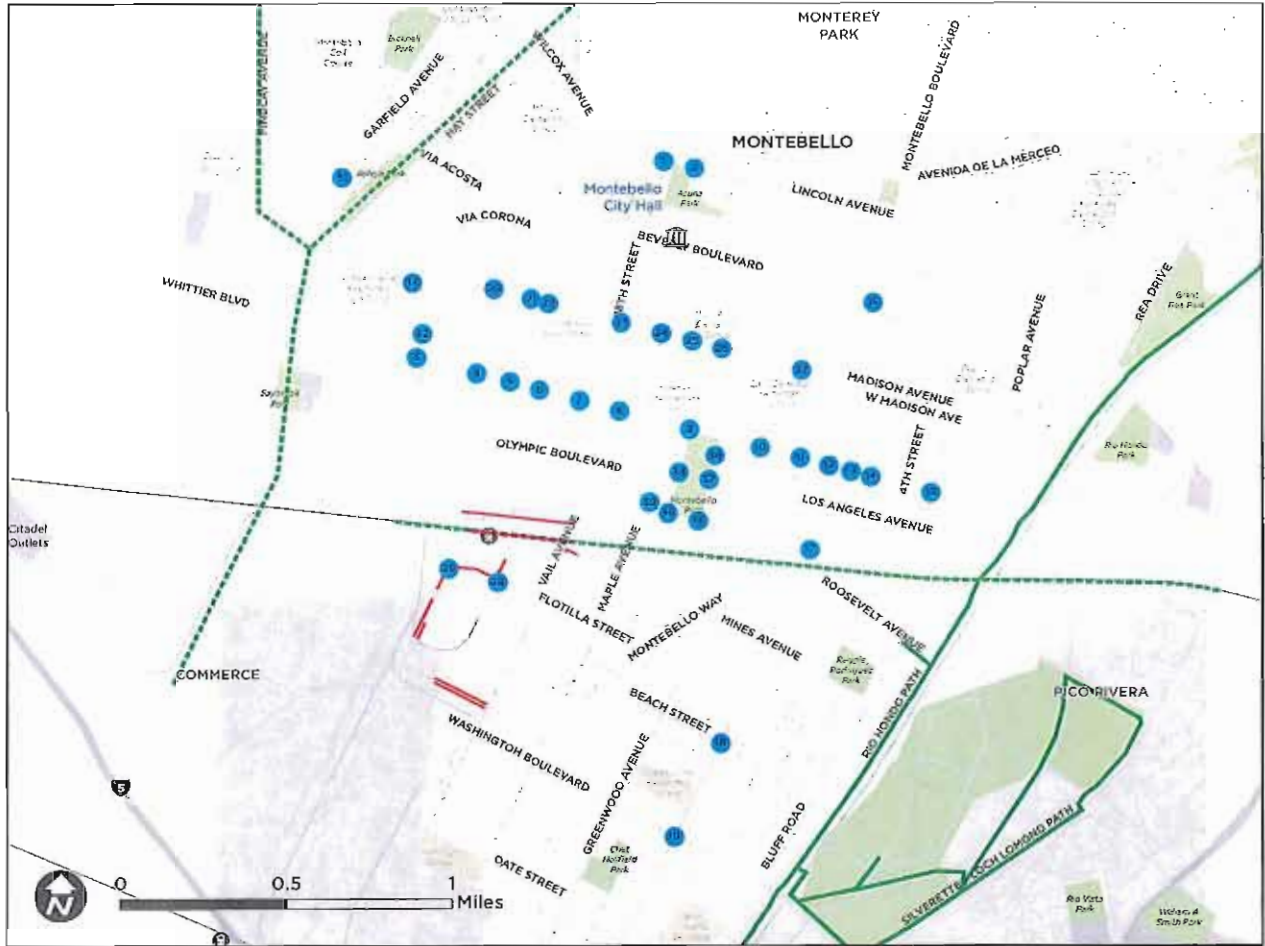
Location Number	Corridor	Start	End	Facility Type	Length (Miles) or Quantity	Cost Estimate
13	Whittier Boulevard	7th Street	-	Install Rectangular Rapid Flashing Beacon (east and west legs)	1	\$20,000
14	Whittier Boulevard	6th Street	-	Install advance yield markings (east-west direction)	2	\$1,000
14	Whittier Boulevard	6th Street	-	Install Rectangular Rapid Flashing Beacon (east and west legs)	1	\$20,000
15	Whittier Boulevard	3rd Street	-	Install advance yield markings (east-west direction)	2	\$1,000
15	Whittier Boulevard	3rd Street	-	Install Rectangular Rapid Flashing Beacon (east leg)	1	\$20,000
16	Montebello Boulevard	Beverly Boulevard	-	Extend median to include refuge island (all legs)	4	\$80,000
17	Montebello Boulevard	Olympic Boulevard	-	Install curb extensions (all corners)	4	\$80,000
18	Montebello Boulevard	Beach Street	-	Install curb extensions (all corners)	4	\$80,000
19	Montebello Boulevard	Washington Boulevard	-	Install curb extensions (all corners)	4	\$80,000
20	Madison Avenue	Concourse Avenue / Via Val Verde	-	Install curb extensions (all corners)	5	\$100,000
20	Madison Avenue	Concourse Avenue / Via Val Verde	-	Move stop bar farther from crosswalk	5	\$2,500
21	Madison Avenue	Wilcox Avenue	-	Install curb extensions (all corners)	4	\$80,000
22	Madison Avenue	21st Street (mid-block)	-	Stripe continental crosswalk at mid-block	1	\$2,500
22	Madison Avenue	21st Street (mid-block)	-	Install advance yield markings (east-west direction)	2	\$1,000
23	Madison Avenue	18th Street	-	Install curb extensions (all corners)	4	\$80,000
24	Madison Avenue	16th Street	-	Stripe yellow continental crosswalk (south and east legs)	2	\$5,000
24	Madison Avenue	16th Street	-	Install advance yield markings (east-west direction)	2	\$1,000
24	Madison Avenue	16th Street	-	Install Rectangular Rapid Flashing Beacon (east leg)	1	\$20,000
25	Madison Avenue	Maple Avenue	-	Install curb extensions (all corners)	4	\$80,000
26	Madison Avenue	Nelson Place	-	Install curb extensions (southwest and southeast corners)	2	\$40,000

Table 8-5: Recommended Pedestrian Improvements in Montebello, continued

Location Number	Corridor	Start	End	Facility Type	Length (Miles) or Quantity	Cost Estimate
26	Madison Avenue	Nelson Place	-	Install advance yield markings (east-west direction)	2	\$1,000
26	Madison Avenue	Nelson Place	-	Install Rectangular Rapid Flashing Beacon (west and east legs)	2	\$40,000
27	Madison Avenue	10th Street	-	Install curb extensions (all corners)	4	\$80,000
28	Flotilla Street	Metrolink entrance	-	Install "yield to pedestrian" sign (north leg right turn pocket)	1	\$200
29	Flotilla Street	Yates Avenue	-	Stripe continental crosswalk (south leg)	1	\$2,500
31	Garfield Avenue	Beverly Boulevard	-	Install curb extensions (northwest, northeast, southwest corners)	3	\$60,000
31	Garfield Avenue	Beverly Boulevard	-	Modify signal to include leading pedestrian interval	4	\$250,000
32	Garfield Avenue	Repetto Avenue	-	Stripe continental crosswalk (west and east legs)	2	\$5,000
32	Garfield Avenue	Repetto Avenue	-	Install curb extensions (all corners)	4	\$80,000
32	Garfield Avenue	Repetto Avenue	-	Install Rectangular Rapid Flashing Beacon (north leg)	1	\$20,000
33	Garfield Avenue	Madison Avenue	-	Stripe continental crosswalk (east leg)	1	\$2,500
33	Garfield Avenue	Madison Avenue	-	Install curb extensions (northwest and northeast corners, southwest and southeast midblock)	4	\$80,000
34	Park Avenue	Los Angeles Avenue	-	Stripe continental crosswalk (south and west legs)	2	\$5,000
34	Park Avenue	Los Angeles Avenue	-	Convert to all-way stop (2 stop signs)		\$1,600
35	Park Avenue	Olympic Boulevard	-	Install advance yield markings (east-west direction)	2	\$1,000
35	Park Avenue	Olympic Boulevard	-	Install Rectangular Rapid Flashing Beacon (west and east legs)	2	\$40,000
35	Park Avenue	Olympic Boulevard	-	Install curb extensions (all corners)	4	\$80,000
36	Taylor Avenue	Olympic Boulevard	-	Install advance yield markings (east-west direction)	2	\$1,000
36	Taylor Avenue	Olympic Boulevard	-	Install Rectangular Rapid Flashing Beacon (west and east legs)	2	\$40,000
36	Taylor Avenue	Olympic Boulevard	-	Install curb extensions (all corners)	4	\$80,000
37	Taylor Avenue	Los Angeles Avenue	-	Install curb extensions (northeast and south corners, northwest and southwest mid-block)	4	\$80,000

Table 8-5: Recommended Pedestrian Improvements in Montebello, continued

Location Number	Corridor	Start	End	Facility Type	Length (Miles) or Quantity	Cost Estimate
38	Taylor Avenue	Mid-block between Whittier and Los Angeles (at senior center)	-	Stripe continental crosswalk	1	\$2,500
38	Taylor Avenue	Mid-block between Whittier and Los Angeles (at senior center)	-	Install advance yield markings (north-south direction)	2	\$1,000
38	Taylor Avenue	Mid-block between Whittier and Los Angeles (at senior center)	-	Install Rectangular Rapid Flashing Beacon	1	\$20,000
39	Olympic Boulevard	Maple Avenue	-	Install curb extensions (all corners)	4	\$80,000
39	Olympic Boulevard	Maple Avenue	-	Modify signal to include leading pedestrian interval	1	\$250,000
					TOTAL	\$2,868,300



- 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)
- School or University
 - Park
 - Waterway
 - Community Destination
 - Metrolink
 - M Metrolink Station



Figure 8-8: Pedestrian Improvement Locations in Montebello

Bicycle

The recommendations in this plan aim to build a network of inclusive and comfortable bikeway facilities. These are commonly known as “8 to 80” facilities; where children, adults, and seniors all feel safe and comfortable using a bicycle.

Bicycle lanes (Class II), striped adjacent to vehicle travel lanes, are proven to be effective safety measures; however, they do not inspire the “interested but concerned” rider to start riding. These types of facilities, especially when implemented on roads with higher speeds (>30 mph), are statistically used mostly by adult males. Bicycle lanes have mostly been recommended as part of this Plan as an interim recommendation or on streets where the context and speeds are appropriate.

Other recommended facility types include Class IV separated on-street bikeways and Class I off-street shared-use paths, which both provide some kind of physical separation from automotive traffic. Class III bicycle route and “neighborhood greenway” facilities are designed to be shared with vehicles, but only when automobile speeds and traffic volumes are low and bicycle travel is prioritized.

Figure 8-9 shows the built-out vision for recommended bikeways in Montebello.



Top: Rosemead Boulevard separated bikeway

Bottom: Speed humps in Montebello

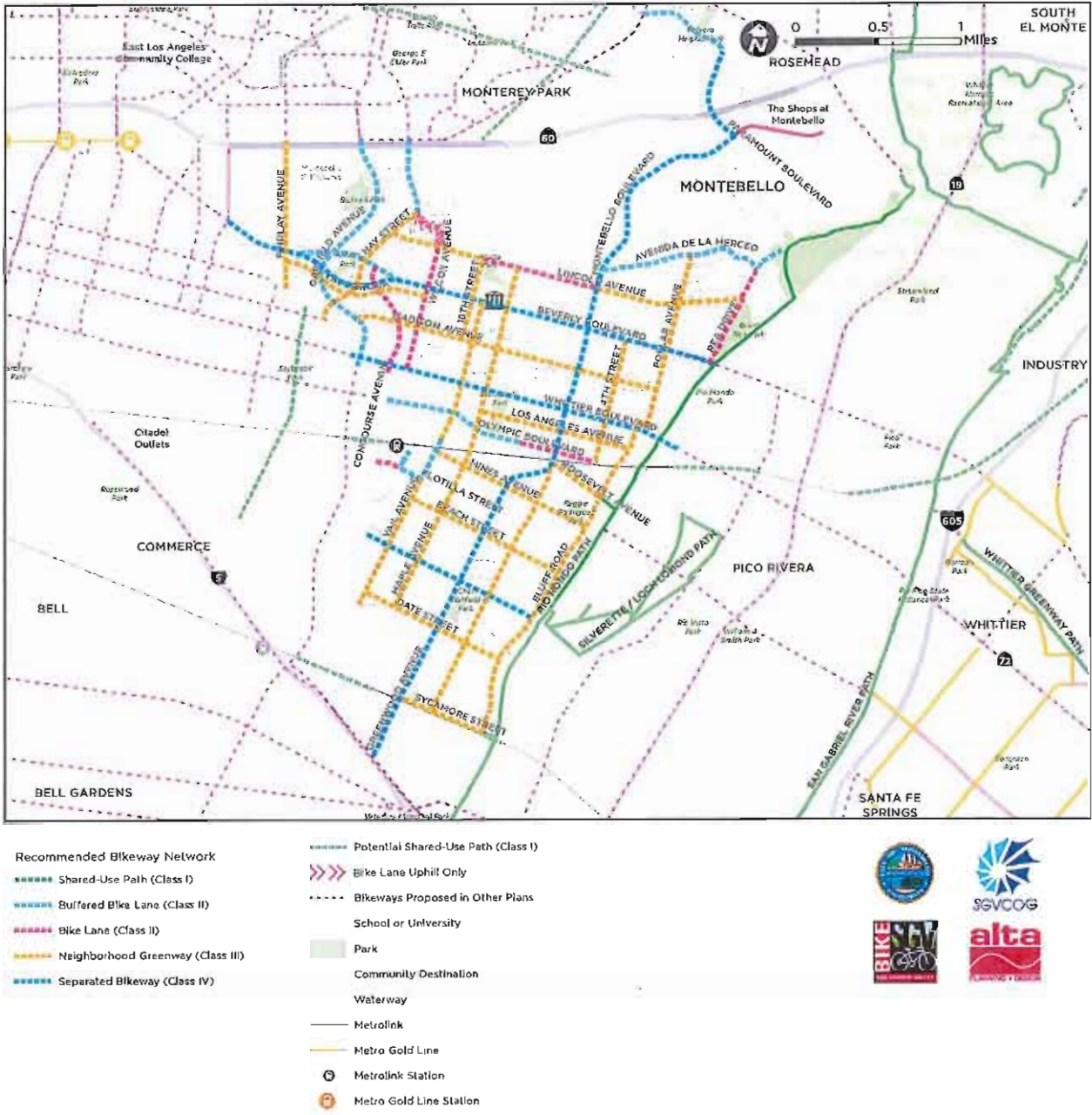


Figure 8-9: Recommended Built-Out Bikeway Network in Montebello

PHASING

The phasing strategy for these projects is based on an analysis of connectivity, safety, cost, and feasibility. Generally, there are many opportunities in Montebello to create an active transportation network and provide greater options to road users with minimal impacts to the existing travel or parking lanes. These Early Action Projects (mapped in Figure 8-10, with details including high-level cost estimates in Table 8-6) should be implemented as soon as possible to improve safety and encourage more people to use active modes in Montebello.

Table 8-6: Early Action Bikeway Improvements in Montebello

Corridor	Start	End	Facility Type	Length (Miles)	Cost Estimate
Via Acosta	Beverly Boulevard	Beverly Boulevard	Class II Bike Lane	0.6	\$65,000
Montebello Boulevard	Paramount Boulevard	Lincoln Avenue	Class II Bike Lane	1.4	\$141,000
Paramount Boulevard	Montebello Boulevard	Arroyo Drive	Class II Bike Lane	0.6	\$60,000
Concourse Avenue	Via Acosta	Allston Street	Class II Bike Lane	0.7	\$73,000
Lincoln Avenue	Rea Drive	Avenida De La Merced	Class II Bike Lane	0.2	\$21,000
Wilcox Avenue	Via Corona	Whittier Boulevard	Class II Bike Lane	0.4	\$46,000
Wilcox Avenue	Hay Street	Lincoln Avenue	Class II Bike Lane	0.3	\$31,000
Whittier Boulevard	Via Clemente	18th Street	Class II Bike Lane	0.6	\$64,000
Arroyo Drive	Potrero Grande Drive	Paramount Boulevard	Class II Buffered Bike Lane	0.6	\$71,000
Avenida de la Merced	Montebello Boulevard	Sanchez Street	Class II Buffered Bike Lane	0.8	\$106,000
Avenida de la Merced	Sanchez Street	Lincoln Avenue	Class II Buffered Bike Lane	0.1	\$18,000
Flotilla Street	Metrolink Access Road	Vail Avenue	Class II Buffered Bike Lane	0.1	\$17,000
Lincoln Avenue	Avenida De La Merced	Rio Hondo Shared-Use Path	Class II Buffered Bike Lane	0.2	\$23,000
Vail Avenue	Ferguson Drive	Flotilla Street	Class II Buffered Bike Lane	0.3	\$33,000
Wilcox Avenue	Pomona Boulevard	Via Paseo	Class II Buffered Bike Lane	0.3	\$36,000
Wilcox Avenue	Via Paseo	Hay Street	Class II Buffered Bike Lane	0.2	\$19,000
Mines Avenue	Vail Avenue	Greenwood Avenue	Class III Neighborhood Greenway	0.5	\$67,000
18th Street	Lincoln Avenue	Madison Avenue	Class III Neighborhood Greenway	0.5	\$70,000
1st Street	Poplar Way	Whittier Boulevard	Class III Neighborhood Greenway	0.0	\$6,000
4th Street	Beverly Boulevard	Olympic Boulevard	Class III Neighborhood Greenway	0.8	\$107,000
Beach Street	Vail Avenue	Bluff Road	Class III Neighborhood Greenway	1.0	\$140,000
Bluff Road	Whittier Boulevard	Sycamore Street	Class III Neighborhood Greenway	2.1	\$291,000

Table 8-6: Early Action Bikeway Improvements in Monrovia, continued

Corridor	Start	End	Facility Type	Length (Miles)	Cost Estimate
Dale Street	Vail Avenue	Bluff Road	Class III Neighborhood Greenway	0.9	\$127,000
Findlay Avenue	Pomona Boulevard	South City Limit	Class III Neighborhood Greenway	0.9	\$125,000
Hay Street	Wilcox Avenue	Hubbard Street	Class III Neighborhood Greenway	0.9	\$125,000
Lincoln Avenue	Hay Street	Wilcox Avenue	Class III Neighborhood Greenway	0.3	\$40,000
Lincoln Avenue	Wilcox Avenue	18th Street	Class III Neighborhood Greenway	0.3	\$39,000
Lincoln Avenue	Montebello Blvd	Rea Dr	Class III Neighborhood Greenway	0.9	\$124,000
Madison Avenue	Garfield Avenue	Poplar Avenue	Class III Neighborhood Greenway	1.9	\$262,000
Maple Avenue	Lincoln Avenue	Dale Street	Class III Neighborhood Greenway	2.2	\$306,000
Mines Avenue	Greenwood Ave	Bluff Rd	Class III Neighborhood Greenway	0.5	\$76,000
Montebello Boulevard	Montebello Way/Truck Way	Sycamore Street	Class III Neighborhood Greenway	1.6	\$229,000
Poplar Avenue	Avenida De La Merced	Poplar Way	Class III Neighborhood Greenway	1.1	\$148,000
Poplar Way	1st Street	Poplar Avenue	Class III Neighborhood Greenway	0.1	\$9,000
Roosevelt Avenue	Montebello Boulevard	Bluff Road	Class III Neighborhood Greenway	0.4	\$50,000
Sycamore Street	Greenwood Avenue	Bluff Road	Class III Neighborhood Greenway	0.5	\$76,000
Vail Avenue	Beverly Boulevard	Ferguson Drive	Class III Neighborhood Greenway	0.9	\$122,000
Vail Avenue	Flotilla Street	Beach Street	Class III Neighborhood Greenway	0.1	\$18,000
Vail Avenue	Beach Street	South City Limit	Class III Neighborhood Greenway	0.7	\$100,000
Total				26.5	\$3,482,000

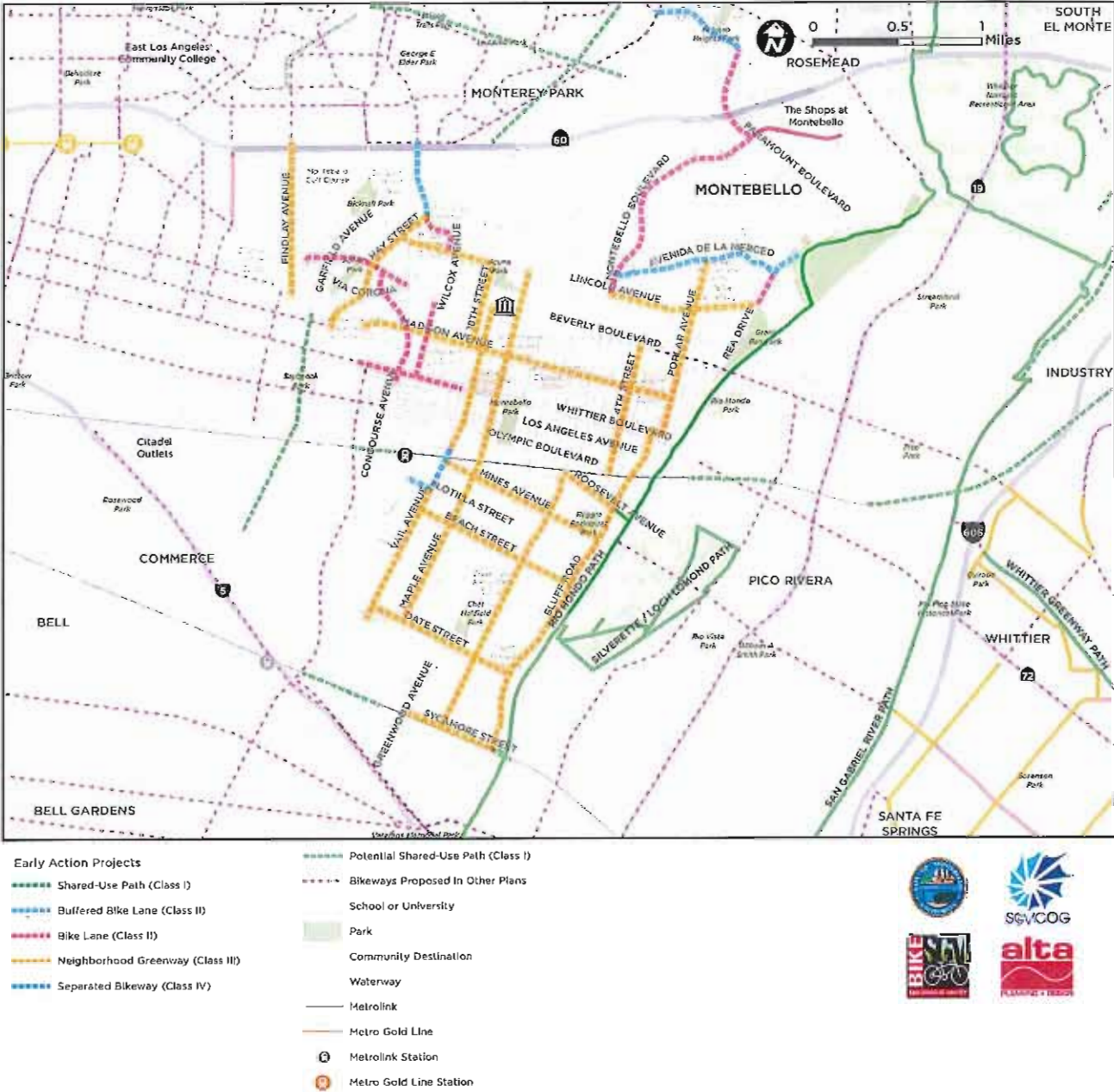


Figure 8-10: Early Action Bikeway Improvements in Montebello

Long-Term Tier 1 Projects (mapped in Figure 8-11, with details including high-level cost estimates in Table 8-7) close key gaps in the Early Action network, and are crucial to improving safety and connectivity. While these projects may be more costly or require a reconfiguration of the existing parking or travel lanes, they should be a top priority for implementation and grant funding where

appropriate. Long-Term Tier 1 Projects were highlighted on segments of:

- Flotilla Street
- Lincoln Avenue
- Rea Drive
- Metrolink Access Road
- Los Angeles Avenue

Table 8-7: Long-Term Tier 1 Bikeway Improvements in Montebello

Corridor	Start	End	Facility Type	Length (Miles)	Cost Estimate
Flotilla Street	Yates Avenue	Metrolink Access Road	Class II Bike Lane	0.2	\$16,000
Lincoln Avenue	18th Street	Montebello Boulevard	Class II Bike Lane	0.7	\$73,000
Rea Drive	Lincoln Avenue	Beverly Boulevard	Class II Bike Lane	0.4	\$45,000
Wilcox Avenue	Lincoln Avenue	Via Corona	Class II Bike Lane	0.3	\$31,000
Metrolink Access Road	Parking Lot	Flotilla Street	Class II Buffered Bike Lane	0.1	\$9,000
Los Angeles Avenue	Maple Avenue	Bluff Road	Class III Neighborhood Greenway	0.9	\$132,000
Total				2.7	\$307,000

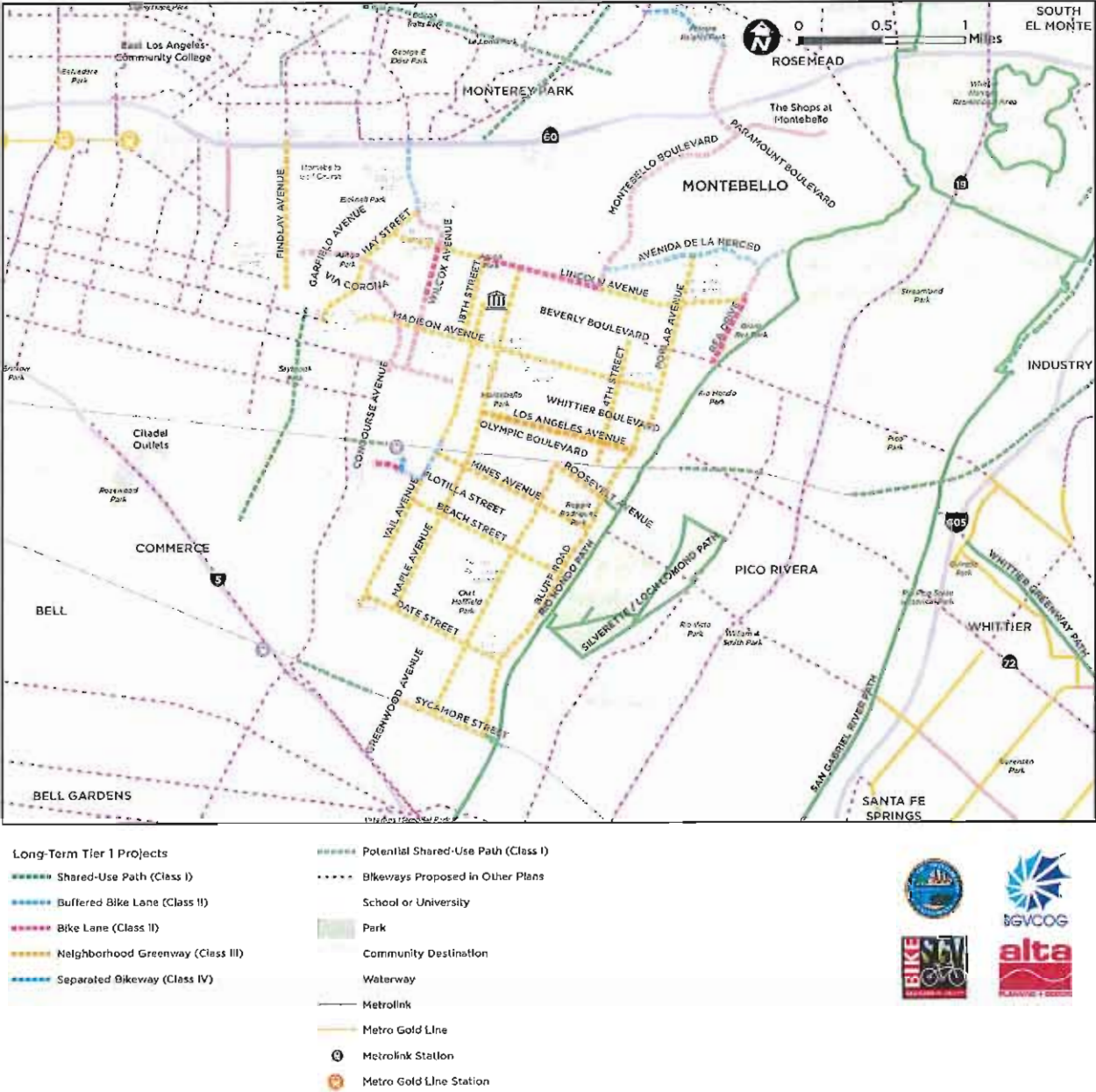


Figure 8-11: Long-Term Tier 1 Bikeway Improvements in Montebello

Long-Term Tier 2 Projects (mapped in Figure 8-12, with details including high-level cost estimates in Table 8-8) build out a complete active transportation network and are key to encouraging mode-shift and providing safe options for the people of Montebello. Many of these projects require some type of roadway reconfiguration, and should include a traffic study as part of implementation. Many roads in Montebello are over-built and could accommodate reconfigurations without significant automobile Level of Service* impacts. Table 8-9 provides a framework for roadway capacity.

See Chapter 11 for further discussion on Phasing and Implementation.

Table 8-9: Conceptual Capacities of Various Lane Configurations

TRAVEL LANES	VEHICLES PER DAY
2	< 12,000
3	< 20,000
4	< 34,000
5	< 40,000

Table 8-8: Long-Term Tier 2 Bikeway Improvements in Montebello

Corridor	Start	End	Facility Type	Length (Miles)	Cost Estimate
Olympic Boulevard	Greenwood Avenue	4th Street	Class II Bike Lane	0.5	\$48,000
Garfield Avenue	Pomona Boulevard	Allston Street	Class II Buffered Bike Lane	1.6	\$203,000
Metrolink Access Road	Drop-off area	North-South Driveway	Class II Buffered Bike Lane	0.1	\$9,000
Olympic Boulevard	West City Limit	Greenwood Avenue	Class II Buffered Bike Lane	0.9	\$108,000
Via Acosta	Beverly Boulevard	Beverly Boulevard	Class II Buffered Bike Lane	0.6	\$80,000
Via Corona	Findlay Ave	Wilcox Avenue	Class III Neighborhood Greenway	0.9	\$273,000
Montebello Boulevard	Paramount Boulevard	Lincoln Avenue	Class IV Separated Bikeway	1.4	\$305,000
Paramount Boulevard	Montebello Boulevard	Arroyo Drive	Class IV Separated Bikeway	0.6	\$130,000
Beverly Boulevard	Gerhart Avenue	Rio Hondo Shared-Use Path	Class IV Separated Bikeway	3.1	\$688,000
Greenwood Avenue	Montebello Way	Washington Boulevard	Class IV Separated Bikeway	0.7	\$147,000
Greenwood Avenue	Washington Boulevard	Date Street	Class IV Separated Bikeway	0.3	\$70,000
Greenwood Avenue	Date Street	Telegraph Road	Class IV Separated Bikeway	0.9	\$190,000
Montebello Boulevard	Lincoln Avenue	Roosevelt Avenue	Class IV Separated Bikeway	1.1	\$239,000
Montebello Way	Roosevelt Avenue	Greenwood Avenue	Class IV Separated Bikeway	0.3	\$65,000
Washington Boulevard	West City Limit	Bluff Road	Class IV Separated Bikeway	1.1	\$247,000
Whittier Boulevard	18th Street	10th Street	Class IV Separated Bikeway	0.6	\$124,000
Whittier Boulevard	10th Street	Montebello Boulevard	Class IV Separated Bikeway	0.2	\$34,000
Whittier Boulevard	Montebello Boulevard	4th Street	Class IV Separated Bikeway	0.3	\$56,000
Whittier Boulevard	4th Street	2nd Street	Class IV Separated Bikeway	0.1	\$28,000
Whittier Boulevard	2nd Street	Van Norman Road	Class IV Separated Bikeway	0.3	\$76,000
Whittier Boulevard	Via Clemente	18th Street	Class IV Separated Bikeway	0.6	\$139,000
Total				16.1	\$3,258,000

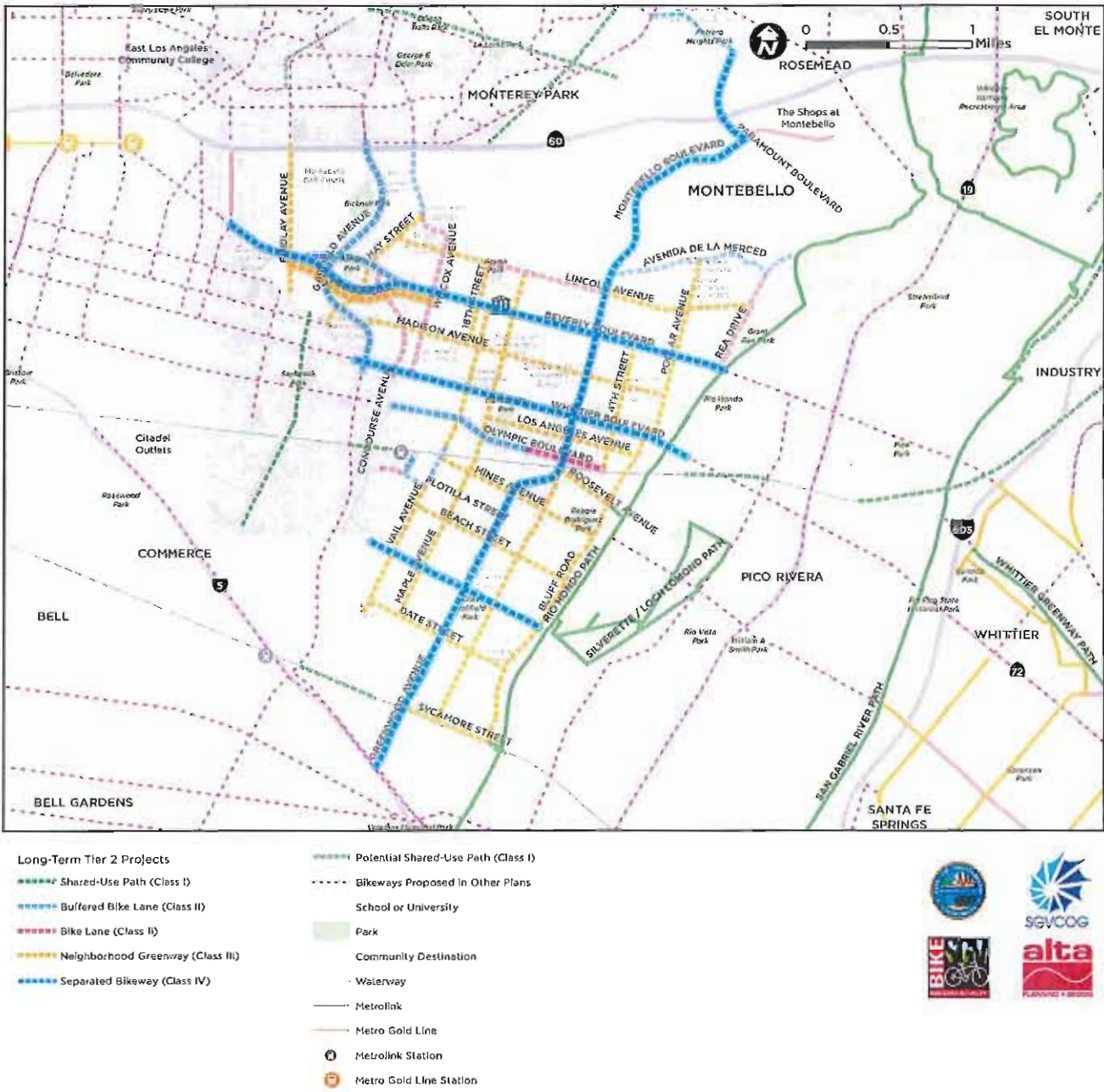


Figure 8-12: Long-Term Tier 2 Bikeway Improvements In Montebello

SPOT IMPROVEMENTS

Bicycle Spot Improvements are mainly concerning intersections. Especially where Class III facilities cross major arterials, special considerations are necessary. At signalized intersections, people riding bicycles often do not trigger electromagnetic loop detectors, which are responsible for changing the signal. At signalized intersections, bicycle loop detectors should be installed, as well as traffic calming and mitigation treatments. At stop controlled intersections, traffic calming and mitigation elements should be implemented along with signage which designates the street as a bikeway. In specific cases, a Class III bikeway crosses a major street at an uncontrolled intersection. In this case, the recommendation has been moved to the Long-Term phase, as new stop or signal controls can be expensive and require extensive outreach.



Bicycle loop detector

FUTURE WALKING & BICYCLING ACTIVITY

Implementing the active transportation recommendations presented in this Plan will result in increased walking and bicycling activity compared to the estimated current activity, as discussed previously. Future numbers of walking and bicycling trips were estimated based on the Southern California Association of Governments' (SCAG) population projection of 67,300 in Montebello by 2040 and by looking at activity in nearby communities in the San Gabriel Valley.

As discussed above, current walking trips in Montebello are estimated at approximately 3,241,000 annually, with a mode share of 1.8 percent. Following implementation of the pedestrian infrastructure recommendations discussed in this chapter, walking trips are estimated to increase to as many as 4,797,000 work and school trips annually.

As discussed above, current bicycle trips in Montebello are estimated at 310,000 annually for a commute mode share of 0.6 percent. Following implementation of the bikeway recommendations presented in this chapter, bicycling trips in Montebello are estimated to increase to approximately 550,000 trips to work and school annually.