Montebello

BICYCLE MASTER PLAN

MARCH 2024

MONTEBELLO

Inside front cover

Page Intentionally blank

City of Montebello Bicycle Master Plan

Draft Plan

Prepared for:
City of Montebello
1600 West Beverly Boulevard
Montebello, CA 90640

Prepared by:
Kittelson & Associates, Inc.
750 The City Drive, Suite 410
Orange, CA 92868
714.468.1997

Project Manager:
Michael Sahimi
Senior Planner

Project Number 247610.009

February 28, 2024

Page Intentionally blank

CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

Page intentionally blank.

01
EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

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

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

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

This BMP is organized into the following chapters:

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

PLAN VISION AND GOALS

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

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

Accessibility	Safety	Encouragement
Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.	**Improve safety and the perception of safety for bicyclists.**	**Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.**
Providing comfortable and convenient bicycle facilities that offer direct pathways to important destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping. ▪ Provide bicycle facilities to and from important local and regional destinations and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency. ▪ Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and important destinations in Montebello and providing bicycle facilities to and from the trail. ▪ Improve bicycling connectivity to existing and planned transit stations. ▪ Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented. ▪ Supplement the provision of bikeways at important destinations with other bicycle-oriented amenities. ▪ Provide or encourage the provision of secure and convenient bicycle parking at important destinations. ▪ Design low-stress separated facilities and bicycle boulevards that acknowledge the needs of bicyclists of all ages and abilities.	Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include infrastructure, enforcement, and education. ▪ Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities. ▪ Improve bicyclists' perception of safety while using Montebello's circulation network with protected bicycle facilities where feasible. ▪ Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations. ▪ Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users. ▪ Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.	Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also help foster a sense of local identity, increase the visibility of bicycling in the city, and ingrain bicycling as part of Montebello's culture. In addition to education campaigns, physical design modifications can help achieve this goal and put bicycling at the forefront of the city's identity. ▪ Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello. ▪ Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events. ▪ Utilize the City's resources (such as social media channels) to promote bicycling.

BICYCLING IN MONTEBELLO TODAY

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

EXISTING MODE SHARE

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

EXISTING BICYCLE NETWORK

Bikeways are generally categorized into the following types:

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

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

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

EXISTING BARRIERS TO BICYCLING

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

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

Figure 1: Existing Bicycle Network

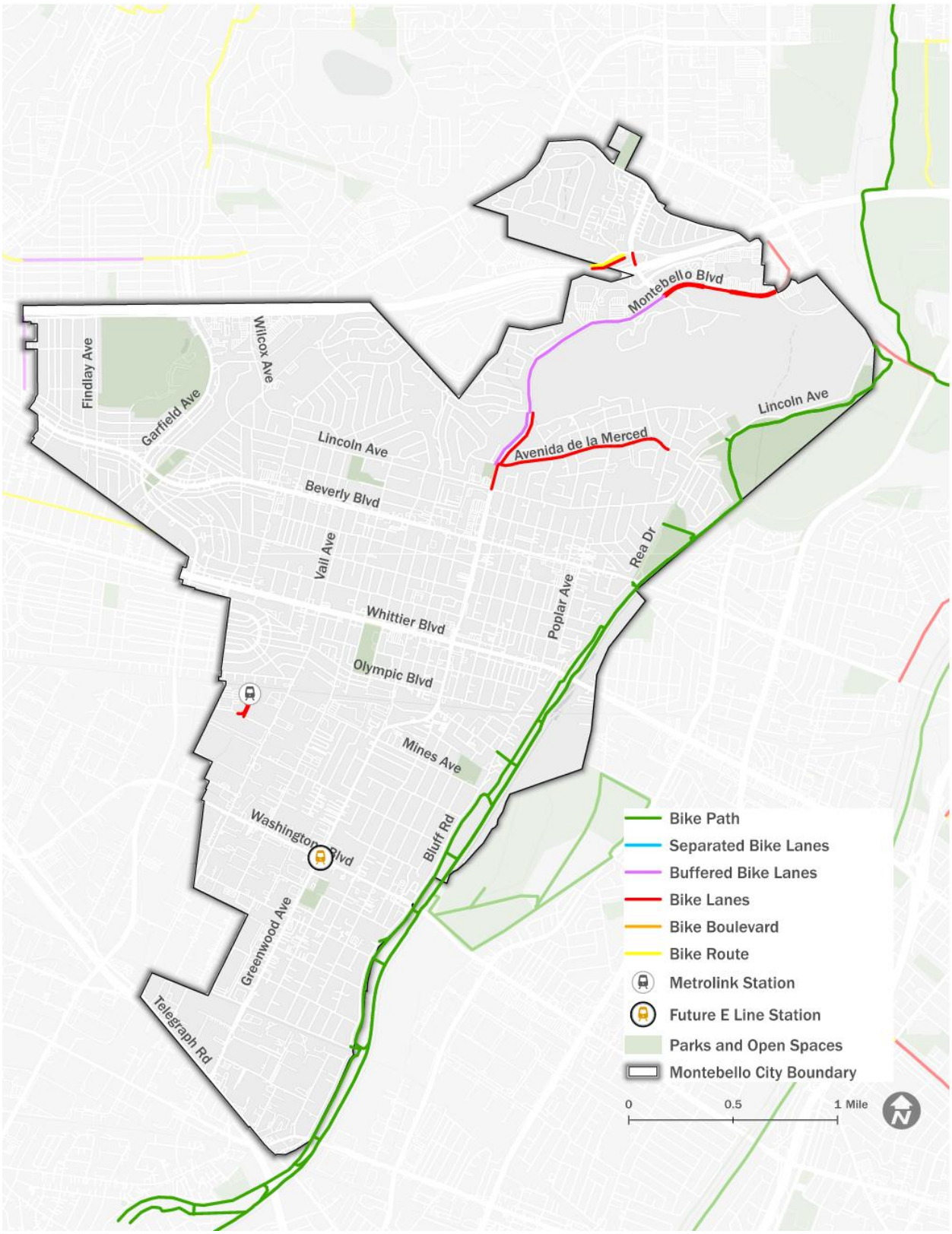
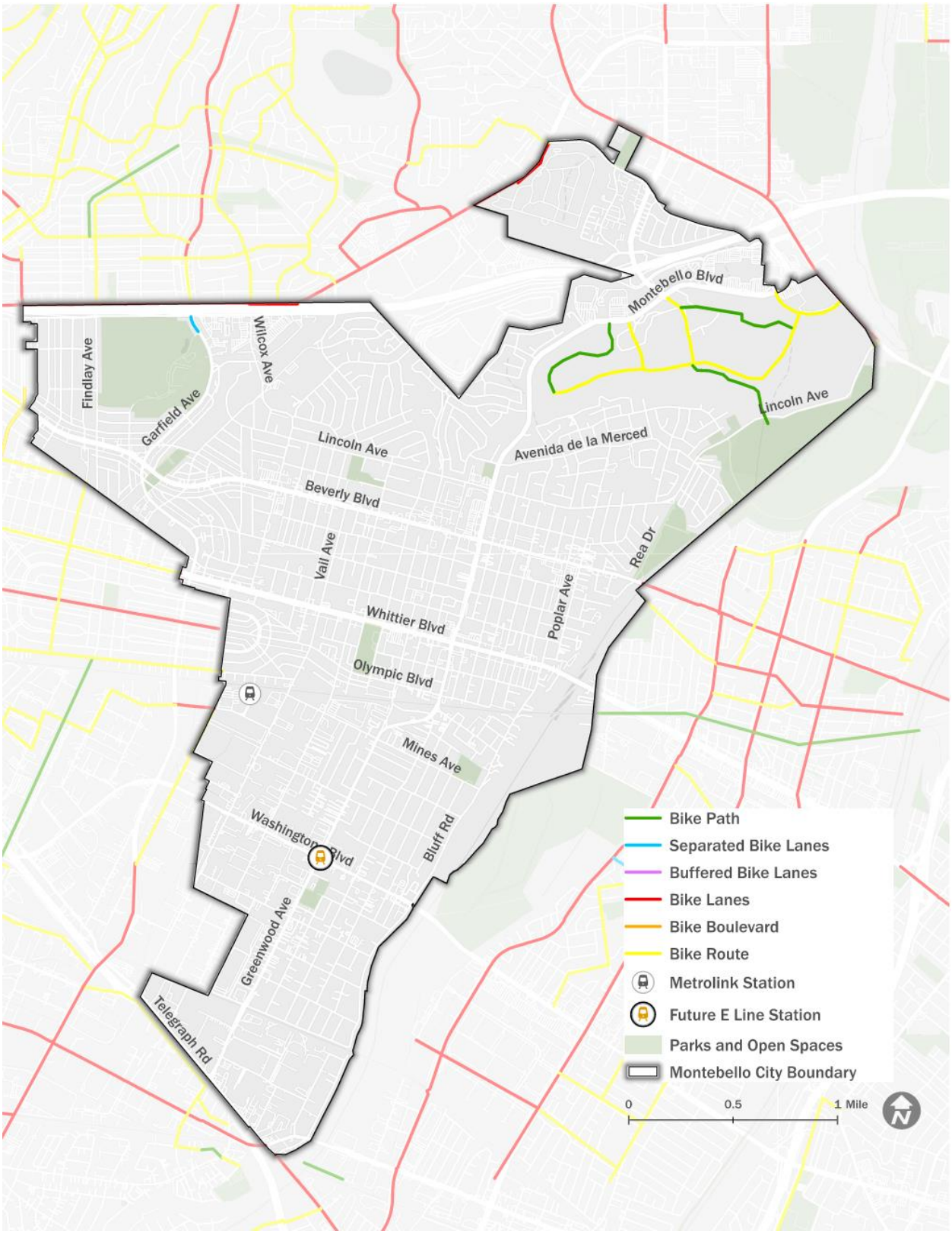
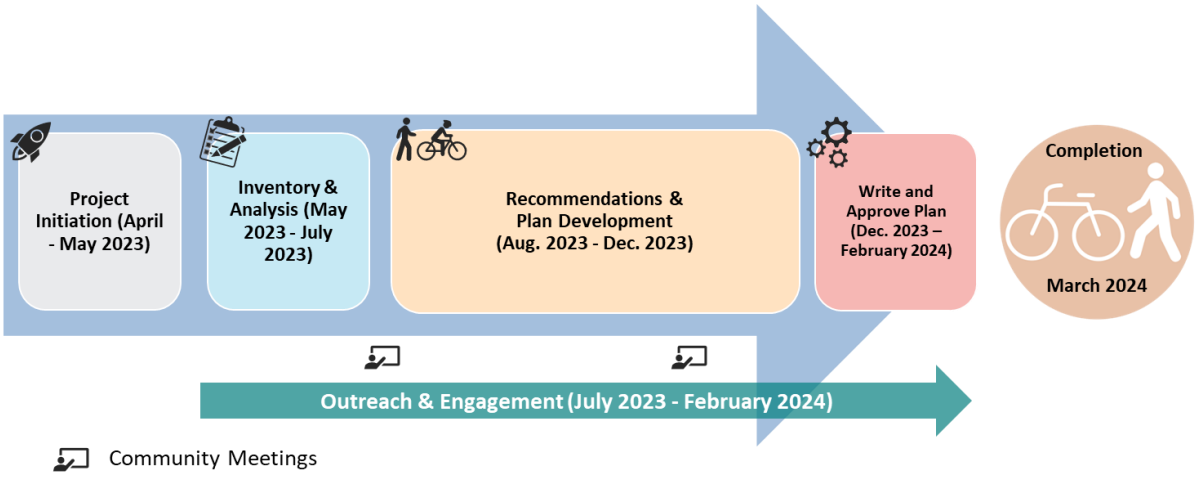


Figure 2: Other Planned Bikeways



COMMUNITY ENGAGEMENT



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

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

- **Partner agency meeting**: A focused meeting with partner agencies was held to obtain their input on key issues to address as part of this BMP. Participants included the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (LA Metro), Montebello Bus Lines, Montebello Unified School District, Montebello Fire Department, and Montebello Traffic Commission.
- **Pop-up booth**: The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The City's Planning and Community Development booth included information about the City's BMP. The purpose of the booth was to inform the public of an upcoming community workshop and the BMP's ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.
- **Community workshops**: Two community workshops were held at key project milestones. The purpose of the first workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programmatic improvements that should be included in the plan. The purpose of the second workshop was to present the preliminary infrastructure recommendations to the community, to ensure that the plan's recommendations addressed the community's needs both in terms of locations as well as facility types.
- **Website and social media outreach**: Throughout the BMP development process, the City of Montebello hosted information about the project on a dedicated project webpage on the City's website. In addition to the project website, the City's social media accounts were used to share bilingual project flyers announcing workshops and the project survey. To supplement the online outreach, the City sent emails to interested individuals and local groups.
- **Online survey and map**: An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience biking in Montebello, important biking destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments.

There were several common comments through the workshops and survey:

- Improve access to local retail centers, Downtown Montebello, parks, schools, existing and future transit stations, and the Rio Hondo River Trail.
- Implement bicycle improvements on streets such as Beverly Boulevard, Whittier Boulevard, Montebello Boulevard/Greenwood Avenue, Lincoln Avenue, Garfield Avenue, Bluff Road, and Washington Boulevard.
- Barriers to bicycling in the city include drivers speeding, slip lanes at intersections, and steep inclines in northern Montebello.
- Implement traffic circles and other traffic calming improvements to reduce driver speeds and discourage cut-through vehicle traffic.
- Other needs include intersection and crossing improvements, bicycle-oriented wayfinding signage, bicycle parking, and programs such as bicycle repair classes, open street events, community rides, and safety education to encourage bicycling and increase its visibility.

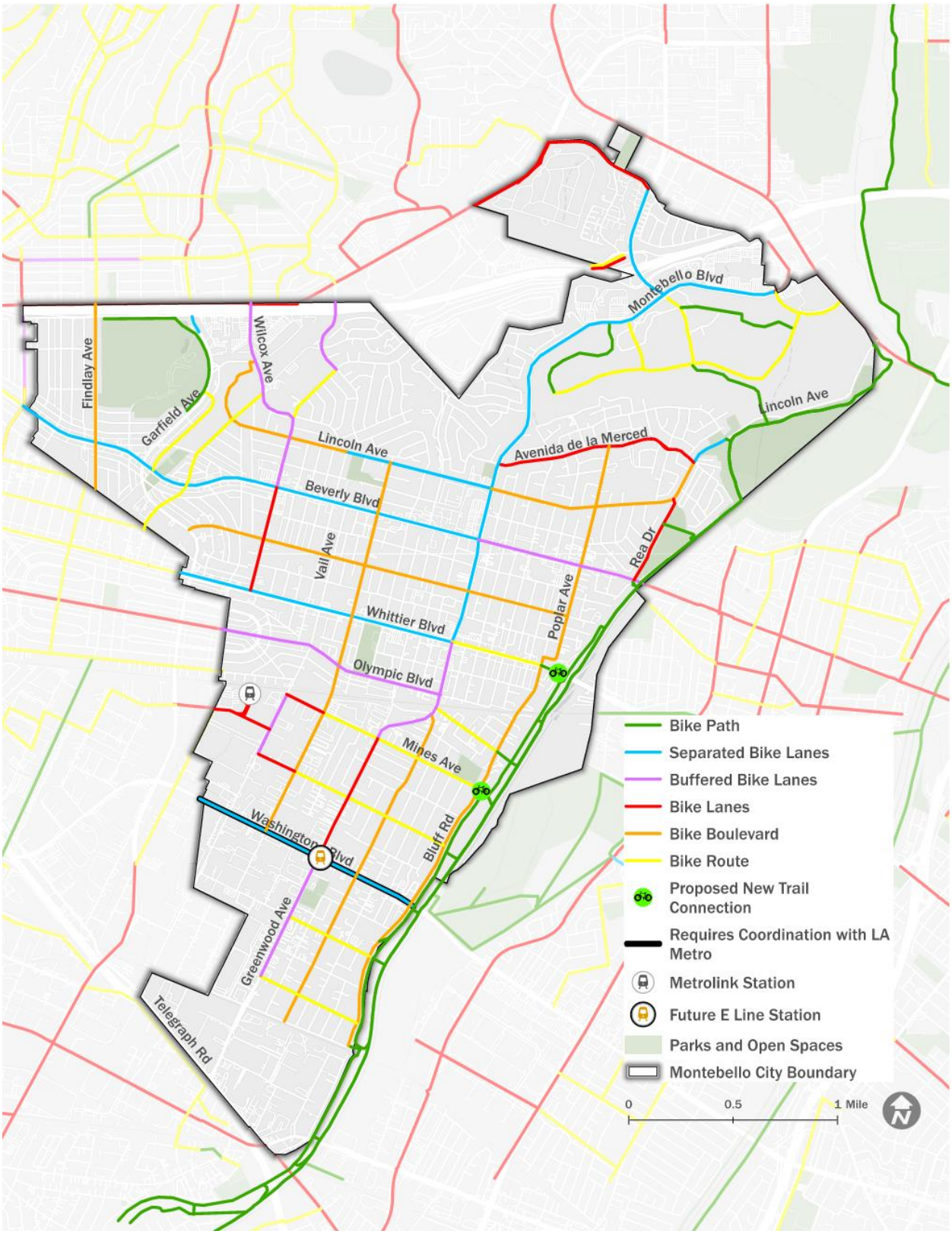
RECOMMENDED BICYCLE NETWORK

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

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

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

Figure 3: Recommended Bicycle Network



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

PRIORITY PROJECTS

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

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

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

Figure 4: Priority Bicycle Network

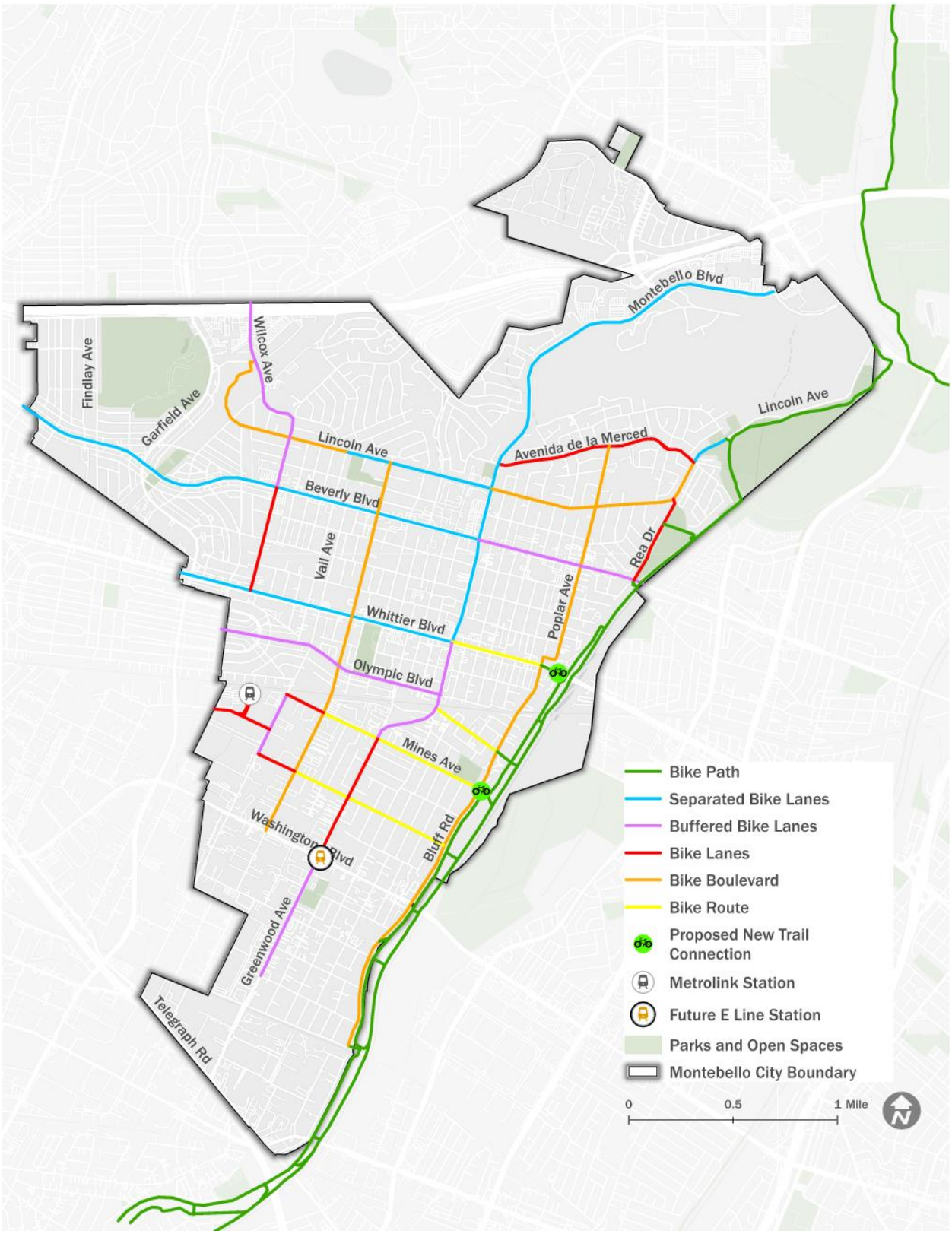


Table 1: Priority Project Information

Project	Type(s) of improvements	Average weekday daily users	Average annual VMT reduced	Lifetime GHG emission reduction	Construction cost estimate
Poplar Avenue/Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO2e	$633,000
Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO2e	$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO2e	$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO2e	$2,228,000
Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO2e	$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO2e	$3,939,000
Whittier Boulevard bike lanes, route, and path	Separated bike lanes, bike route, and bike path connection	1,310 users	675,000 miles	269 MTCO2e	$2,482,000
Avenida De La Merced bike lanes gap closure	Bike lanes	360 users	184,000 miles	74 MTCO2e	$30,000
Montebello Boulevard/ Greenwood Avenue bike lanes	Separated bike lanes, buffered bike lanes, and bike lanes	860 users	442,000 miles	176 MTCO2e	$4,325,000
Rea Drive Bike lanes	Bike lanes	80 users	39,000 miles	16 MTCO2e	$73,000
Wilcox Avenue bike lanes	Buffered bike lanes and bike lanes	620 users	317,000 miles	126 MTCO2e	$649,000

RECOMMENDED PROGRAMS AND POLICIES

In addition to recommended infrastructure improvements, the BMP includes programs, policies, and strategies that the City can employ to improve bicycling conditions. These are outlined in **Table 2**. The recommendations are divided into the following categories, each of which consists of several topic areas:

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

Table 2: Recommended Programs and Policies

Category	Topic area	Recommendations
Infrastructure and operations	Bicycle facility and roadway design	Follow national and statewide best design practices (such as those documented by National Association of City Transportation Officials [NACTO]) when designing and implementing dedicated and shared bicycle facilities on City streets.
		Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bike routes at unsignalized arterial crossings.
		Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.
		Continue to monitor research and guidance pertaining to electric bikes (e-bikes) and incorporating their needs when designing bicycle facilities in the city.
		Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.
	Bicycle-supportive amenities	Update the City Transportation Demand Management (TDM) and parking ordinances for new development projects and increase bicycle parking requirements to reflect changes in short and long-term bicycle parking needs for various land uses.
		Continue to provide sufficient and well-designed bicycle parking at city properties best on the most up-to-date best design practices.
		Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City rights-of-way.
		Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporating its needs into the City's bicycle parking and municipal requirements.
		Develop and implement a citywide bicycle wayfinding program to guide bicyclists to important destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.
		Implement bicycle hubs at important destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.
Planning and evaluation	Roadway network planning	Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.
		Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics, per the City's *Transportation Study Guidelines*.
		Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.
	Data collection and monitoring	Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at city properties.
		Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.
		Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.

Category	Topic area	Recommendations
	Community participation and input	Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and bicycling conditions; use City events and social media as additional opportunities to further gather community input.
Funding	Grant funding	Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, Southern California Association of Governments (SCAG), Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
		Pursue grant funding from SCAG, LA Metro, and other organizations (such as the Metro Open Streets Grant Program) for carrying out open street events and demonstration projects.
		Maintain competitiveness for LA Metro grant assistance and funding and build off of the City's Complete Streets-oriented General Plan by formally adopting a Complete Streets Policy or Ordinance.
	Sustainable funding sources	Include BMP projects as part of the City's Capital Improvement Program (CIP).
Implementation	Quick-build and interim facilities	Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.
		Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic, including as part of this BMP's recommended bike boulevards.
		Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.
	Inter-agency coordination	Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.
		Collaborate with Caltrans on implementing bicycle facilities along SR-60 ramps and over or underpasses.
		Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.
		Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.
		Explore partnerships with San Gabriel Valley Council Governments (SGVCOG), LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.
Education and enforcement	Safety and awareness	Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
		Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses, and to develop a Safe Routes to School Plan.
		Partner with community-based organizations to host activities such as open street events and community bicycle rides.
		Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.
	Equitable enforcement	Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.

Category	Topic area	Recommendations
		Deprioritize enforcement of bicycling and walking infractions such as sidewalk bicycle riding and jaywalking.
		Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

FUNDING AND IMPLEMENTATION

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

FUNDING SOURCES

Most funding for the improvements recommended in the BMP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. Relevant funding sources are listed in **Table 3**.

Table 3: Funding Sources

Federal sources	State sources	Regional and county sources
▪ Congestion Management & Air Quality (CMAQ) ▪ Land and Water Conservation Fund (LWCF) ▪ Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant ▪ Infrastructure Jobs and Investment Act (IIJA)	▪ Senate Bill 1 ▪ Highway Safety Improvement Program (HSIP) ▪ Regional Early Action Planning (REAP 2.0) Grants ▪ Active Transportation Program (ATP) Grants ▪ Sustainable Transportation Planning Grant Program ▪ State-Local Partnership Program (LPP) ▪ Affordable Housing and Sustainable Communities (AHSC) Program ▪ Office of Traffic Safety (OTS) Grants ▪ State Highway Operation and Protection Program (SHOPP) ▪ State Transportation Improvement Program (STIP) ▪ Recreational Trails Program (RTP) ▪ Transformative Climate Communities (TCC) Program ▪ Environmental Enhancement and Mitigation (EEM) Grant Program ▪ Urban Greening Grant Program ▪ Environmental Justice (EJ) Small Grants Program	▪ Transportation Development Act (TDA) Article 3 ▪ SCAG Sustainable Communities Program ▪ Los Angeles Metro Open Streets Grant Funding ▪ Los Angeles Metro Local Return Program

NEAR-TERM (5-YEAR) IMPLEMENTATION

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

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

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

PERFORMANCE MEASURES

The BMP includes performance measures which the City can track to evaluate progress toward plan implementation over time while being tied back to BMP goals. Recommended performance measures organized under the BMP goals are shown in **Table 4**.

Table 4: Montebello BMP Performance Measures

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

Goal	Performance measure	Measurement
	User perceptions	On-site or citywide user surveys that assess user comfort and perception on bicycle network.
	Number of outreach events held	Number of outreach and encouragement events held.
	Social media engagement	Number of bicycle- and safety-related social media posts published.

02
INTRODUCTION

INTRODUCTION

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

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

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

PROJECT BACKGROUND

The City of Montebello developed this BMP to identify bicyclist needs across the city, develop a set of goals and actions to address those needs, and create a bikeway network that provides safe and comfortable facilities to encourage bicycling in the city. At this time, the bikeway network within Montebello is limited to approximately five (two-way) miles of bike and buffered lanes along segments of Montebello Boulevard, Avenida de la Merced, Paramount Boulevard, and Market Place Drive. The regional Rio Hondo River Trail runs along the City's eastern limits, with several access points connecting to local streets. Despite the limited number of current bicycle facilities, the city's relatively flat topography south of Beverly Boulevard, its network of interconnected arterial and local streets, and its various local attractions provide opportunities to create a rich bikeway network throughout the city.

The City of Montebello has an estimated population of 62,640 covering approximately 8.37 square miles.[1] It is located within the boundaries of both the Gateway Cities Council of Governments (GCCOG) and the San Gabriel Valley Council of Governments (SGVCOG). Montebello is bordered by the cities of Commerce, Monterey Park, Pico Rivera, and Rosemead, as well as portions of unincorporated Los Angeles County. Interstate 5 (I-5) serves as the city's southern border, and California State Route 6o (SR-60) forms part of the city's northern border. The City's roadway network generally consists of a network of arterial roadways, connected by a grid of local residential streets.

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

RELATIONSHIP TO OTHER PLANS AND POLICIES

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

[1] US Census Bureau 2020 Decennial Census

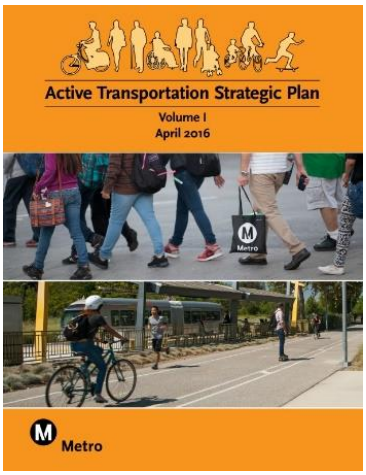
LOCAL AND REGIONAL

Montebello Bike Lane Feasibility Study (2013)

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

LA Metro Active Transportation Strategic Plan (2016)

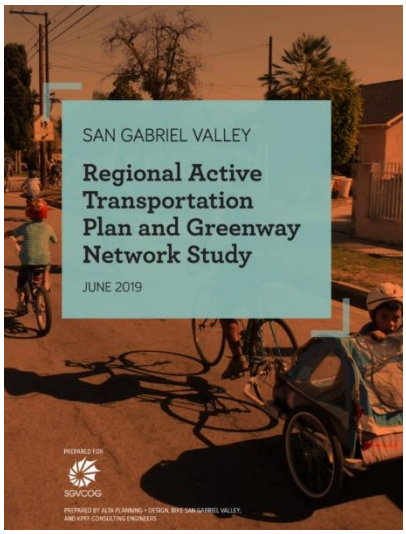
The *LA Metro Active Transportation Strategic Plan* (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bicycle. It serves as a roadmap for local cities and other stakeholders to identify improvements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



GCCOG Strategic Transportation Plan Active Transportation Element (2016)

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

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



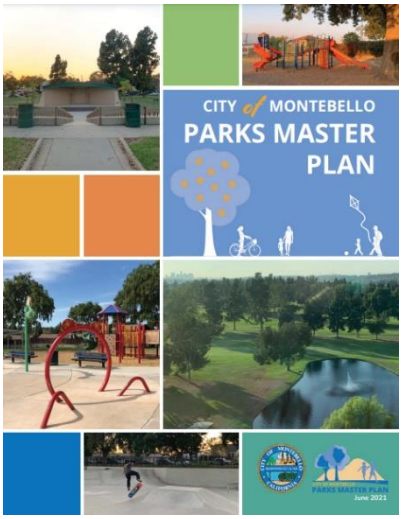
SGVCOG Regional Active Transportation Plan and Greenway Network Study (2019)

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

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

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

Montebello Parks Master Plan (2021)



The *Montebello Parks Master Plan* provides an assessment of Montebello's parks and playgrounds system, considering future growth in the community. The plan is intended to provide a realistic view of the City's parks and facilities as they exist now and as they could evolve in the future. The findings of the *Parks Master Plan* helped shape the BMP's assessment of the need for bicycle facilities to connect to open spaces and parks throughout the city.

Montebello Safe Travel Plan (2022)

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

Montebello General Plan (2024)

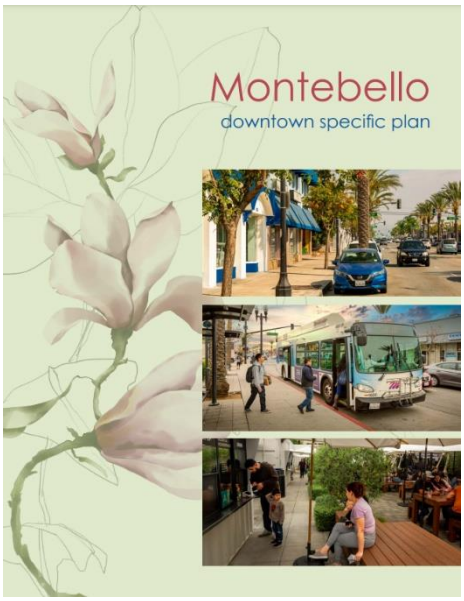
The *Montebello General Plan* is the primary planning document for Montebello and serves to guide development in the city. The plan's "Our Accessible Community" section provides the policy framework for the regulation and development of transportation systems, balancing the demands of the various transportation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

- **Policy 4.1:** Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.
  - **Action 4.1a:** Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.
  - **Action 4.1b:** Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets.
  - **Action 4.1c:** Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.

- **Action 4.1d:** Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.
- **Action 4.1e:** Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.
- **Action 4.1f:** Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.
- **Action 4.1g:** Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.
- **Action 4.1h:** Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.

Downtown Montebello Specific Plan (2024)

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



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

Montebello First Mile/Last Mile Master Plan (Ongoing)

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

LA Metro Eastside Transit Corridor Phase 2 (Ongoing)

The extension of the Metro L in Los Angeles is ongoing and is currently being evaluated by LA Metro. The proposed expansion aims to extend the current endpoint in East Los Angeles and reach Whittier, covering approximately nine miles. The extension would pass through several cities, including Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier - Los Nietos. The extension would traverse densely populated, low-income

communities that heavily rely on public transportation, and it would also serve significant activity centers along the way.

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

Southern California Association of Governments Connect SoCal 2024 (Ongoing)

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

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

STATE

California Bicycle Transportation Act

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

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

California Complete Street Act of 2008

The California Complete Streets Act of 2008 requires cities and counties to include in the circulation elements of their general plans, policies, and programs supporting the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for

all users to travel effectively by automobile, foot, bicycle, and transit to reach key destinations within their community and the larger region. The BMP supports this act by improving the ease and accessibility of bicycle facilities and connecting those improvements with local destinations and travel patterns.

FEDERAL

Americans with Disabilities Act

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

VISION AND GOALS

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

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

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

Goal 1: Accessibility

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

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

Goal 2: Safety

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

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities.
- Improve bicyclists' perception of safety while using Montebello's circulation network with protected bicycle facilities where feasible.
- Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

Goal 3: Encouragement

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

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

03
INTRODUCTION

BICYCLING IN MONTEBELLO TODAY

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

MODE SHARE AND DEMOGRAPHICS

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

Table 5: Local Bicycle Commuting and Vehicle Ownership Statistics

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

SOURCE: 2019 US CENSUS AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATE

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

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

DISADVANTAGED COMMUNITIES

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

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

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

BICYCLING ACTIVITY LEVELS AND PATTERNS

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

- 53% of riders were on arterial streets, with 28% riding on streets with a posted speed limit of 35 miles per hour.
- 40% were observed riding on sidewalks.
- 5% were observed riding in the wrong direction and/or on the wrong side of the road.

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

As shown in **Table 6**:

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

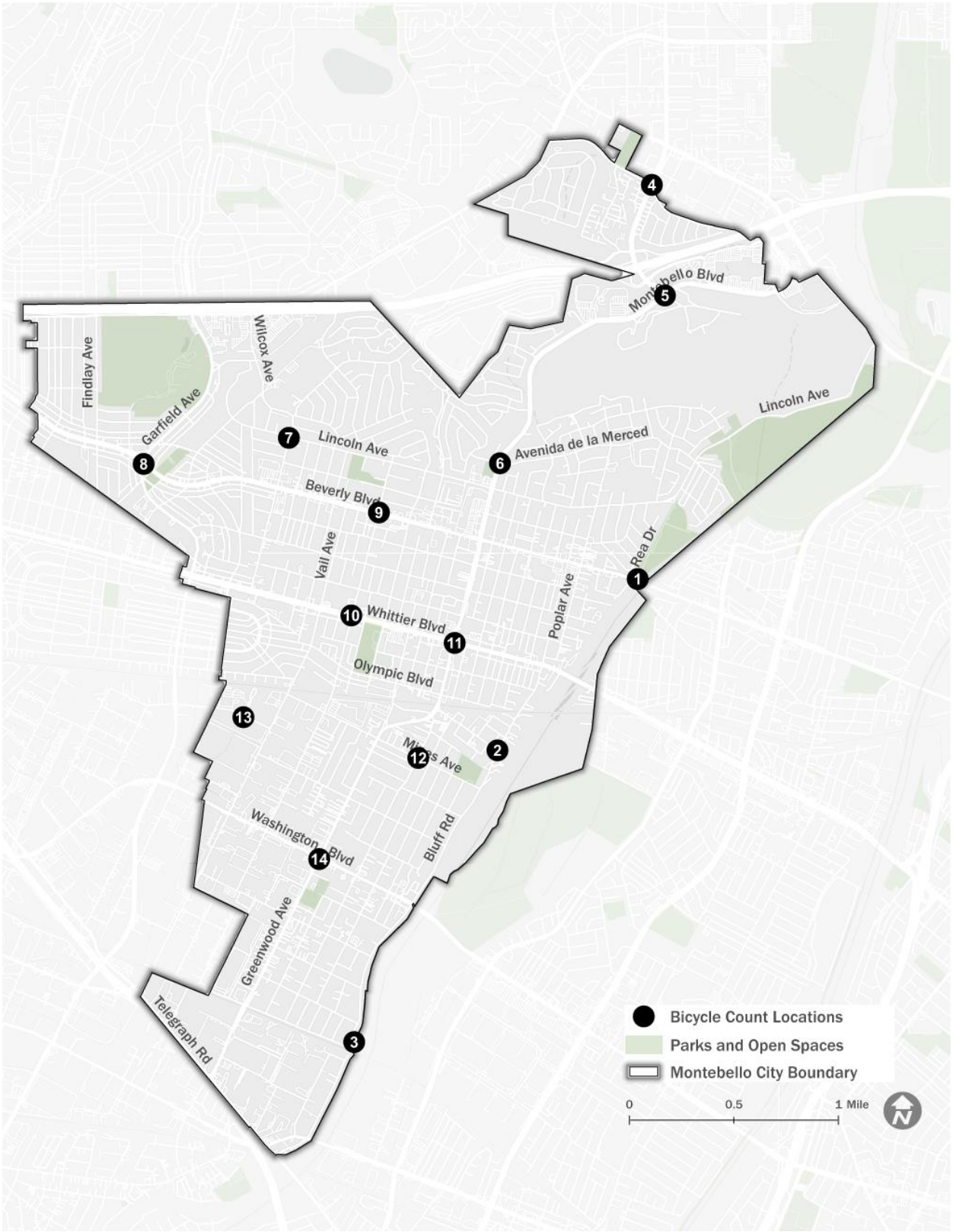
Table 6: June 2023 Bicycle Counts

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

Location		Thursday 7 a.m.-9 a.m.	Thursday 4 p.m.-6 p.m.	Saturday 11 a.m.-1 p.m.	TOTAL
#4 – Paramount Blvd. / Arroyo Dr.	North leg – Paramount Blvd.	3	2	0	5
	West leg – Arroyo Dr.	2	2	0	4
	South leg – Paramount Blvd.	4	1	0	5
	East leg – Arroyo Dr.	1	3	0	4
	TOTAL	**10**	**8**	**0**	**18**
#5 – Paramount Blvd. / Montebello Blvd.	North leg – Paramount Blvd.	1	9	0	10
	West leg – Montebello Blvd.	2	15	0	17
	East leg – Montebello Blvd.	1	6	0	7
	TOTAL	**4**	**30**	**0**	**34**
#6 – Montebello Blvd. / Ave. De La Merced	North leg – Montebello Blvd.	4	7	1	12
	West leg – Ave. De La Merced	0	0	3	3
	South leg – Montebello Blvd.	3	3	1	7
	East leg – Ave. De La Merced	5	4	3	12
	TOTAL	**12**	**14**	**8**	**34**
#7 – Wilcox Ave. / Lincoln Ave.	North leg – Wilcox Ave.	3	5	0	8
	West leg – Lincoln Ave.	1	1	2	4
	South leg – Wilcox Ave.	4	5	1	10
	East leg – Lincoln Ave.	0	1	3	4
	TOTAL	**8**	**12**	**6**	**26**
#8 – Garfield Ave. / Beverly Blvd.	North leg – Garfield Ave.	8	10	7	25
	West leg – Beverly Blvd.	8	8	6	22
	South leg – Garfield Ave.	7	11	8	26
	East leg – Beverly Blvd.	7	7	5	19
	TOTAL	**30**	**36**	**26**	**92**
#9 – Maple Ave. / Beverly Blvd.	North leg – Maple Ave.	1	4	1	6
	West leg – Beverly Blvd.	6	4	2	12
	South leg – Maple Ave.	1	3	1	5
	East leg – Beverly Blvd.	6	5	2	13
	TOTAL	**14**	**16**	**6**	**36**
#10 – Maple Ave. / Whittier Blvd.	North leg – Maple Ave.	5	1	0	6
	West leg – Whittier Blvd.	16	17	9	42
	South leg – Maple Ave.	5	1	0	6
	East leg – Whittier Blvd.	16	17	9	42
	TOTAL	**42**	**36**	**18**	**96**
#11 – Montebello Blvd. / Whittier Blvd.	North leg – Montebello Blvd.	1	5	4	10
	West leg – Whittier Blvd.	11	11	16	38
	South leg – Montebello Blvd.	1	9	5	15
	East leg – Whittier Blvd.	11	9	17	37
	TOTAL	**24**	**34**	**42**	**100**
#12 – Montebello Blvd. / Mines Ave.	North leg – Montebello Blvd.	4	4	3	11
	West leg – Mines Ave.	4	8	8	20
	South leg – Montebello Blvd.	5	6	5	16
	East leg – Mines Ave.	5	14	12	31
	TOTAL	**18**	**32**	**28**	**78**
#13 – Metrolink Access / Flotilla St.	North leg – Metrolink Access	6	4	1	11
	West leg – Flotilla St.	7	5	1	13
	East leg – Flotilla St.	11	7	2	20
	TOTAL	**24**	**16**	**4**	**44**

Location		Thursday 7 a.m.-9 a.m.	Thursday 4 p.m.-6 p.m.	Saturday 11 a.m.-1 p.m.	TOTAL
#14 – Greenwood Ave. / Washington Blvd.	North leg – Greenwood Ave.	10	6	10	26
	West leg – Washington Blvd.	7	12	6	25
	South leg – Greenwood Ave.	10	6	10	26
	East leg – Washington Blvd.	7	12	6	25
	TOTAL	**34**	**36**	**32**	**102**
TOTAL		**266**	**362**	**263**	**891**

Figure 5: June 2023 Bicycle Count Locations



KEY DESTINATIONS

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

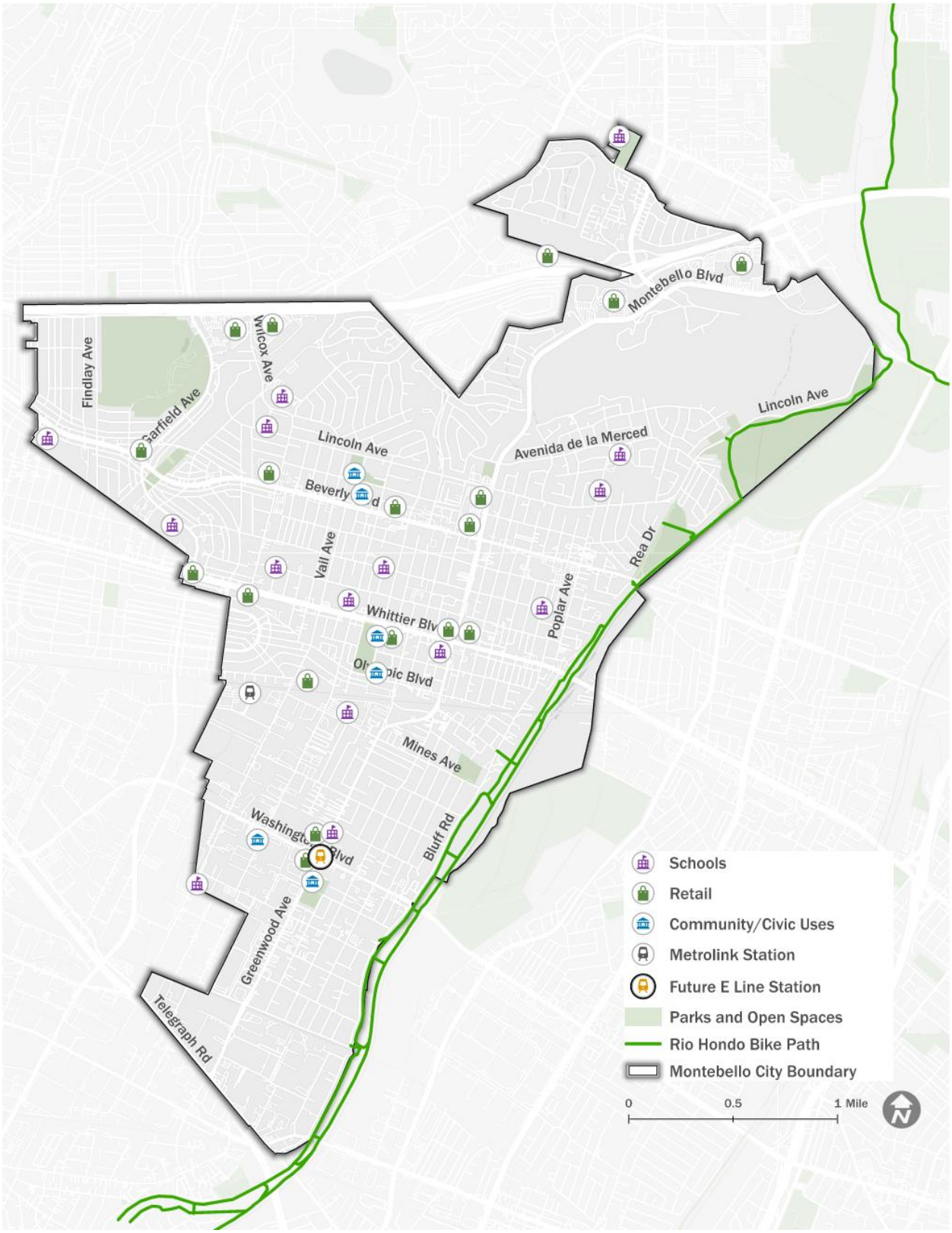
Important destinations for bicyclists in Montebello include parks and recreation, schools, transit stations, retail establishments, and community and civic uses, as shown in **Figure 6.** Safe and convenient connections to these types of destinations are important to individuals who are reliant on public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

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

MONTEBELLO/COMMERCE METROLINK STATION

MONTEBELLO REGIONAL LIBRARY

Figure 6: Key Destinations



EXISTING BICYCLE NETWORK

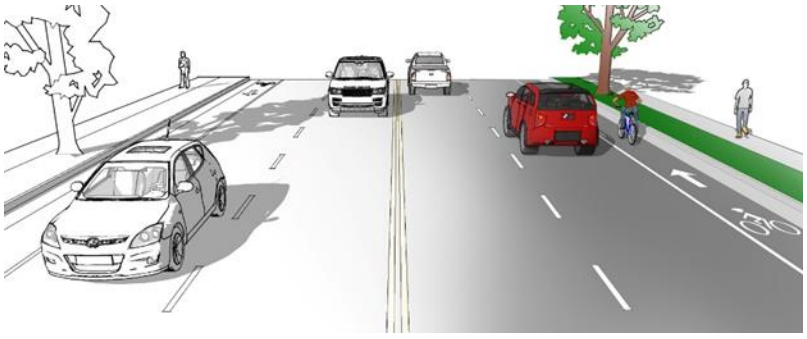
This section discusses existing on-street bikeways, off-street bikeways, and other bicycle facilities within Montebello. This information is based on an infrastructure inventory conducted in the early stages of the plan development process, as well as information from previous studies, data provided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

EXISTING BICYCLE FACILITIES

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

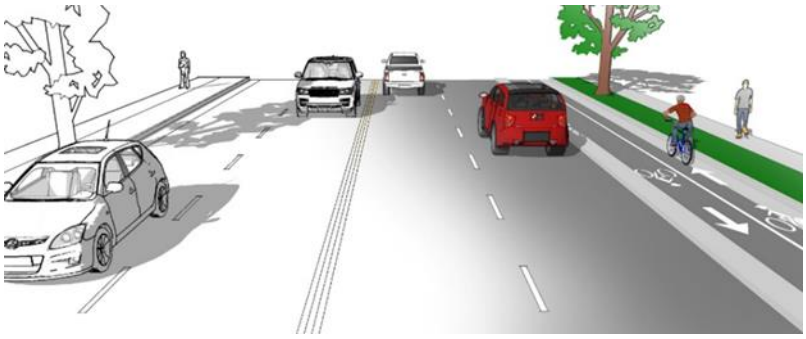
- **Bike path:** Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

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



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

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



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

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

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

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

- City Hall

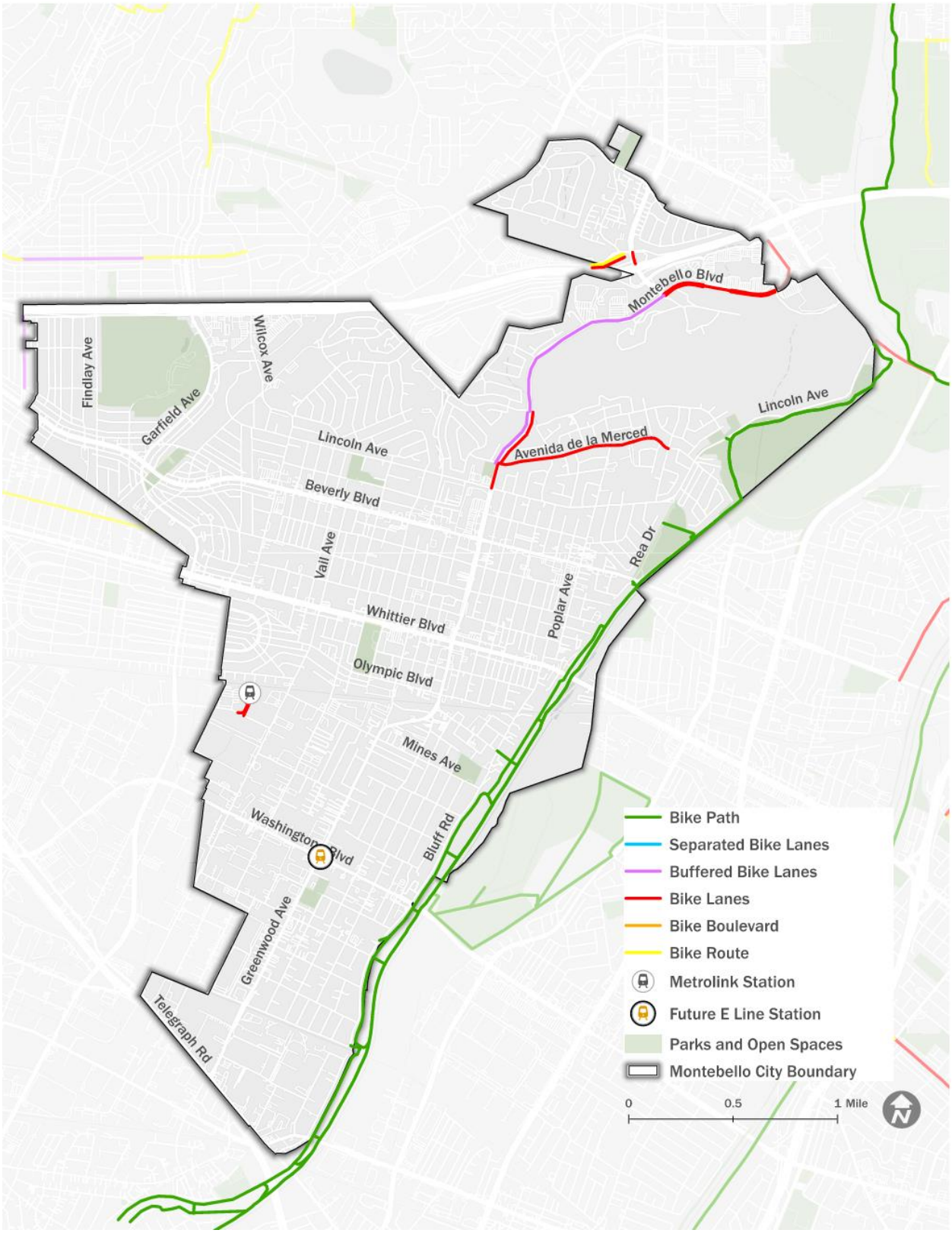
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holifield Community Center

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

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

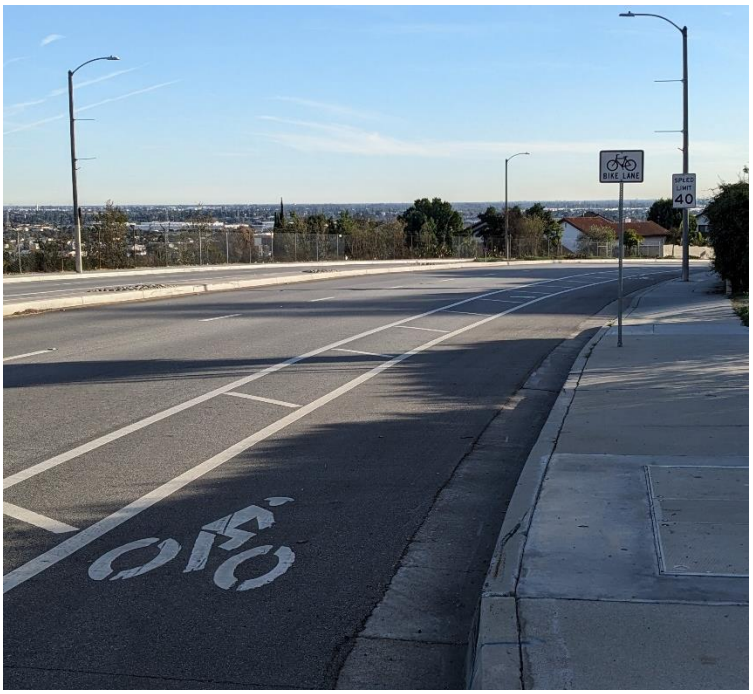
DOWNTOWN MONTEBELLO BICYCLE RACK

Figure 7: Existing Bicycle Network



RIO HONDO BIKE PATH

AVENIDA DE LA MERCED BIKE LANES



MONTEBELLO BOULEVARD BUFFERED BIKE LANES

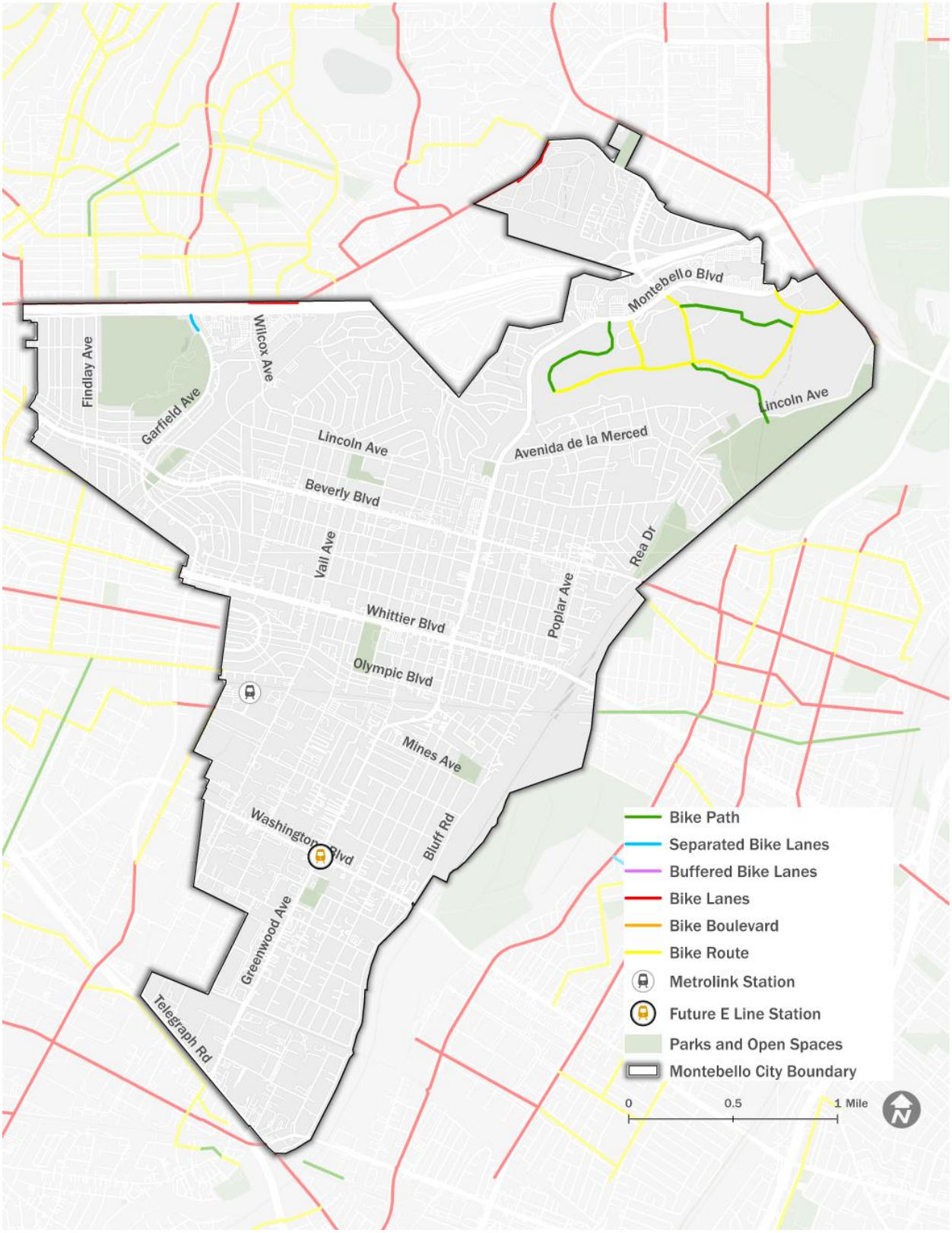
OTHER PLANNED BIKEWAY IMPROVEMENTS

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

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

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

Figure 8: Other Planned Bikeways



EXISTING PROGRAMS

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

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

BARRIERS TO BICYCLING

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

BICYCLIST SAFETY

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

- Bicyclist crashes occurred frequently along major arterials such as Beverly Boulevard, Whittier Boulevard, and at the intersection of Montebello Boulevard and Greenwood Avenue.
- There was a concentration of crashes around Montebello City Park, which includes a paved walkway throughout the park.

- Bicycle-involved crashes were three times more likely to result in a fatality or severe injury compared to vehicle-only crashes.
- The most common crash type recorded for bicycle crashes was broadside crashes.
- Traveling on the wrong side of the road was one of the most common primary crash factors reported for bicyclist-involved crashes.
- The most common age group reported in these crashes was ages 18 and under (27%). Compared to drivers, bicyclists aged 18 to 24 years old were overrepresented in the data compared to their share of the total population (21%).

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

PHYSICAL BARRIERS

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

- **Lack of bicycle facilities or supportive infrastructure for bicycling**: Given the lack of facilities, bicyclists must share the road with vehicles or share sidewalks with pedestrians to get to destinations within the city or regional destinations such as the Rio Hondo River Trail. This is paired with a lack supportive infrastructure such as convenient bicycle parking at destinations.
- **Lack of connectivity between bicycle facilities:** While there are some bicycle facilities currently in the city, they are not part of a connected network. Therefore, people who wish to ride a bicycle may not have a consistent, comfortable end-to-end trip between their origin and destination. For example, bicyclists traveling south along Montebello Boulevard must transition from dedicated bike lanes to no bicycle facilities (which requires sharing the road or the sidewalk).
- **Uncomfortable, vehicle-oriented streets with high speeds and volumes**: The primary transportation network within the city consists of arterial roads with an emphasis on vehicles throughput. Arterial roads tend to have higher speeds than local streets and serve tens of thousands of vehicles per day. These facilities create stressful conditions which could discourage bicycling. In addition, some intersections can be barriers for bicycling, as bicyclists must traverse multiple lanes of vehicle traffic to cross the intersection or make a left turn.
- **Lack of transit accessibility via bicycle**: Currently, there are no bicycle facilities connecting people to the Montebello/Commerce Metrolink Station or train stations in adjacent cities. In addition, there are no bicycle facilities connecting to the site of the future L Line Station.
- **Railroad tracks and lack of convenient or comfortable crossing locations**: Two sets of freight and passage rail tracks run through the city. The northern set of tracks, which run parallel to and south of Olympic Boulevard and serve the Montebello/Commerce Metrolink Station, cross the city at-grade and serve as an east-west barrier across multiple north-south streets. The southern set of tracks, which run parallel to and south of Sycamore Street, also crosses the city at-grade and restricts north-south travel in the portion of the city south of Greenwood Avenue.
- **Presence of vehicle parking**: Major retail centers such as Montebello Plaza and the Shops at Montebello are surrounded by parking lots, meaning that bicyclists must navigate parking spaces and drive aisles to access retail establishments. In addition, on-street parking serving commercial establishments could serve as a barrier to implementing on-street bike lanes if there is opposition to reallocating curb-to-curb space.
- **Hilly topography**: In the northernmost areas of the city, the topography may serve as a barrier to bicycling. An example of this condition is along Montebello Boulevard north of Lincoln Boulevard. Bicycling up steep terrain can be uncomfortable for some bicyclists, especially when a separation from vehicle lanes is not provided. While buffers are provided for the bike lanes along the incline

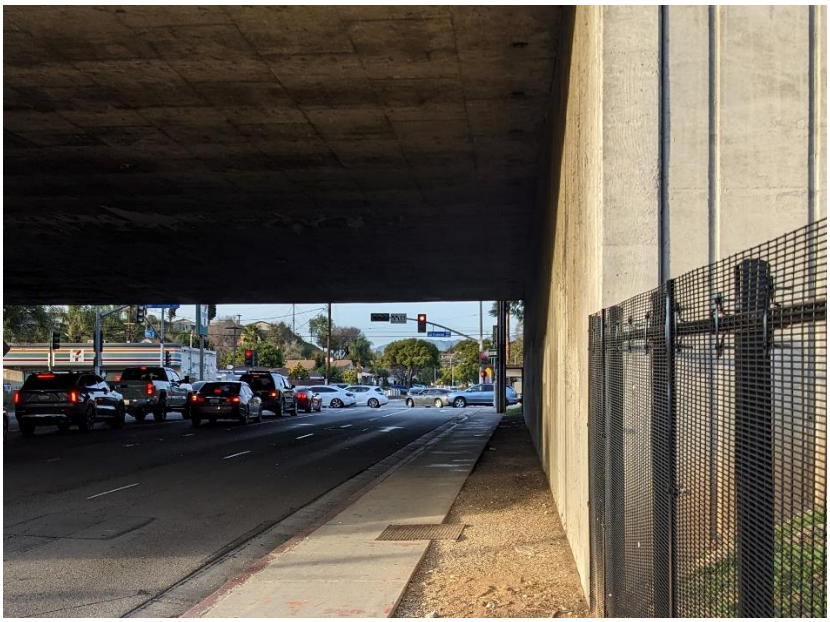
segment, speeding downhill vehicles may dissuade people from bicycling along this road. Topography also affects other roads in this area of the city such as Lincoln Avenue.

- **Freeway ramps**: SR-60 runs in the east-west direction along the city's northern limits. Bicyclists who wish to access destinations north of the freeway must often pass at least one set of freeway ramps. These ramps can be barriers for bicyclists to cross, most significantly the multiple ramps along Paramount Boulevard. It should be noted that these facilities are under Caltrans' jurisdiction, which must be addressed when planning bicycle facilities at these locations. In addition, freeway overpasses (such as those at Vail Avenue, Wilcox Avenue, Garfield Avenue, and Findlay Avenue) can be dark, noisy, and uncomfortable for bicyclists and can also serve as a constraint to implementing bike lanes along intersecting arterials.

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

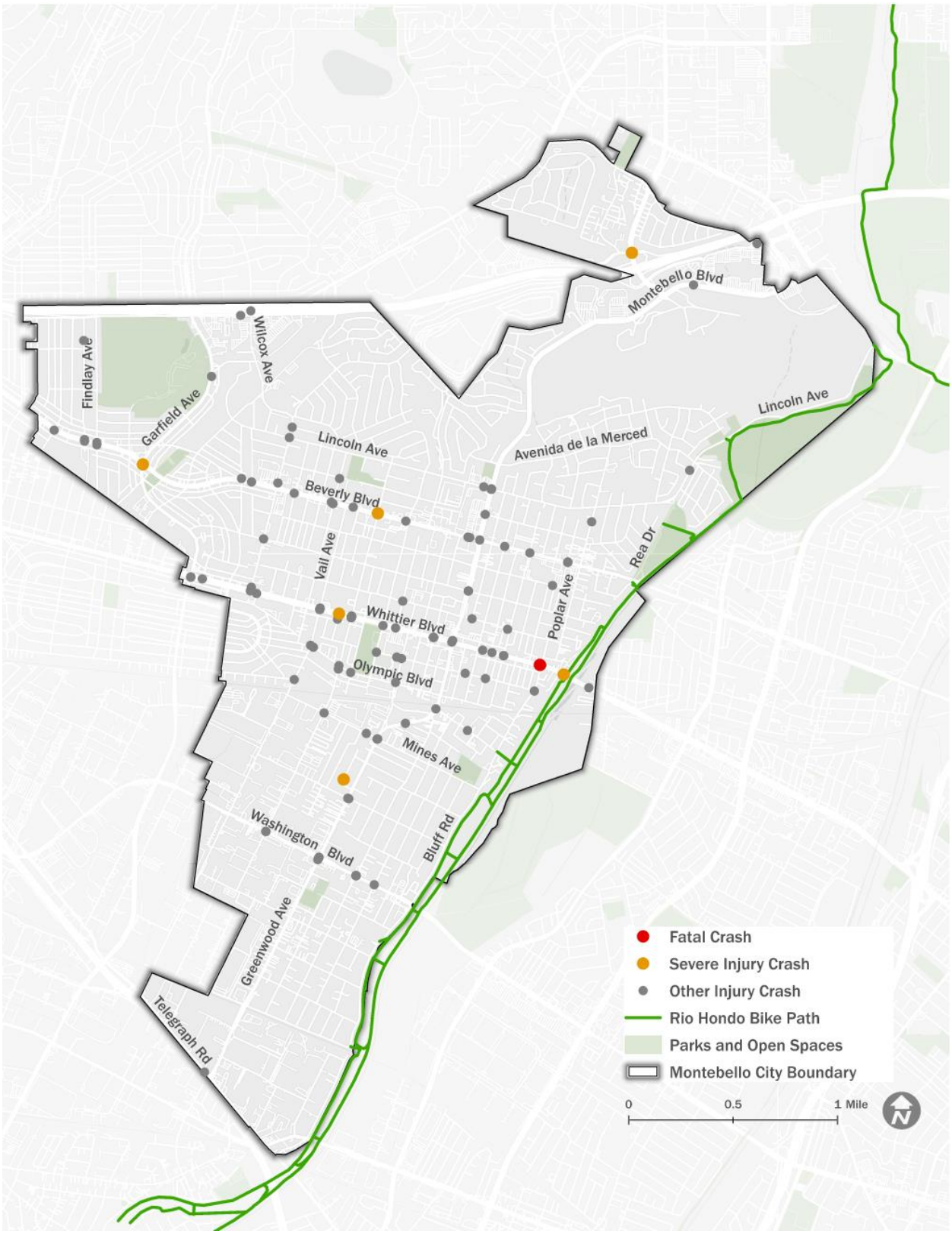
MONTEBELLO PLAZA PARKING LOT

MONTEBELLO BOULEVARD INCLINE



WILCOX AVENUE UNDERPASS

Figure 9: Bicyclist-Involved Crashes (2015-2019)



04

BICYCLING IN MONTEBELLO TODAY

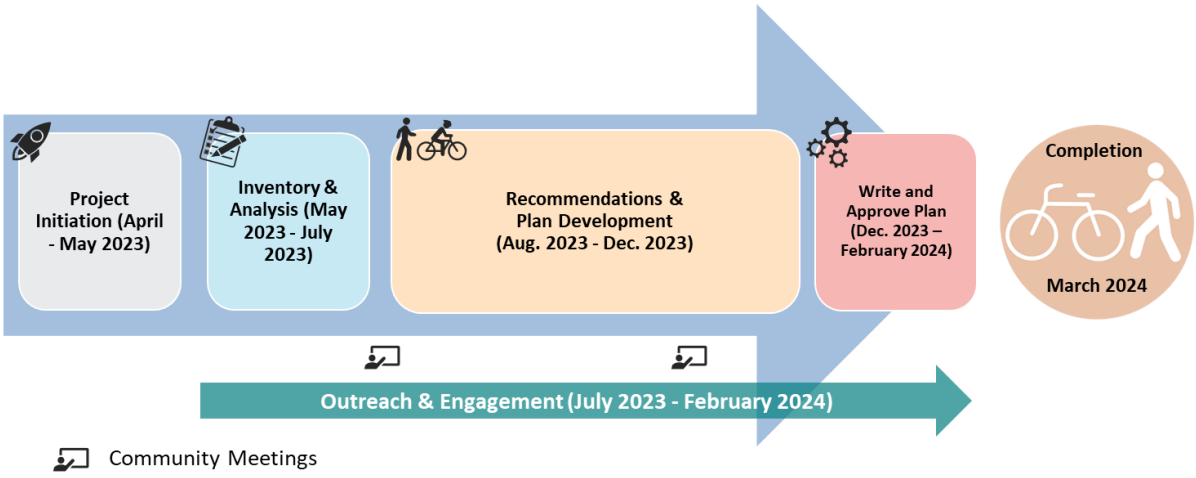
COMMUNITY ENGAGEMENT

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

OVERVIEW

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

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



PARTNER AGENCY MEETING

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

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

Feedback received during this meeting included the following:

- LA Metro has initiated a first/last mile plan for the proposed L Line Station at Greenwood Avenue and Washington Boulevard, with a half-mile focus area for pedestrians and a three-mile radius for bicycle and other wheeled modes. LA Metro intends to fold in existing local plans into their station area planning.

- The plan should consider conflict zone green striping, high visibility crosswalks, separated bikeways, and raised crosswalks.
- The bicycle plan should explore bicycle and pedestrian leading traffic signal intervals at the underpass of the SR-60 and at major intersections.
- Slip lanes are an issue for pedestrians and bicyclists in the city and should be examined as part of the BMP.
- Driver speeding is a common issue throughout the city, including on Beverly Boulevard, Wilcox Avenue, Whittier Boulevard, and Garfield Avenue.
- The City should develop mobility hubs in popular areas, near development such as the golf course, downtown, and Metro Heights. Mobility hubs would include things such as bicycle parking and other supportive amenities such as bicycle repair stations.
- The plan should examine enforcement and education, including programs such as walking buses to school.

POP-UP BOOTH

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

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

DOWNTOWN STREET FEST BOOTH

COMMUNITY WORKSHOPS

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

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

Feedback obtained at this first workshop is summarized below:

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

A second community workshop was held on Thursday November 9, 2023, from 6:00 p.m. to 8:00 p.m. at the Montebello Senior Center. The purpose of this second workshop was to present the preliminary infrastructure recommendations to the community, to ensure that the plan's recommendations addressed the community's needs both in terms of locations and facility types. Attendees were supportive of the draft bicycle network that was presented and helped the project team refine and update the recommendations along additional roads. The community input was incorporated and led to the development of the final recommended bicycle network that is presented in this BMP.

First Community Workshop Group Discussion

Second Community Workshop Mapping Activity

WEBSITE AND SOCIAL MEDIA OUTREACH

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

PROJECT FLYER

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

- A & C Bike Shop
- ActiveSGV
- American Legion Post 272
- Ark Montebello
- California Yuan Yung Buddhism Center
- Elks Lodge
- First United Methodist Church of Montebello
- Holy Cross Armenian Apostolic Cathedral
- Lions Club
- Los Angeles County Bicycle Coalition
- Los Angeles County Supervisor (1st District)
- Mexican-American Opportunity Foundation
- Montebello Bicycle Coalition
- Montebello Chamber of Commerce
- Montebello-Commerce YMCA
- Montebello Unified School District

- Our Lady of the Miraculous Medal Catholic Church

ONLINE SURVEY AND MAP

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

ONLINE SURVEY FINDINGS COMMUNITY FEEDBACK

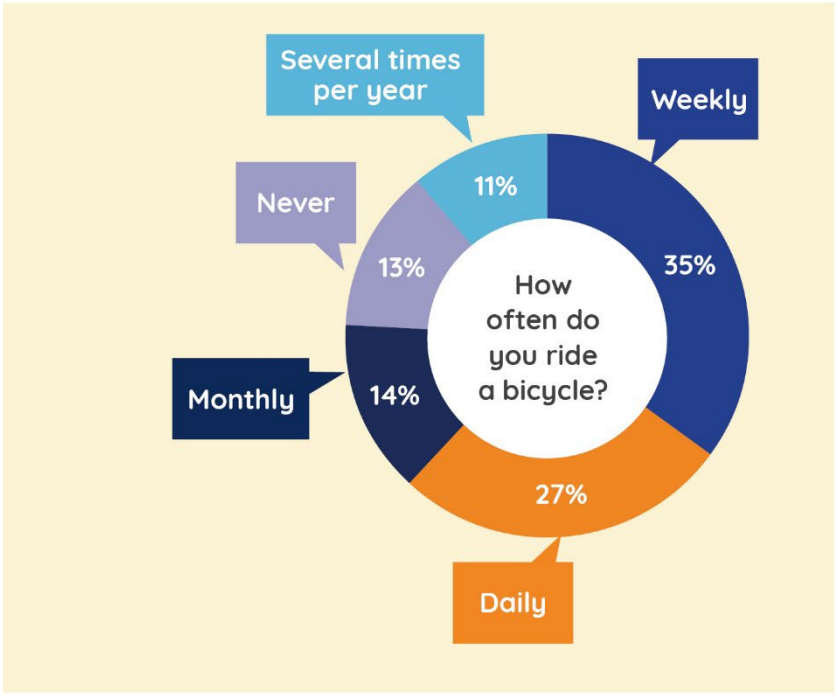
Feedback was collected throughout the multiple workshops and meetings and was summarized in the preceding section. In addition, the online survey and map provided valuable insights into the public's preferences for bicycle improvements in the city and supplemented the input collected during the in-person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

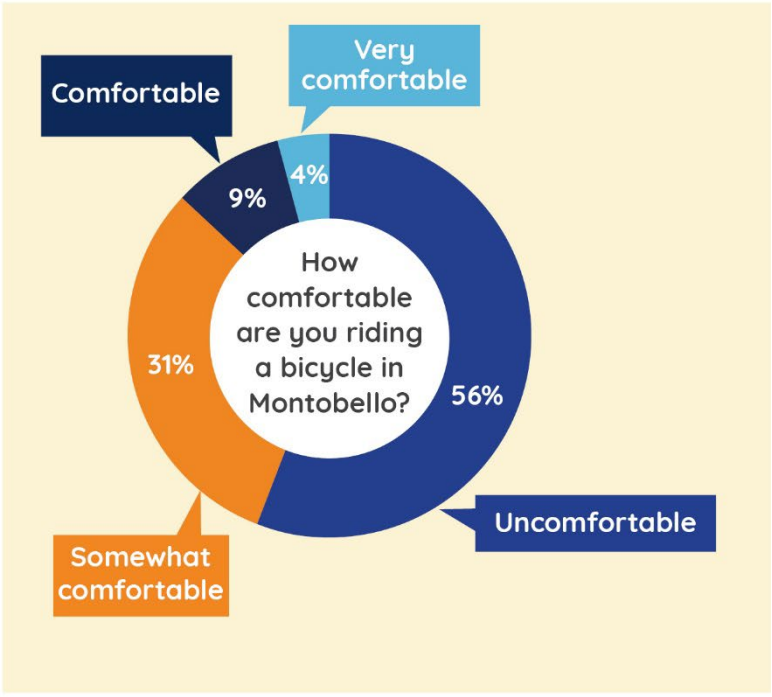
- Participants were asked which destinations are challenging to bicycle to and/or which destinations they wish to access by bicycling. The most common locations were general retail and shopping, major streets, Downtown Montebello, parks, LA Metro Atlantic Station, BLVD MRKT, Montebello Town Center/the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

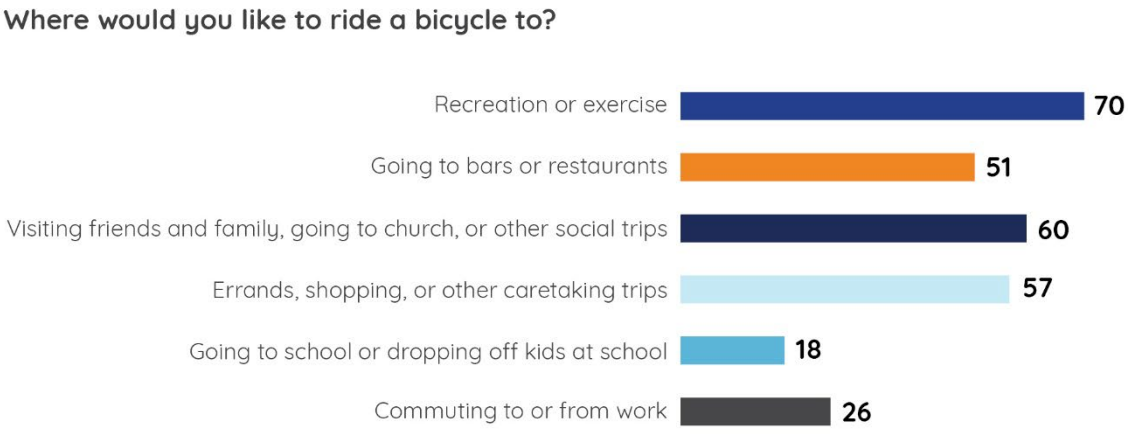
In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. Feedback generally aligned with what was provided through the open survey questions. In total, 74 comments were provided on the map, with the most common categories summarized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

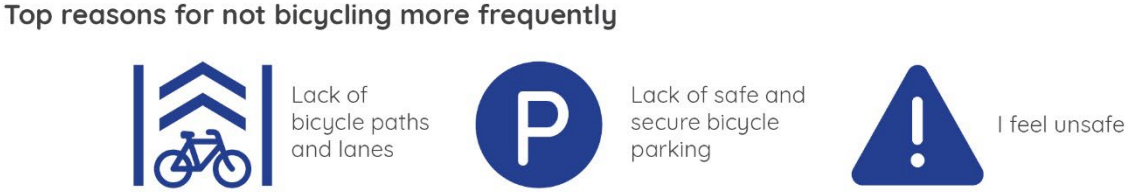
- Beverly Boulevard should be improved with a dedicated bicycle facility as it is currently uncomfortable or unsafe for bicyclists. This includes providing a better connection to the Rio Hondo River Trail, Beverly Hospital, shops and restaurants, City Hall, and Montebello Library. (12 responses)
- Slip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

Figure 10: Online Survey Responses









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

	Street-adjacent landscape-separated bike path	65%
	Off-street bike path or trail	52%
	Parking or post-separated bike lane	52%
	Painted bike lane	19%
	Bike route on residential street	15%

05
COMMUNITY ENGAGEMENT

RECOMMENDED BICYCLE NETWORK

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

RECOMMENDED BICYCLE IMPROVEMENTS

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

RECOMMENDED BIKEWAYS

The recommended bikeway network is shown in **Figure 11** and detailed in this section. This network includes a focus on providing bike routes and bike boulevards on low-volume, low-speed roadways, as well as separated and/or buffered bike lanes on major streets to create a connected network that serves people living across the city. The recommended bicycle network establishes a set of bicycle facilities to serve both experienced and less-experienced bicyclists. This combination of facilities will help the City construct a bikeways network that connects neighborhoods and important destinations for bicyclists of all ages and abilities. This approach takes advantage of Montebello's neighborhood streets running parallel to major roadways to establish lower stress routes. Connecting neighborhoods to schools and shopping centers through parallel low-vehicle-speed routes helps facilitate commuting and household-supporting bicycle trips. Such connections also create new opportunities and linkages for recreational riding along on-street facilities and for access to the Rio Hondo River Trail.

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

For the recommended standard, buffered, and separated bike lanes, high quality intersection treatments, such as bicycle boxes or protected intersections, should be provided at major streets. Focused improvements such as green conflict zone markings would also be required for bicyclists to safely navigate freeway on-ramps in northern Montebello. While buffered bike lanes are recommended along several corridors and roadway segments in the city instead of protected bike lanes due to the presence of closely-spaced driveways and the desire to maintain consistent bikeway types along a corridor, the City may choose to implement separated facilities with low-cost flexible posts along specific sections if deemed feasible during final design and implementation.

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

Montebello Boulevard and Greenwood Avenue

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

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

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

Montebello Boulevard (Southern Segment)

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

The recommended facility for Montebello Boulevard south of Montebello Way is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

Poplar Avenue and Bluff Road

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

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

Maple Avenue

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

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

Wilcox Avenue

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

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

Lincoln Avenue

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

- **Via Paseo to 18th Steet** Install a bike boulevard, which would include traffic calming components. This would also include a short segment along Via Paseo to connect Lincoln Avenue with Wilcox Avenue.
- **18th Street to Montebello Boulevard**: Install separated bike lanes, which would require removal of a travel lane.
- **Montebello Boulevard to Avenida de la Merced**: Install a bike boulevard, which would include traffic calming components.
- **Avenida de la Merced to Rio Hondo River Trail (dam)**: Install separated bike lanes. This can be achieved by converting the striped shoulders to separated bike lanes to implement one-way separated bike lanes in each direction, which would require crossing improvements at the bike path parking lot entrance. Alternatively, two-way separated bike lanes could be implemented along the south side of the road to avoid the need for bicyclists to cross the street and to navigate the parking lot to access the bike path. Both approaches would help provide access to the Rio Hondo River Trail entrance where there is an incline. This segment will require coordination with the Army Corp of Engineers.

Beverly Boulevard

Beverly Boulevard provides east-west access to destinations such as City Hall and the Civic Center, parks, Montebello Barnyard Zoo, Montebello Library, shops, restaurants, and the Rio Hondo River Trail. A mix of

separated and buffered bike lanes can be implemented along this street. The recommended facilities along specific segments are discussed below:

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

Madison Avenue

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

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

Whittier Boulevard

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

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

Olympic Boulevard and Roosevelt Avenue

Olympic Boulevard provides east-west access to destinations such as Montebello City Park, shops, and restaurants. It also serves as an alternative route to Whittier Boulevard.

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

Washington Boulevard

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

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

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

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

- **Mines Avenue and Beach Street**: Install a bike route from Bluff Road to Maple Avenue and install bike lanes between Maple Avenue and Vail Avenue (the latter of which requires the removal of on-street parking).
- **Vail Avenue (Mines Avenue to Beach Street)**: Install buffered bike lanes, which would require the removal of on-street parking. Given the industrial uses and accompanying trucks along this street, a bike route or bike boulevard is not recommended.
- **Flotilla Street (Yates Avenue to Vail Avenue)**: Install bike lanes. Currently, there are no bikeways providing access to and from the Montebello/Commerce Metrolink Station. Therefore, to improve access to the station, installing bike lanes for Flotilla Street between Yates Avenue and Vail Avenue would require either removing the parking lane, or remove the center turn lane to implement parking-adjacent bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.
- **Mines Avenue to Rio Hondo River Trail**: Install a bike path to connect the intersection of Mines Avenue and Bluff Road to the Rio Hondo River Trail. A path can be implemented east of the T-intersection but would require inter-jurisdictional coordination to connect to the Rio Hondo River Trail.

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

Findlay Avenue

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

Garfield Avenue and Via Altamira

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

- **City-owned property (golf course)**: Incorporate plans for an off-street bike path into the City's vision for the property west of Garfield Avenue. The bike path could run along the northern and eastern edges of the property (along Via Campo and Garfield Avenue, respectively) as shown in **Figure 11**.
- **Garfield Avenue from Via Campo to Via San Clemente**: Install a separated bike lane in the northbound direction to complement the City's existing plans for a southbound separated bike lane along this segment. This requires modifications to on-street parking.
- **Via Altamira from Garfield Avenue to Beverly Boulevard**: Install a bike route.

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

Hay Street, Westmoreland Drive, and Vail Avenue

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

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

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

Rea Drive

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

Avenida De La Merced Gap Closure

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

Paramount Boulevard

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

Arroyo Drive and Potrero Grande Drive

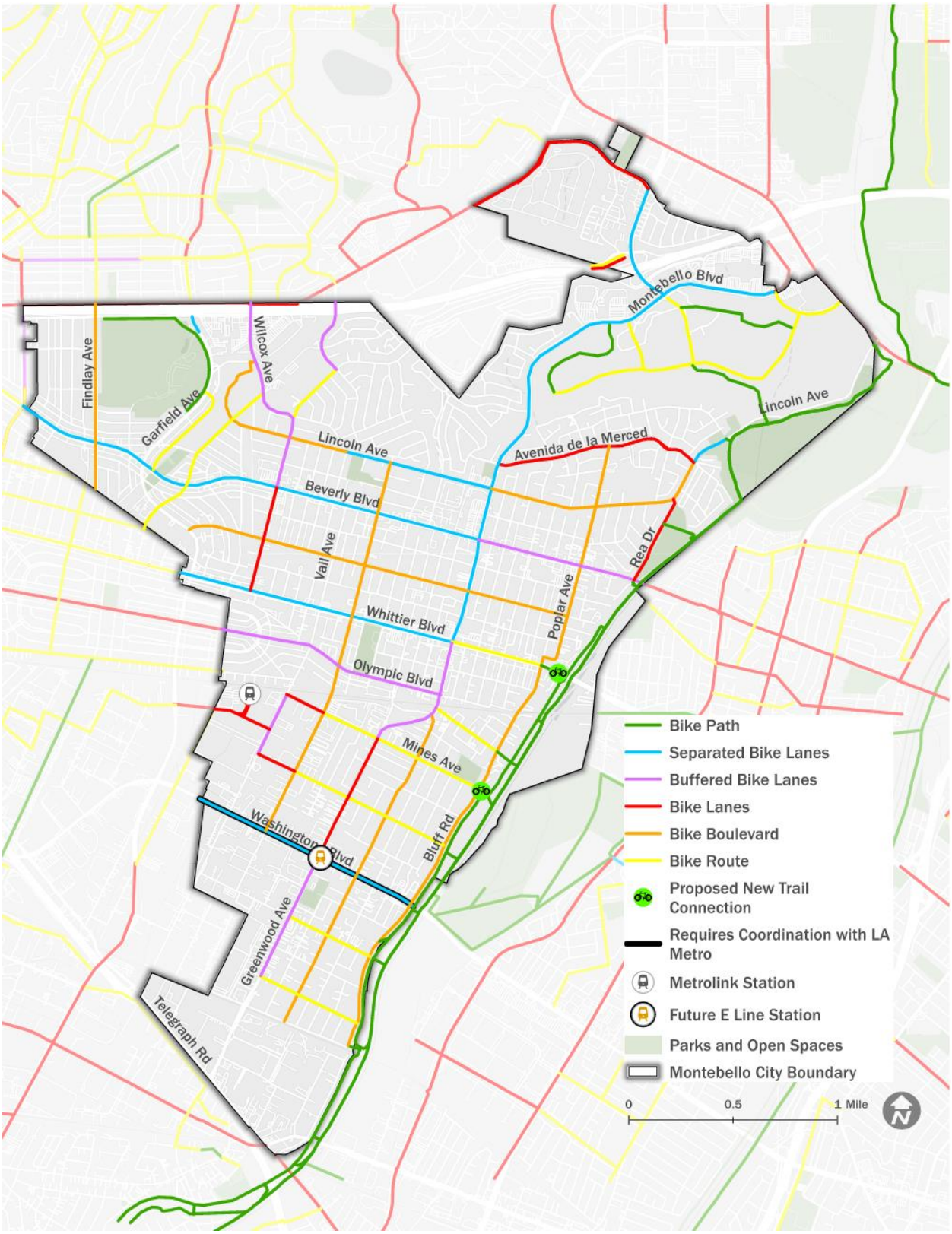
Arroyo Drive and Potrero Grande Drive both run along the northern edge of the city, north of SR-60. These streets connect to existing and planned bikeways outside of Montebello.

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

Date Street and Elm Street

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

Figure 11: Recommended Bicycle Network



KEY INTERSECTIONS

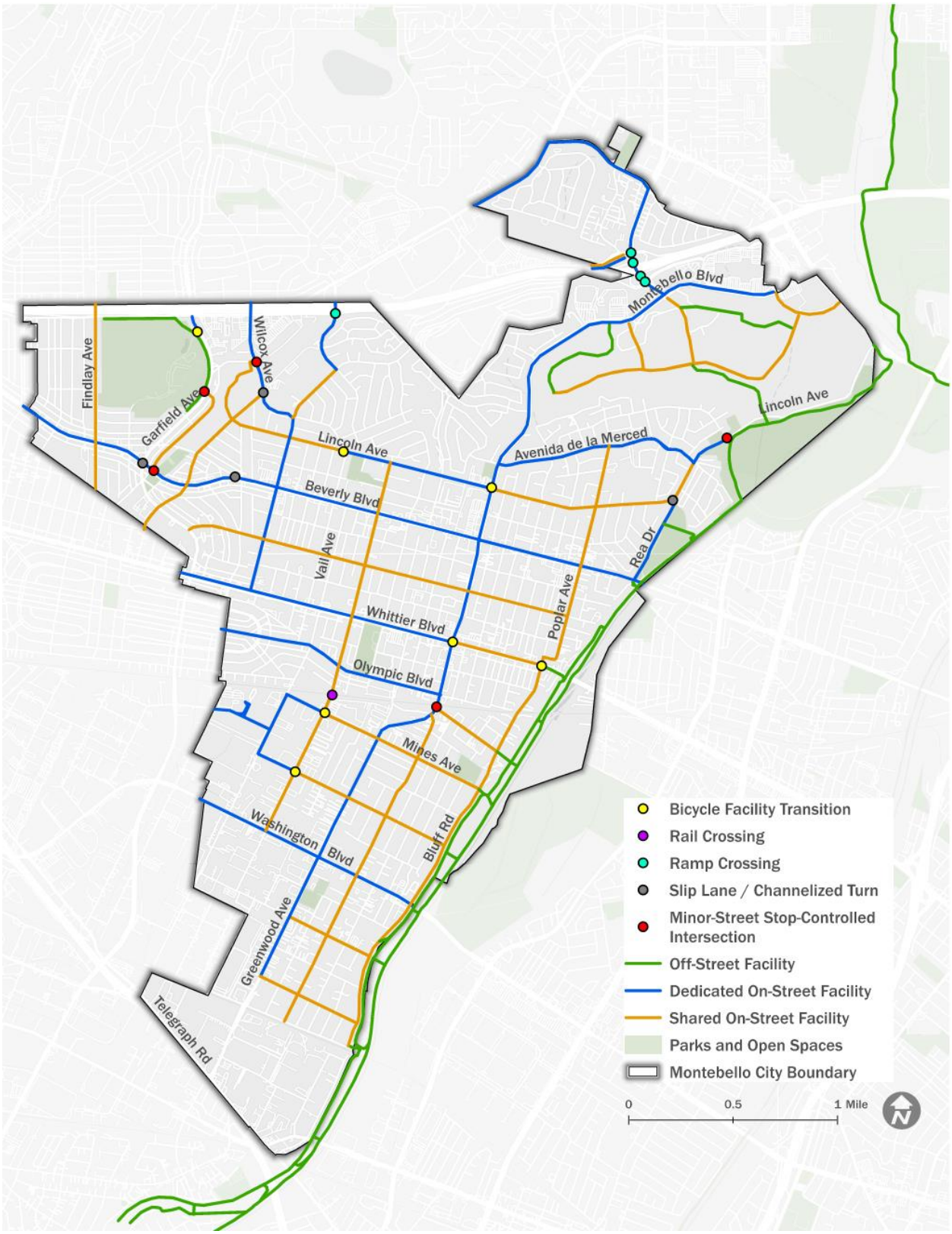
Intersection design for bicyclists is an important focal point for the development of a citywide bikeway network. Designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Adequate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

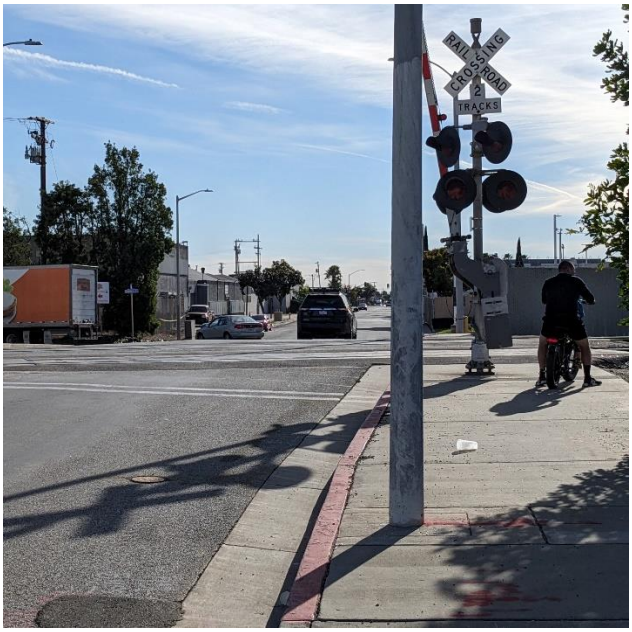
Most intersections along the recommended bicycle network consist of signalized arterial roadway intersections along bike lanes or stop-controlled residential streets along bike routes and boulevards. Signalized intersections along the bicycle network should undergo treatments to increase bicyclist visibility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

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

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

Figure 12: Key Intersections for Improvements





VAIL AVENUE RAIL CROSSING

SR-60 RAMP AT PARAMOUNT BOULEVARD

BEVERLY BOULEVARD/VIA ACOSTA SLIP LANE

MINOR-STREET STOP-CONTROLLED MONTEBELLO BOULEVARD/ROOSEVELT AVENUE INTERSECTION

BIKE PARKING AND WAYFINDING

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

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

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

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

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

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

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

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

The City should initiate a focused bicycle wayfinding study and carry out a bicycle wayfinding program. As the bicycle improvements in this BMP are constructed, the City should strategically place wayfinding signage to enhance their visibility and direct bicyclists to important destinations such as the following:

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

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

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

PRIORITY PROJECTS

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

METHODOLOGY

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

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

The recommended citywide network was divided into 21 distinct projects. Thirteen metrics were used to rate each project. In addition, a weight of low, medium, or high was applied to each metric, based on the relative importance of the criterion when compared to the City's goals and objectives. The prioritization metrics and descriptions are provided in **Table 7**.

Table 7: Prioritization Metrics

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

Category	Metric	Why metric is important	Weight
	Cross-jurisdictional and -agency coordination	Implementation feasibility.	Low
	Complete and connected priority network	Ensure complete priority network that limits gaps.	High

PRIORITY PROJECTS FOR IMPLEMENTATION

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

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

Detailed prioritization analysis matrices are provided in the appendices.

As part of the prioritization process, additional information was prepared for each of the 11 priority projects to supplement project descriptions provided earlier in this chapter found in **Table 8**. This information can be utilized by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The following information is provided for each priority project below:

- Average weekday daily users for each priority project were estimated using the California Air Resources Board (CARB) benefits calculator tool for the AHSC Program.[3] This tool was developed to estimate the net greenhouse gas (GHG) benefit and selected co-benefits of projects receiving state grant funding, such as active transportation projects. This tool calculates the benefits of bicycle projects using factors such as facility type, facility length, adjacent roadway volumes, and number of activity centers within walking and bicycling distance of the proposed facility.
- Annual vehicle miles traveled (VMT) reductions and total GHG reductions for the life of the project were also estimated for each priority project using the CARB spreadsheet tool. VMT reductions were estimated using the average daily trip estimates and average trip lengths for bicycle and pedestrian trips. The annual VMT reductions are then converted to net GHG emission reductions in terms of metric tons of carbon dioxide equivalent (MTCO2e); this represents the total GHG reduction for the life of the project assuming a 15- to 20-year design life based on the facility type.

[3] Available at: https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/sgc_ahsc_finalcalculatortool_121423.xlsx

- Planning-level construction cost estimates were prepared for the construction of each priority project, using the Caltrans cost estimating spreadsheet tool.[4] This tool includes unit costs for various bicycle treatments specific to Caltrans District 7, which includes Los Angeles County.

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

[4] Available at: https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/caltrans_cost_estimator_v18.xlsm

Figure 13: Priority Bicycle Network

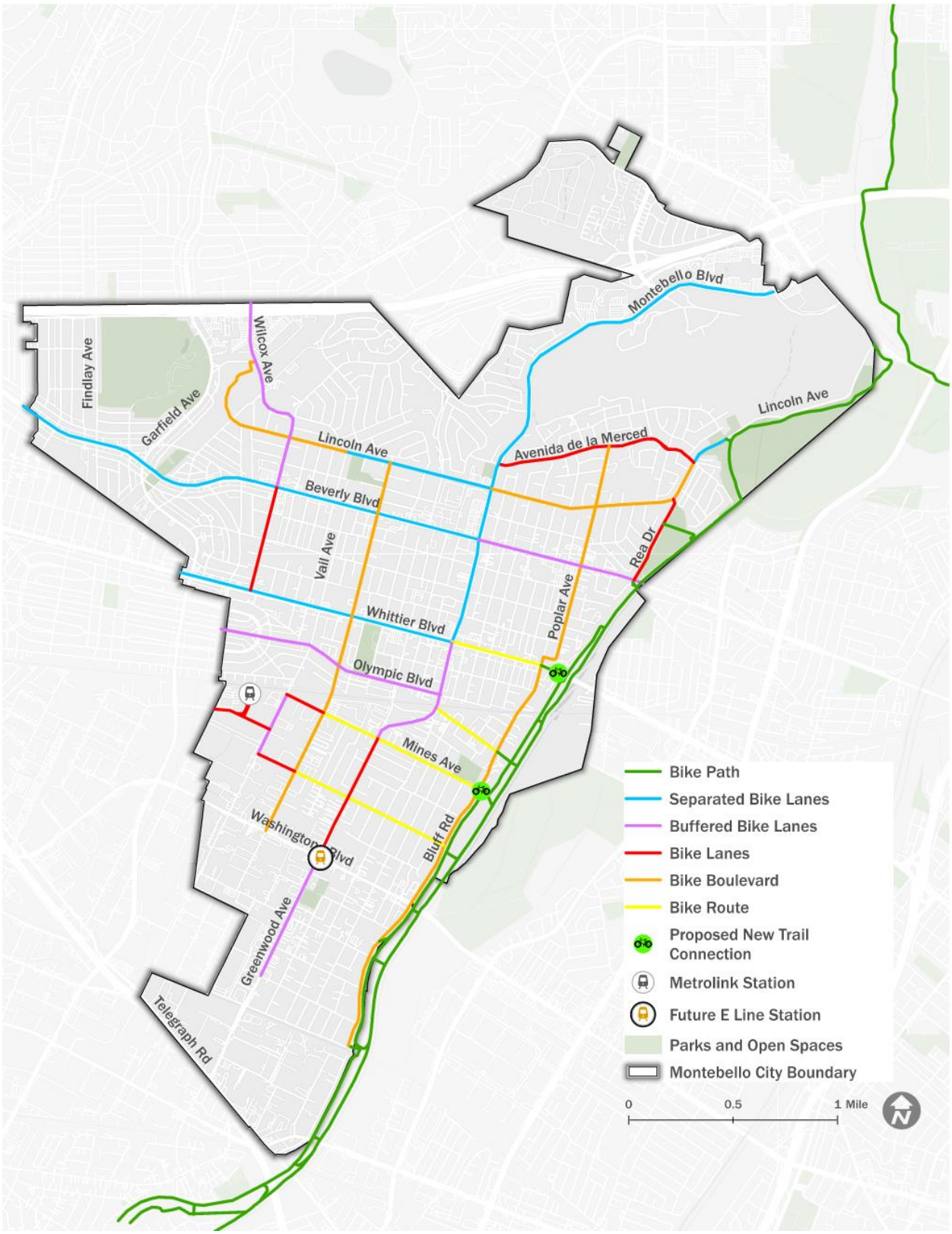


Table 8: Priority Project Information

Project	Type(s) of Improvements	Average Weekday Daily Users	Average Annual VMT Reduced	Lifetime GHG Emission Reduction	Construction Cost Estimate
Poplar Avenue/Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO2e	$633,000
Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO2e	$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO2e	$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO2e	$2,228,000
Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO2e	$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO2e	$3,939,000
Whittier Boulevard bike lanes, route, and path	Separated bike lanes, bike route, and bike path connection	1,310 users	675,000 miles	269 MTCO2e	$2,482,000
Avenida De La Merced bike lanes gap closure	Bike lanes	360 users	184,000 miles	74 MTCO2e	$30,000
Montebello Boulevard/ Greenwood Avenue bike lanes	Separated bike lanes, buffered bike lanes, and bike lanes	860 users	442,000 miles	176 MTCO2e	$4,325,000
Rea Drive bike lanes	Bike lanes	80 users	39,000 miles	16 MTCO2e	$73,000
Wilcox Avenue bike lanes	Buffered bike lanes and bike lanes	620 users	317,000 miles	126 MTCO2e	$649,000

06
RECOMMENDED BICYCLE NETWORK

RECOMMENDED PROGRAMS AND POLICIES

In addition to the recommended infrastructure improvements for the bicycle network, the City can employ programs, policies, and strategies to improve bicycling conditions, as listed in **Table 9**. The elements discussed in this chapter were developed based on information obtained from the City, partner agencies, stakeholders, and the community, as well as a review of best practices, prior local and regional plans, and existing programs and policies in Montebello.

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

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

Table 9: Recommended Programs and Policies

Category	Topic area	Recommendations
Infrastructure and operations	Bicycle facility and roadway design	Follow national and statewide best design practices, such as those documented by National Association of City Transportation Officials (NACTO) when designing and implementing dedicated and shared bicycle facilities on City streets.
		Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bicycle routes at unsignalized arterial crossings.
		Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.
		Continue to monitor research and guidance pertaining to e-bikes and incorporating their needs when designing bicycle facilities in the city.
		Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.
	Bicycle-supportive amenities	Update the City transportation demand management (TDM) and parking ordinances for new development projects and increase bicycle parking requirements to reflect changes in short and long-term bicycle parking needs for various land uses.
		Continue to provide sufficient and well-designed bicycle parking at City properties using the most up-to-date design practices.
		Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City right-of-way.
		Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporate their needs into the City's bicycle parking and municipal requirements.
		Develop and implement a citywide bicycle wayfinding program to guide bicyclists to important destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.

Category	Topic area	Recommendations
		Implement bicycle hubs at important destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.
Planning and Evaluation	Roadway network planning	Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.
		Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics, per the City's *Transportation Study Guidelines*.
		Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.
	Data collection and monitoring	Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at City properties.
		Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.
		Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.
	Community participation and input	Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and bicycling conditions; use City events and social media as additional opportunities to further gather community input.
Funding	Grant funding	Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, Southern California Association of Governments (SCAG), Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
		Pursue grant funding from SCAG, LA Metro, and other organizations (such as the Metro Open Streets Grant Program) for carrying out open street events and demonstration projects.
		Maintain competitiveness for LA Metro grant assistance and funding and build off the City's Complete Streets-oriented General Plan by formally adopting a complete streets policy or ordinance.
	Sustainable funding sources	Include BMP projects as part of the City's capital improvement program (CIP).
Implementation	Quick-build and interim facilities	Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.
		Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic, including as part of this BMP's recommended bicycle boulevards.
		Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.
	Inter-agency coordination	Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.
		Collaborate with Caltrans on implementing bicycle facilities along SR-60 ramps and over and underpasses.

Category	Topic area	Recommendations
		Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.
		Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.
		Explore partnerships with the San Gabriel Valley Council of Governments (SGVCOG), LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.
Education and enforcement	Safety and awareness	Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
		Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses, and to develop a Safe Routes to School Plan.
		Partner with community-based organizations to host activities such as open street events and community bicycle rides.
		Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.
	Equitable enforcement	Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.
		Deprioritize enforcement of bicycling and walking infractions such as sidewalk bicycle riding and jaywalking.
		Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

KEY TOPIC AREAS

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

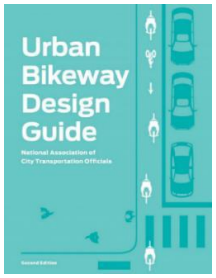
BIKEWAY DESIGN

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

Best Practice Resources for Bikeway Design

Urban Bikeway Design Guide

National Association of City Transportation Officials (NACTO) | 2014

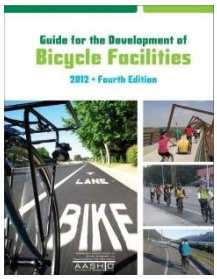


NACTO is comprised of the transportation departments of many major and midsized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the *Urban Bikeway Design Guide* sometimes provide additional bikeway design options than those found in the American Association of State Highway and Transportation Officials (AASHTO) guide, although they are mostly in agreement. NACTO

also offers a number of other free best practice and design guides which may be useful as the City works to meet its current and future transportation needs.

The *Urban Bikeway Design Guide* may be viewed for free at: https://nacto.org/publication/urban-bikeway-design-guide/.

Guide for the Development of Bicycle Facilities



AASHTO | 2012

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

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

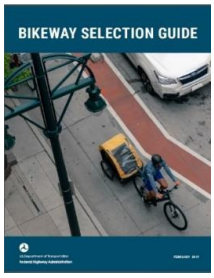
California Manual on Uniform Traffic Control Devices

Caltrans | 2024

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

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

Bikeway Selection Guide



Federal Highway Administration (FHWA) | 2019

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

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

CROSSING AND INTERSECTION DESIGN

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

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

Sample Crossing and Intersection Treatments

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

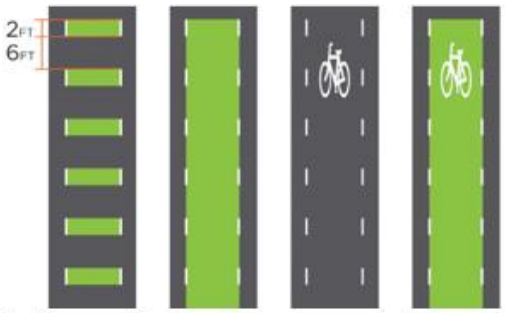
BICYCLE BOX

Credit: NACTO

Major Street Crossings

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

- **Bicycle boxes at signalized intersections:** This allows bicyclists to get ahead of the vehicle queue when the light is red. By placing bicyclists in front of cars, they can travel through the intersection earlier, thus reducing potential conflicts with turning vehicles.
- **Intersection crossing markings**: Also called "cross-bikes," these operate similar to a crosswalk and show the intended path of travel for a bicyclist through the intersection. They indicate to drivers the prioritization of bicyclists and a need to watch for bicyclists crossing the street.
- **Through bike lanes:** These can be used where a bike lane approaches a right-turn lane to allow bicyclists to correctly position themselves to travel through the intersection, avoiding conflicts with turning vehicles. The bike lane is placed between the through vehicle lane and the right-turn lane.
- **Hybrid or active warning beacons:** These can facilitate the crossing of a busy street where a conventional signal is not warranted due to traffic volumes.



BIKE CROSSING MARKINGS

Credit: Adapted by Kittelson & Associates, Inc. from FHWA Separated Bike Lane Planning and Design Guide

THROUGH BIKE LANE

Credit: NACTO

PEDESTRIAN HYBRID BEACON (PHB)

Credit: FHWA

Signalization

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

- **Bicycle signal heads:** These are used in conjunction with existing conventional traffic signals or hybrid beacons and provide guidance for all road users at intersections where bicyclists follow different traffic patterns, such as where bicycle only movements, leading bicycle intervals, and other bicycle specific signal phases and timing strategies are present.
- **Signal phasing:** Prioritizes bicycle movements through an intersection to reduce conflict potential. Some options include protected bicycle phases, where vehicular turns across the bikeway are prohibited, leading bike intervals, where people on bicycles are allowed to enter the intersection a few seconds before drivers.

BICYCLE SIGNAL
Credit: NACTO

- **Bicycle push buttons:** These are used for bicycle detection at signalized intersections. Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either using push buttons or by automated means (e.g., in-pavement loops, video, microwave, etc.).

Protected and Dedicated Intersections

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

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

PROTECTED INTERSECTION
Credit: People for Bikes

Best Practice Resources for Crossing and Intersection Design

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

Don't Give Up at the Intersection

NACTO | 2019

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

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

FREEWAY CROSSINGS

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

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

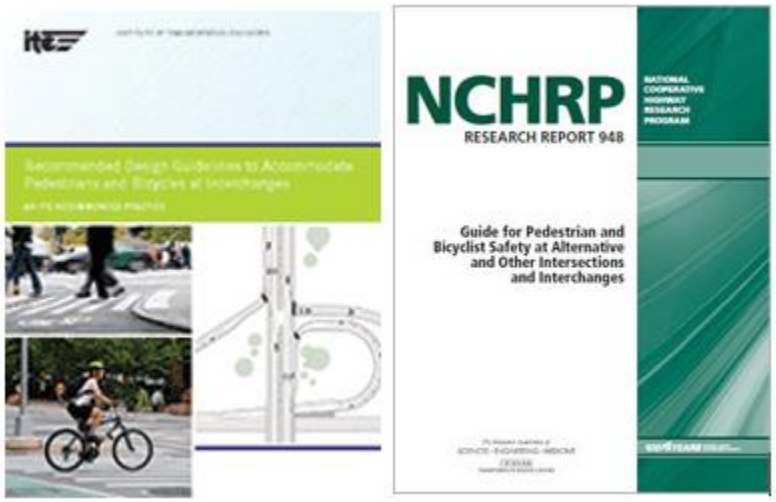
Where interchanges accommodate high volumes of vehicles and allow drivers' operating speeds to exceed 25 to 30 mph, only experienced bicyclists may feel able or willing to navigate in shared lanes or bike lanes at these locations. Crossings of uncontrolled high-speed ramps, merging, and weaving areas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

A variety of crossing treatments can be used to enhance the comfort and safety of pedestrians and bicyclists at interchanges. Traffic signals with bicycle phases or timing to accommodate bicyclists, adjustments to signal phasing, PHBs, RRFBs, raised crosswalks, median refuge islands, advance yield and stop lines, and other pavement markings, such as extensions of bike lanes through intersections, can all be used at interchanges to improve crossings for pedestrians and bicyclists.

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

Best Practice Examples and Resources for Interchange Crossing Design

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



TRAFFIC CALMING

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

The following are safety and operational benefits for vehicles, bicyclists, and pedestrians that can result from implementing traffic calming measures[5]:

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

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

[5] https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds

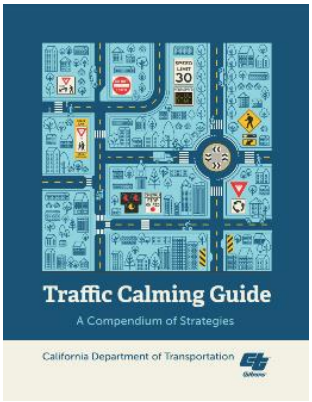
NEIGHBORHOOD TRAFFIC CIRCLE
Credit: FHWA

Best Practice Resources for Traffic Calming

Traffic Calming Guide: A Compendium of Strategies

Caltrans | 2021

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



Traffic Calming ePrimer

US Department of Transportation, FHWA

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

E-BIKES

With the rising popularity of e-bikes, cities are beginning to incorporate this new mode into their transportation strategies. It is important to consider their impact on non-electric bicyclists and the overall transportation network. For example, e-bike riders have a higher risk of being involved in collisions than traditional bicycle riders due to their higher speeds compared to non-electric bicycles; crash severity may also be higher due to traveling at higher speeds. During this BMP's community engagement events, participants indicated a strong desire for the BMP to address e-bikes in the city, including unsafe riding by people under the age of 18, who may be novice e-bike users.

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

- **Class 1 electric bicycle**: An e-bike, other than a Class 3 e-bike, equipped with a motor that assists only when the rider is pedaling and ceases to provide assistance when the speed of the bicycle reaches or exceeds 20 mph.

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

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

- **Adequate infrastructure:** This means constructing bike lanes and paths that are safe for e-bikes to use. These bike lanes and paths should be wide enough to accommodate the larger size of e-bikes, clearly marked, and well lit.
- **Safety of e-bike riders:** This means helping riders obtain helmets and other protective gear, as well as making sure that roads are well maintained and free of debris. Additionally, cities should implement a network of dedicated bike lanes to reduce the risk of collisions with cars and other motorized vehicles. Education and outreach to all age groups should pair infrastructure improvements. While these issues are not unique to e-bikes, they serve to benefit both e-bike and standard bike users.
- **Cost of using e-bikes:** This includes the cost of purchasing an e-bike, as well as maintenance and repair costs, which may not be accessible for all users. Cities aiming to support the use of e-bikes can potentially address this through local, regional, or statewide programs that offer incentives to encourage riders to purchase and use e-bikes. This could include subsidies, tax credits, or other forms of financial support.

E-BIKE
Credit: LA Metro

Speed Management

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

Off-Street Path/Trail and Bicycling Etiquette

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

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

E-Bike Ordinances

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

- A rider must be 16 years of age or older to operate a Class 3 electric bicycle.
- All people operating or riding as a passenger upon a Class 3 electric bicycle shall wear a properly fitted and fastened bicycle helmet.
- E-bike riders will have to follow a speed limit of 28 miles per hour on streets and 20 miles per hour on bike paths and trails.
- Riders are required to travel in the same direction as vehicle traffic. This also applies to sidewalks that are less than eight feet wide, unless there is no accompanying sidewalk on the opposite side of the street.
- Passengers are not permitted unless the e-bike is designed to accommodate both an operator and a passenger.
- E-bike operators are required to yield the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bike path, or sidewalk.

Best Practice Examples and Resources for E-Bikes

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

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

BICYCLE PARKING

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

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

Bicycle Parking Supply

California state law leaves rules on minimum numbers of bicycle parking spaces to local jurisdiction discretion. Typically, cities establish provisions for both short-term and long-term bicycle parking facilities. Short-term parking caters to brief visitors, while long-term secure bike parking is primarily intended for building tenants such as employees or residents. In 2016, the California Green Building Standards Code introduced mandatory bicycle parking requirements for nonresidential structures. These regulations offer valuable guidance for determining the recommended minimum combination of short- and long-term secure bicycle parking spaces in nonresidential buildings.

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

Short-Term Bicycle Parking Design

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

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

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

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

INVERTED U, POST AND RING, AND WHEELWELL-SECURE RACKS
Credit: APBP

STAGGERED WHEELWELL-SECURE, VERTICAL, AND TWO-TIER RACKS
Credit: APBP

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

- **Supports bicycle upright without putting stress on wheels**: The rack should provide two points of contact with the frame—at least 6 inches apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32 inches.
- **Accommodates a variety of bicycles and attachments**: The racks recommended above serve nearly all common bike styles and attachments—if installed with proper clearances (more detail is provided in the APBP guidance). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
- **Allows locking of frame and at least one wheel with a U-lock**: A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bicycle frame. Rack tubes with a cross section larger than 2 inches can complicate the use of smaller U-locks.
- **Provides security and longevity features appropriate for the intended location**: Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. The rack finish must be appropriate to the location (more detail is provided in the APBP guidance).
- **Rack use is intuitive**: First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Bicycle Parking Siting and Location

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

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

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

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

Best Practice Examples and Resources for Bicycle Parking

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

BICYCLE WAYFINDING

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

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

Wayfinding Principles

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

1. Connect Places

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

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

2. Promote Active Travel

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

3. Maintain Motion

Bicycling and walking require physical effort, and frequent stopping and starting to check directions may lead to frustration and discouragement. Consistent, clear, and visible wayfinding elements allow people walking and bicycling to navigate while maintaining their state of motion. To help users maintain motion, wayfinding information also needs to be presented so that it can be quickly read and easily comprehended. According to the *NACTO Urban Bikeway Design Guide*, this can be achieved through three general types of wayfinding signs (confirmation signs, turn signs, and decision signs) supplemented by other navigational elements such as pavement markings, mile markers, and map kiosks.

4. Be Predictable

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

5. Simplify Information

For a wayfinding network to be effective, information needs to be presented clearly and logically. It is important to provide information in manageable amounts. Too much information can be difficult to understand; however, too little information can make decision-making impossible.

6. *Be Accessible*

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

EXAMPLES OF BIKE WAYFINDING
Credit: NACTO

Best Practice Examples and Resources for Bicycle Wayfinding

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

FUNDING ELIGIBILITY

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

California Complete Streets Act

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

LRSP Requirement for HSIP Funding

HSIP Cycle 11 (in 2023) and beyond will require an LRSP or its equivalent, such as a Systemic Safety Analysis Report or Vision Zero Action Plan, to be adopted by any agency wishing to apply for funding. LRSPs create a framework for local agencies to systemically identify and analyze safety problems and recommend safety improvements. They are intended to foster a collaborative process and result in a prioritized list of proactive improvements and actions to safety challenges.

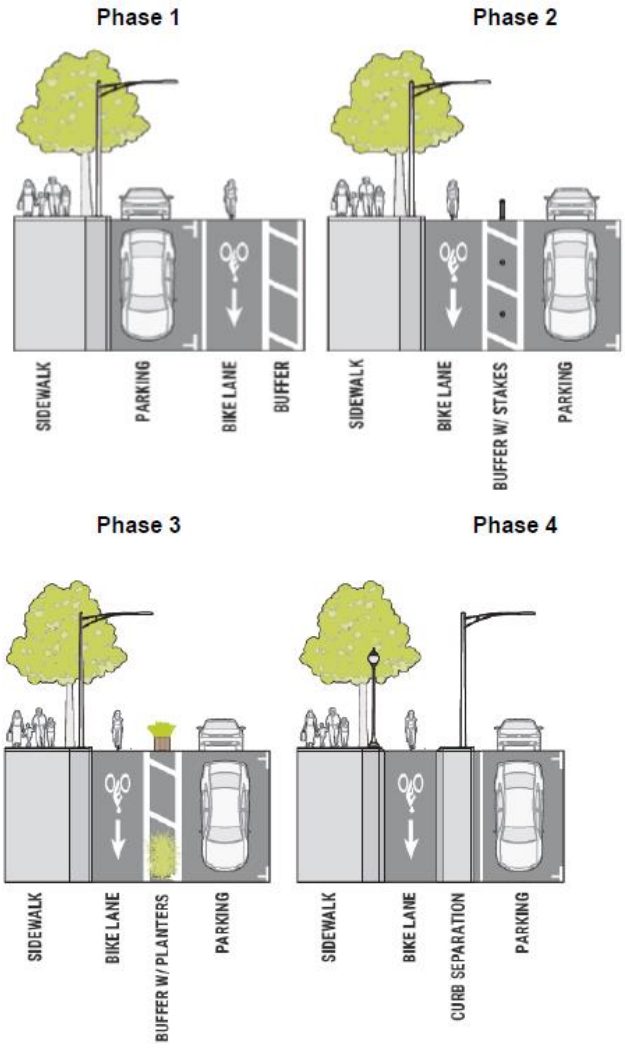
Best Practice Examples and Resources for Funding Eligibility

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

QUICK-BUILD AND INTERIM FACILITIES

The primary goal of rapid network implementation projects is to build out a low-stress bikeway network using lower-cost installation options. Facilities such as Class IV separated bike lanes can be implemented rapidly at low-cost with parking-protected bikeways or with striping and bollards. The graphic to the right shows how Class IV facilities can evolve over time, starting with low-cost materials and ending with full concrete separation. This provides jurisdictions with the rapid implementation opportunity for more miles of bikeway while locating funding for more permanent streetscape design elements.

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



EVOLUTION OF A CLASS IV SEPARATED BIKEWAY

Best Practice Examples and Resources for Rapid Implementation of Bikeways

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

OUTREACH AND EDUCATION

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

Marketing & SCAG's Go Human Campaign

The SCAG Go Human Community Streets Grant Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation, Black, Indigenous, and People of Color; people with disabilities; and elders, particularly those walking and bicycling. The program provides a minimum of 12 eligible applicants with up to $30,000 in grant funding to support projects that implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment, or resource distribution.

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

Metro Open Street Events

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

The Metro Open Streets Grant Program has the following goals:

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

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

Best Practice Examples and Resources for Outreach and Education

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

SCAG Go Human Bus Stop Advertisement

SCAG Go Human Kit of Parts Deployment

SAFE ROUTES TO SCHOOLS

Many students live within walking or bicycling distance from their school. The City should implement a citywide education and encouragement program to inform people about bicycling and walking routes. This program could be supplemented with targeted enforcement efforts to reduce bicyclists- and pedestrian-involved conflicts with vehicles along key routes to local K-12 schools. Safe Routes to School programs are opportunities to create fun and social activities for school children and their families while helping to improve their health and well-being.

Best Practice Examples and Resources for Safe Routes to Schools

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

07

RECOMMENDED PROGRAMS & POLICIES

FUNDING AND IMPLEMENTATION

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

FUNDING SOURCES

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

FEDERAL FUNDING SOURCES

Congestion Management & Air Quality, FHWA

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides flexible funding for state and local governments' transportation projects and programs to meet the requirements of the Clean Air Act and its amendments. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the US Environmental Protection Agency (EPA) to be in non-attainment or maintenance of the national ambient air quality standards.

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

Land and Water Conservation Fund, National Park Service

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

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

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

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

https://www.transportation.gov/RAISEgrants

Infrastructure Jobs and Investment Act, USDOT

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

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

The SS4A program provides funding for two types of grants:[6]

- **Planning and demonstration grants:** Provides federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, tribe, or region. Planning and demonstration grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing action plan. The Department encourages including demonstration activities in an application.
- **Implementation grants:** Provides federal funds to implement projects and strategies identified in an action plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible action plan to apply. The Department encourages including demonstration activities in an application.

Funding is available for the following activities:

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

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

STATE FUNDING SOURCES

Senate Bill 1

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

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

HSIP, Caltrans

The HSIP is a federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. In California, Caltrans' Division of Local Assistance manages the

[6] https://www.transportation.gov/grants/SS4A

local agency share of HSIP funds. California's local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors. Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means. To be eligible for HSIP grant funds, local agencies must have an adopted LRSP or equivalent. HSIP calls for project cycles are released biennially during odd years, with funding adopted the following year.

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

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

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

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

Active Transportation Program Grants, California Transportation Commission

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

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

Sustainable Transportation Planning Grant Program, Caltrans

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

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

State-Local Partnership Program, CTC

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

the state's highest transportation needs and the need to fairly distribute the economic impact of increased funding.

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

Affordable Housing and Sustainable Communities Program, California Strategic Growth Council

The Affordable Housing and Sustainable Communities (AHSC) program aims to reduce GHG emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support related and coordinated public policy objectives. The AHSC program includes transportation focuses related to reducing air pollution, improving conditions in disadvantaged communities, supporting or improving public health, improving connectivity and access to jobs, increasing options for mobility, and increasing transit ridership. Projects eligible for AHSC funding must increase accessibility to affordable housing, employment centers, and key destinations through low-carbon transportation that reduce VMT. These projects may include transit-oriented development, integrated connectivity, or rural innovation projects. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive cap-and-trade auction proceeds.

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

Office of Traffic Safety Grants, California Office of Traffic Safety

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

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

State Highway Operation and Protection Program, Caltrans

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

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

State Transportation Improvement Program, CTC

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

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

Recreational Trails Program, California Department of Parks and Recreation

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

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

Transformative Climate Communities Program, California Strategic Growth Council

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

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

Environmental Enhancement and Mitigation Grant Program, California Natural Resources Agency

The Environmental Enhancement and Mitigation Grant (EEM) program authorizes the California State Legislature to allocate up to $7 million each fiscal year from the highway users tax account. EEM projects must contribute to mitigation of the environmental effects of transportation facilities. The EEM program does not generally fund commute-related trails or similar bicycle and pedestrian infrastructure. However, EEM does fund recreational and nature trails as part of storm water management or green infrastructure projects.

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

Urban Greening Grant Program, California Natural Resources Agency

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

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

Environmental Justice Small Grants Program, California EPA

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

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

REGIONAL AND COUNTY FUNDING SOURCES

Transportation Development Act, Article 3

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

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

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

SCAG Sustainable Communities Program

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

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

Los Angeles Metro Open Streets Grant Funding

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

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

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

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

LA Metro Local Return Program

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

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

IMPLEMENTATION TIMEFRAMES

The implementation information presented in **Table 10** was used to develop short-, medium-, and long-term implementation timeframes for the BMP's proposed infrastructure projects.

Table 10: Implementation Factors

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

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

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

NEAR-TERM (5 YEAR) IMPLEMENTATION

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

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

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

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

MID-TERM (5-10 YEAR) IMPLEMENTATION

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

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

Tier 1 mid-term implementation projects are as follows:

- Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop
- Lincoln Avenue Bike Lanes and bike boulevard
- Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route
- Beverly Boulevard bike lanes
- Whittier Boulevard bike lanes, route, and path
- Montebello Boulevard/Greenwood Avenue bike lanes (bike lanes, buffered bike lanes, and separated bike lanes south of Avenida De La Merced)
- Wilcox Avenue bike lanes (buffered bike lanes north of Beverly Boulevard)

Tier 2 mid-term implementation projects are as follows:

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

LONG-TERM (10+ YEAR IMPLEMENTATION)

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

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

PERFORMANCE MEASURES

The performance measures presented in Table 11 will be used to evaluate progress toward plan implementation over time. All performance measures are tied back to goals proposed in **Section 1: Plan Vision and Goals**. For more information on performance measures, including additional potential measures, data collection techniques, and tracking methodology as well as examples of agencies using these measures, please see the FHWA's *Guidebook for Developing Pedestrian & Bicycle Performance Measures* (2016), available at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf.

Table 11: Montebello BMP Performance Measures

Goal	Performance measure	Measurement
Accessibility	Bicycle network completion	Miles of off-street bike paths installed.
		Miles of bike lanes installed.
		Miles of buffered bike lanes installed.
		Miles of bike routes installed.
		Miles of bike boulevards installed.
		Miles of separated bike lanes installed.
	Bicycle-supportive amenities	Number of bicycle racks installed in the city (including both public and private property).
		Number of bicycle-oriented wayfinding signs installed.
	Transportation-disadvantaged population served	Percent of disadvantaged population (based on census tracts) within 1/2 of an on- or off-street bicycle facility.
	Amount of people that can bicycle to transit	Percent of population within a 2-mile bicycling distance to a transit stop.
	Implementation	Dollars of grant funding received for bicycling planning, design, construction, and/or programs.
Safety	Number of fatal or serious injury crashes involving a bicyclist	Number of fatal or serious injuries of people bicycling over five-year period.
	Number of bicycle-related citations	Number of common traffic violations that affect bicyclist, including failure to yield to pedestrians or bicyclists, speeding, turning, driving under the influence, driving distracted, running a red light/sign, and passing a bicyclist too slowly.
	Traffic calming	Number of traffic calming treatments installed (either as part of a bicycle project or standalone traffic calming treatment).
Encouragement	Number of people bicycling	Bicycle commute mode share (ACS five-year estimates).
		Bicycle volumes at key locations in the city.
	User perceptions	On-site or city-wide user surveys that assess user comfort and perception on bike network.
	Number of outreach events held	Number of outreach and encouragement events held.
	Social media engagement	Number of bicycle- and safety-related social media posts published.

APPENDICES

MONTEBELLO