



MONTEBELLO BICYCLE MASTER PLAN

FEBRUARY 29, 2024

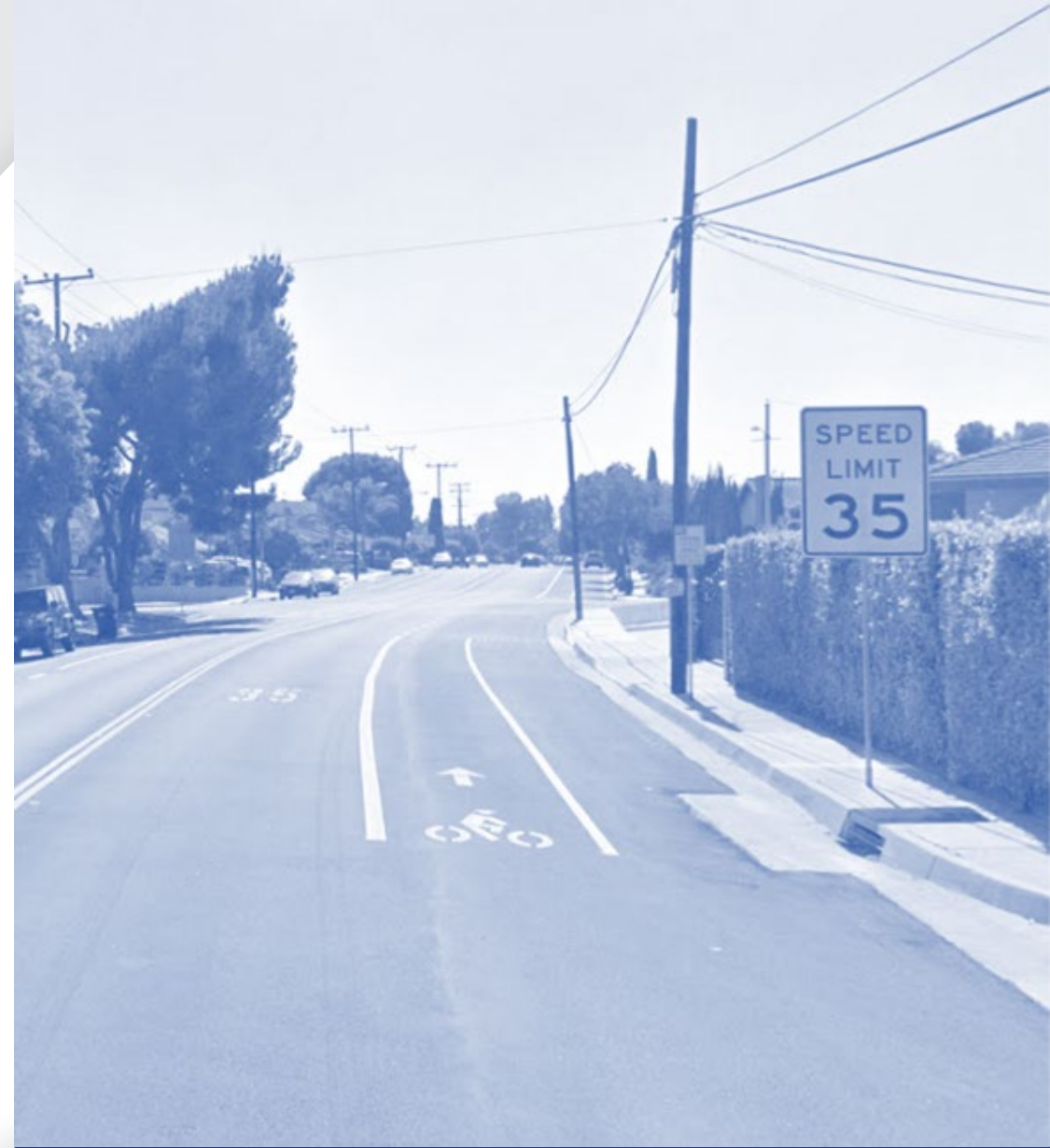


Overview

- **What is a Bicycle Master Plan?**
- **Process Overview**
- **Project Vision and Goals**
- **Biking in Montebello Today**
- **Community Engagement**
- **Recommended Improvements**
- **Recommended Programs and Policies**
- **Implementation**

What is a Bicycle Master Plan?

- Guiding document to help the City of Montebello enhance **biking safety** in ways that **connect people to destinations**
- Create a network of **low-stress routes** for bicyclists of **all ages and abilities**
- Set up recommended biking projects in Montebello to be **competitive for grants** and **regional funding** opportunities



Types of Biking Improvements



**Shared Use
Paths and Trails**

Types of Biking Improvements



Bike Lanes



Types of Biking Improvements



Buffered Bike Lanes



Types of Biking Improvements



Separated Bike Lanes

Types of Biking Improvements



**Bike Routes/
Bike Boulevards**



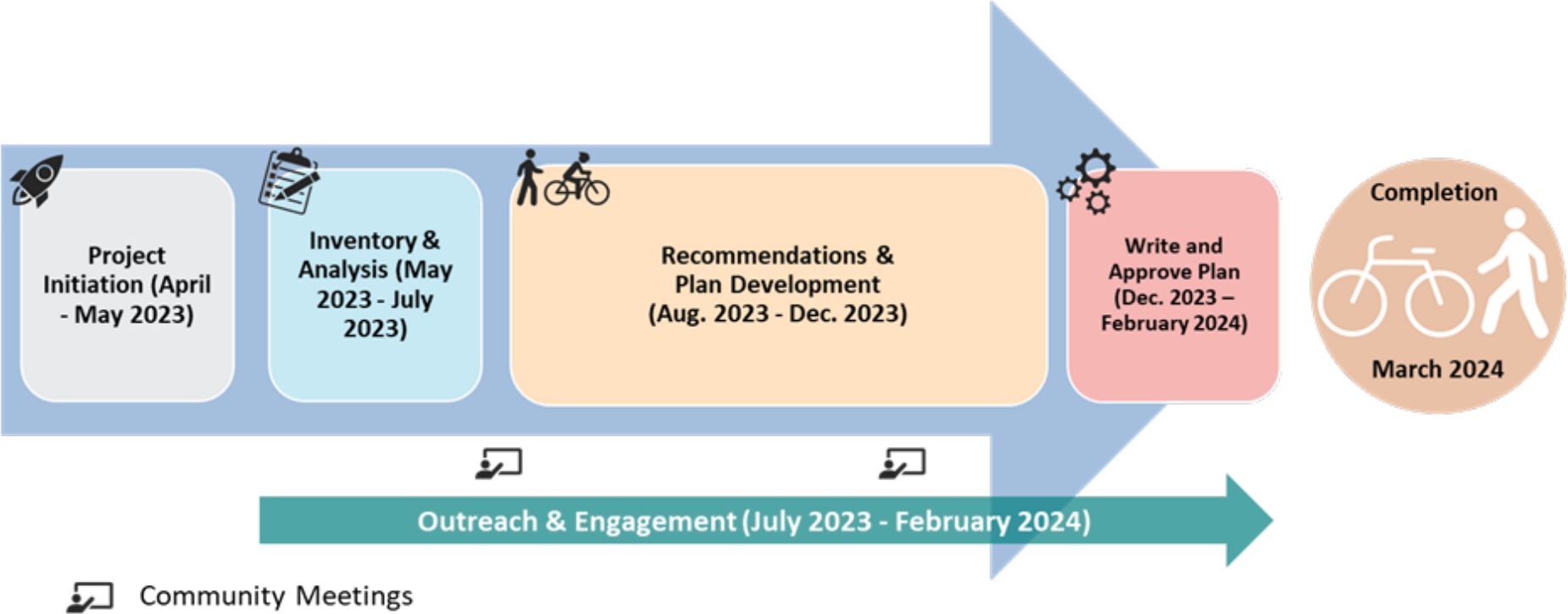
Other Types of Improvements

Other improvements can include:

- Intersection crossing treatments
- Bike parking at important destinations
- Bike wayfinding and signage to/from important destinations

A BMP would also include recommended policies and programs.

Process Overview



Vision and Goals

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.

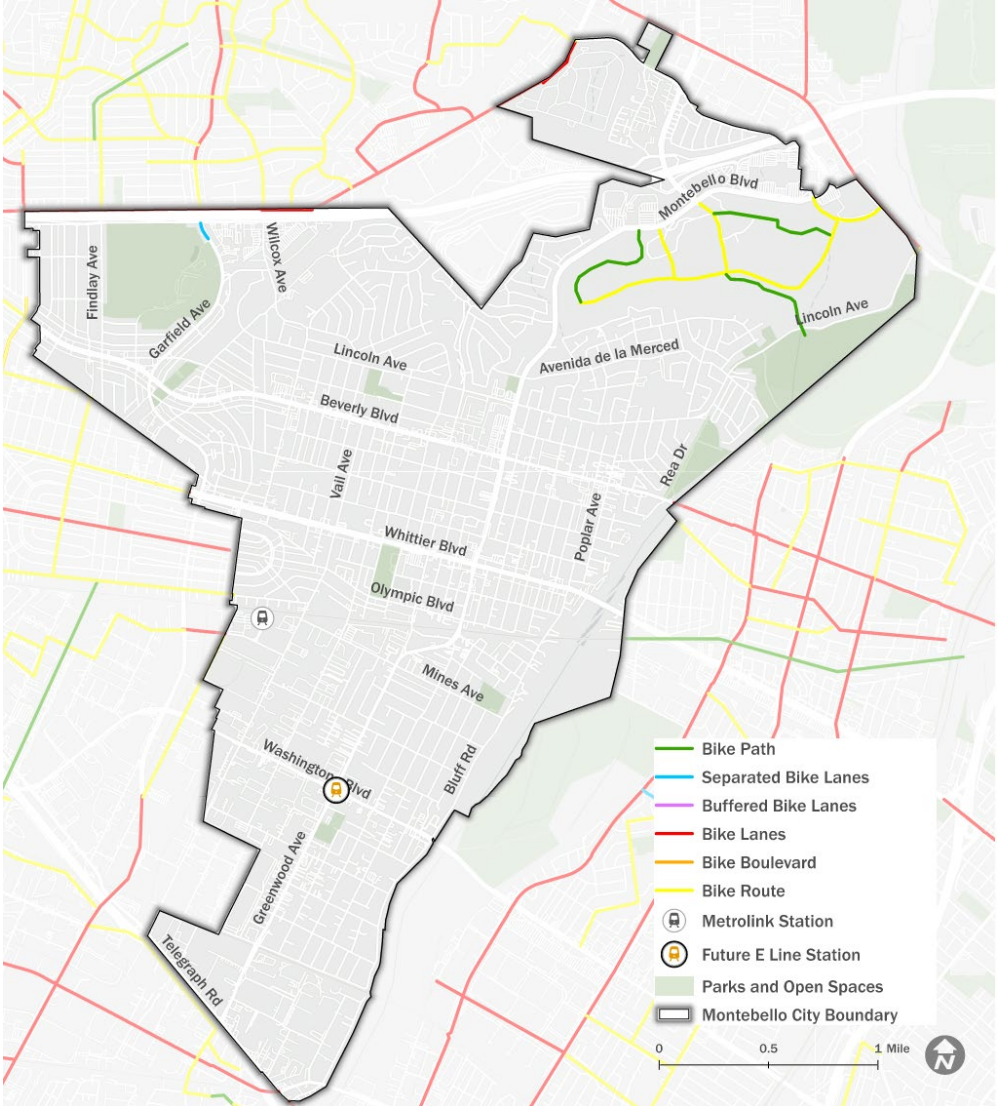
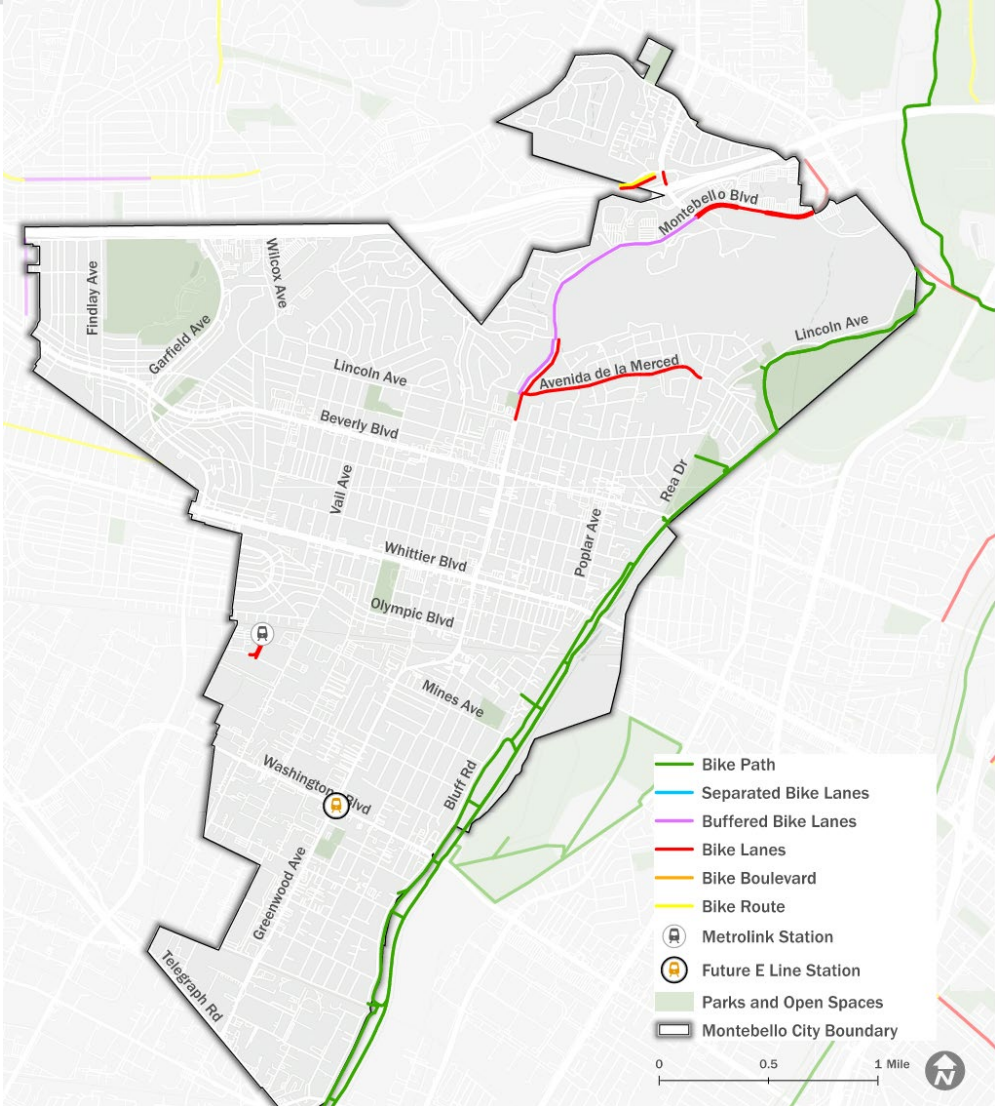
- **Goal #1 Accessibility:** Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.
- **Goal #2 Safety:** Improve safety and the perception of safety for bicyclists.
- **Goal #3 Encouragement:** Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Each goal includes supporting objectives to help achieve the vision.

Biking in Montebello Today



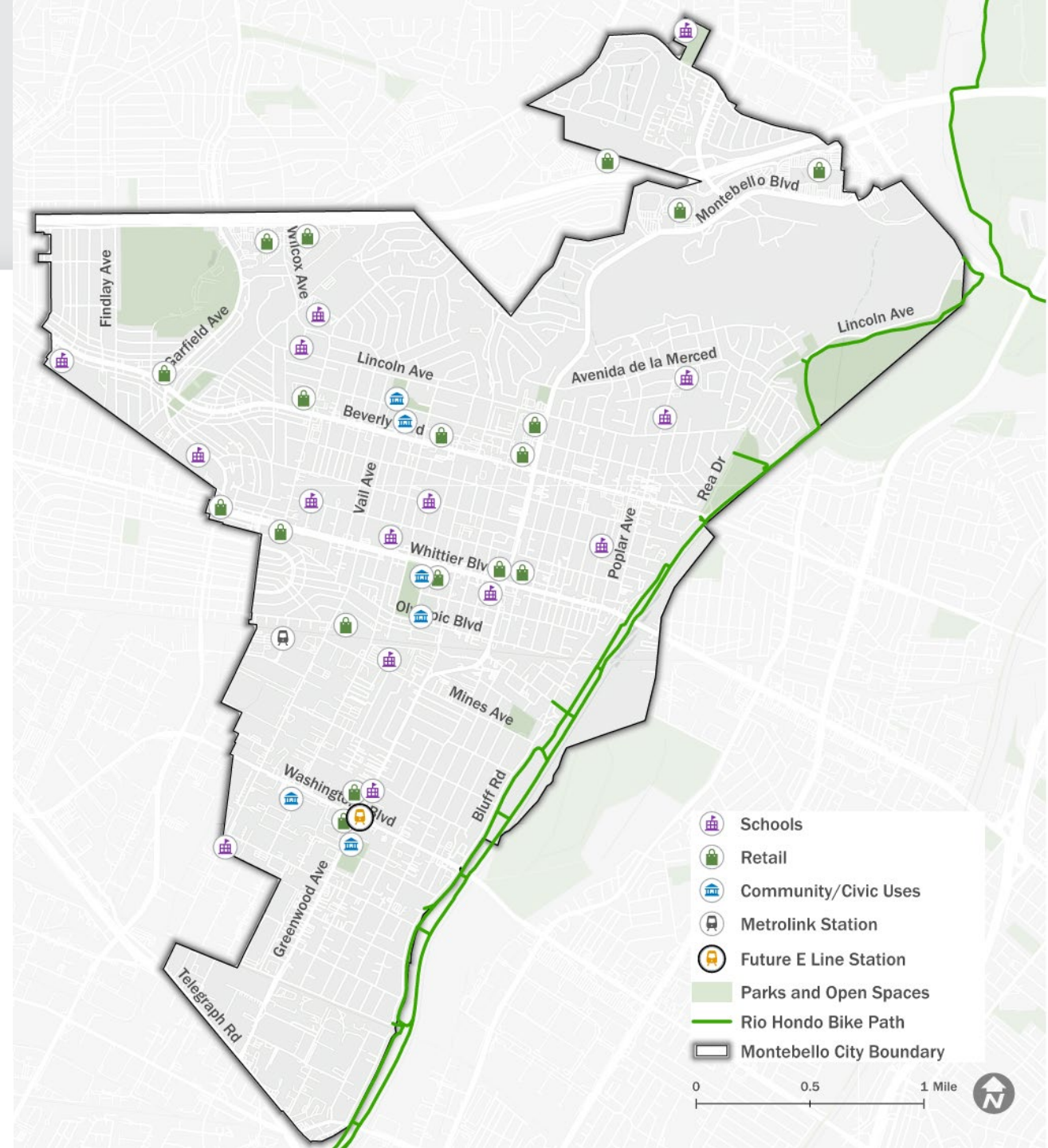
- Existing bikeways
- Bikeways planned as part of other projects



Biking in Montebello Today

Key biking destinations:

- Parks and recreation
- K-12 schools (15)
- Bus stops
- Existing and future rail stations
- Shopping centers and retail establishments
- Community and civic uses (e.g., community centers, library)
- Rio Hondo River Trail



Biking in Montebello Today

Barriers to biking:

- Bike collision rates and severity on 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
- Hilly topography
- Freeway ramps

Community Engagement

- Webpage and social media posts
- Email blasts to interested individuals and stakeholder groups
- Bilingual project flyers



MONTEBELLO
ELEVATE

MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing its first Bicycle Master Plan!

WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING SAFER AND MORE COMFORTABLE IN MONTEBELLO.

Join us for a community workshop:

When: Thursday, August 10, 6:00 PM to 8:00 PM

Where: Holifield Park Community Center, 1060 S. Greenwood Ave.

You can also use the online survey:

tinyurl.com/MontebelloBikeSurvey



For more information, please email
mmrodriguez@montebellocity.gov

Community Engagement



- Information and flyers at Downtown Street Fest in July
- Focused meeting with key stakeholders and partner agencies in August
 - Caltrans
 - LA Metro
 - Montebello Bus Lines
 - Montebello Unified School District
 - Montebello Fire Department
 - Montebello Traffic Commission



Community Engagement



- Community workshops in August and November
- Insights included:
 - Perceived speeding and cut-through traffic
 - Elevation changes in northern Montebello
 - Connections to destinations such as Metrolink, Downtown, schools, and Rio Hondo Trail
 - Priority roadways such as Wilcox Avenue, Lincoln Avenue, Beverly Boulevard, Whittier Boulevard, Garfield Avenue, Maple Avenue, Bluff Road, and Greenwood Avenue
 - Need for signage, bike parking, and programs/education



Community Engagement

- Bilingual online survey
- Interactive mapping tool



Welcome to the Montebello Bicycle Master Plan online map.

Share your thoughts about bicycling in Montebello. Your feedback will help inform the types of improvements that the City will include in the Montebello Bicycle Master Plan.

If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebellocity.gov

Map Instructions

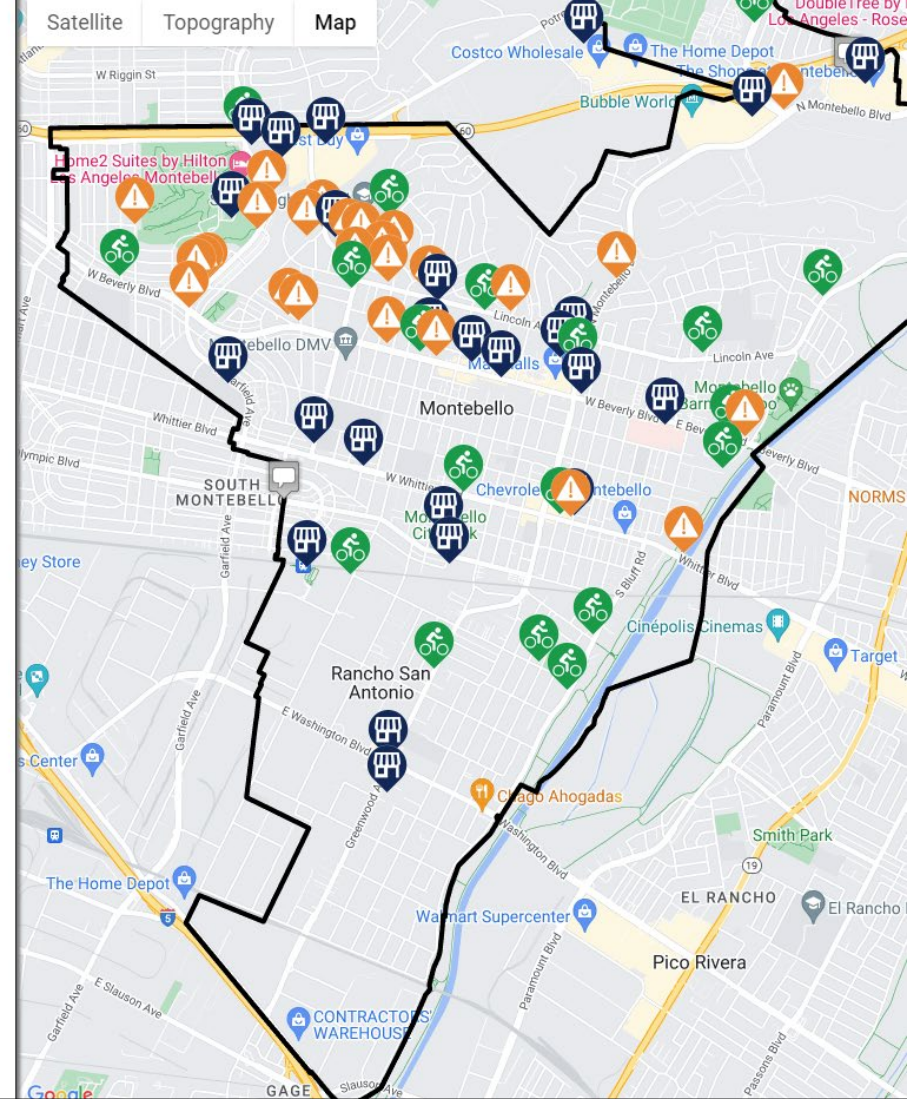
- Zoom-in on the map to your desired location.
- Double click on the location to open a Comment Box on the left.
- In the Comment Box, describe your issue or thoughts and click "Create Comment" to save.

Comment Categories

			
Destination You Want to Bike To	Bike Infrastructure Needed	Safety Concern	Other

[View a list of existing comments](#) →

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Montebello Bicycle Master Plan



The City of Montebello is developing a Bicycle Master Plan (BMP) with the goal of improving biking throughout the city, establish goals, policies, and programs to make Montebello a more friendly city for biking and to provide improved bicycling routes to nearby cities and key destinations.

Your feedback will help inform the types of improvements that the bike plan will include. At the end of the survey there is an option to provide comments about specific locations.

Please check the project website for future updates [HERE](#). If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebellocity.gov. If you would like to receive project updates, please provide your email address below.

(For the Spanish survey click here / Para la encuesta en español, haga clic aquí: tinyurl.com/MontebelloEncuesta)

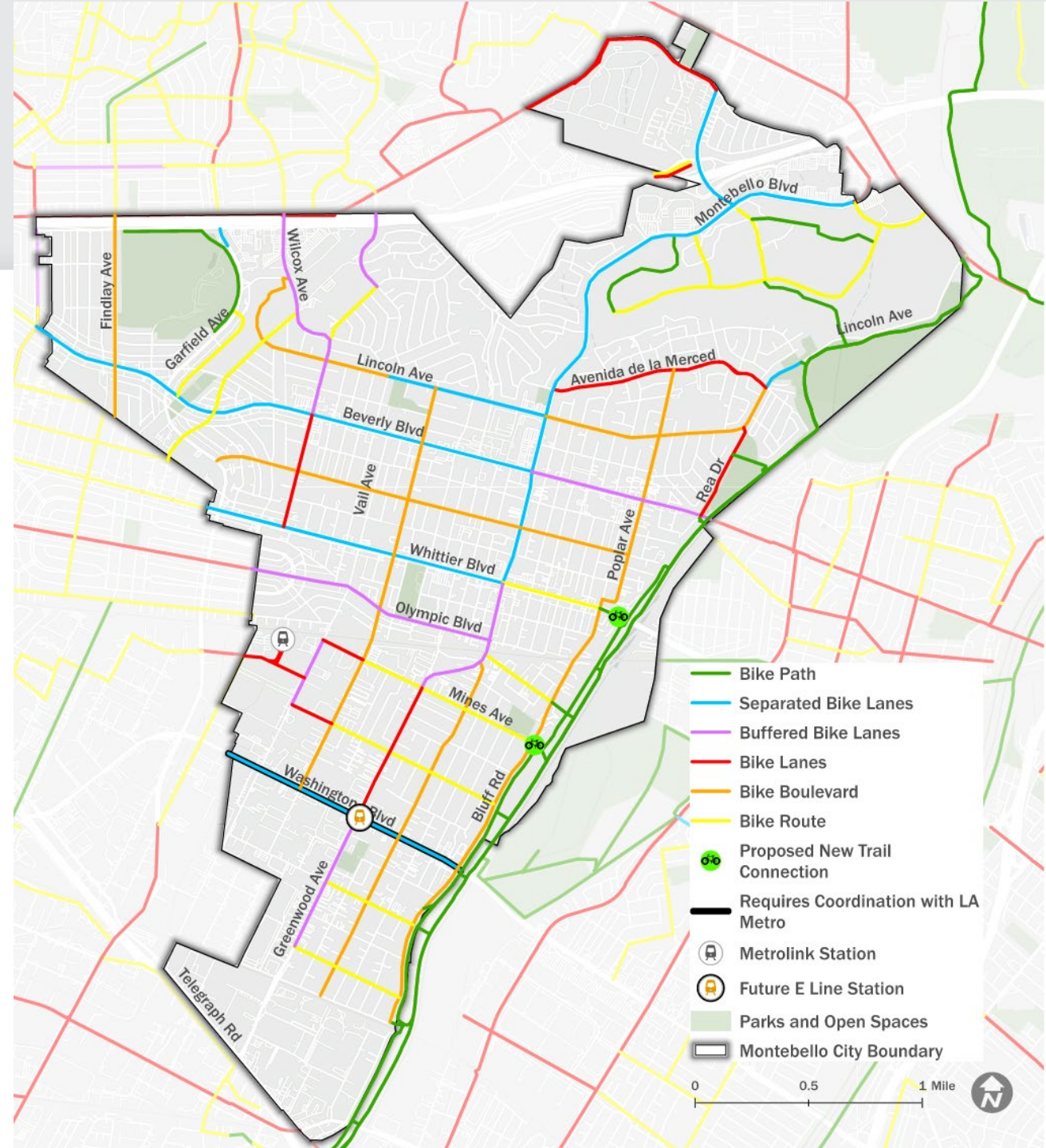
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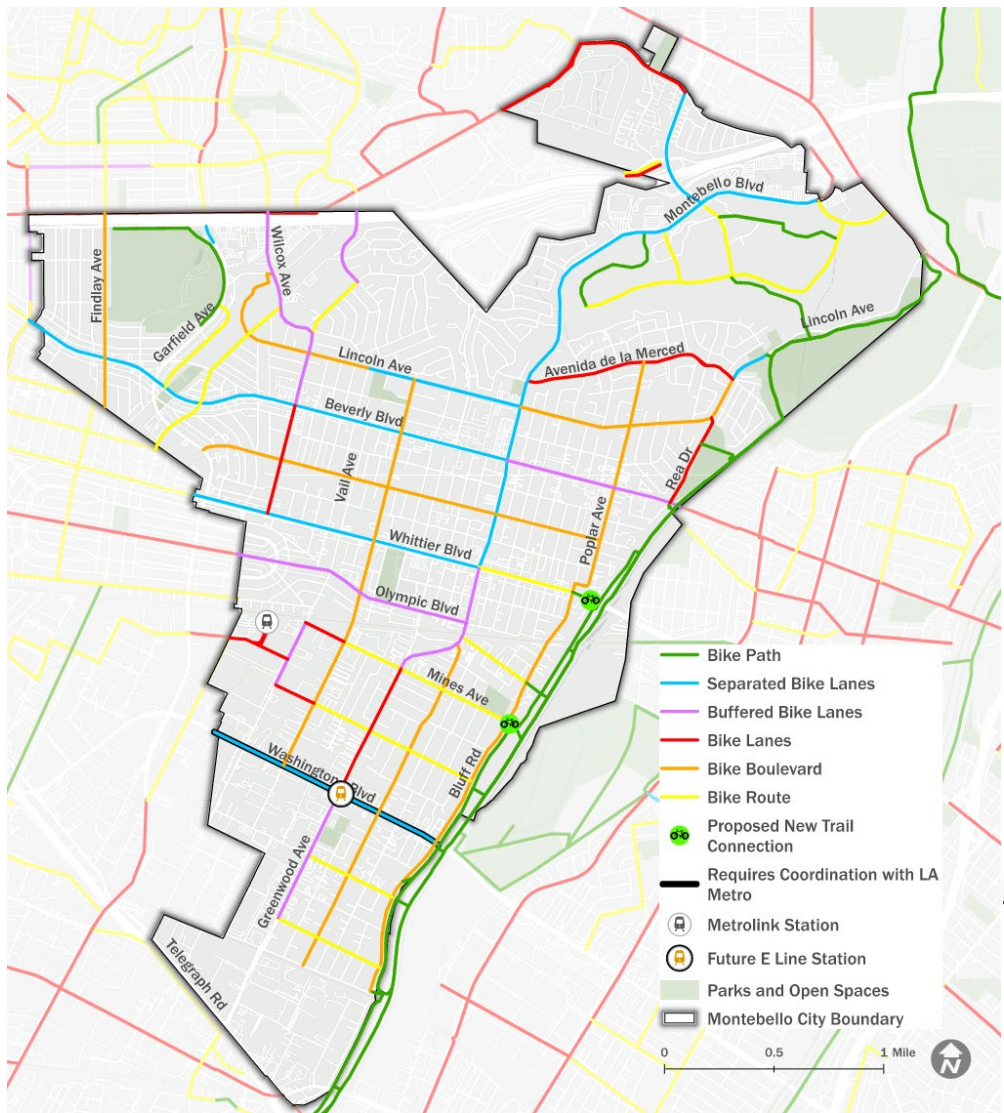
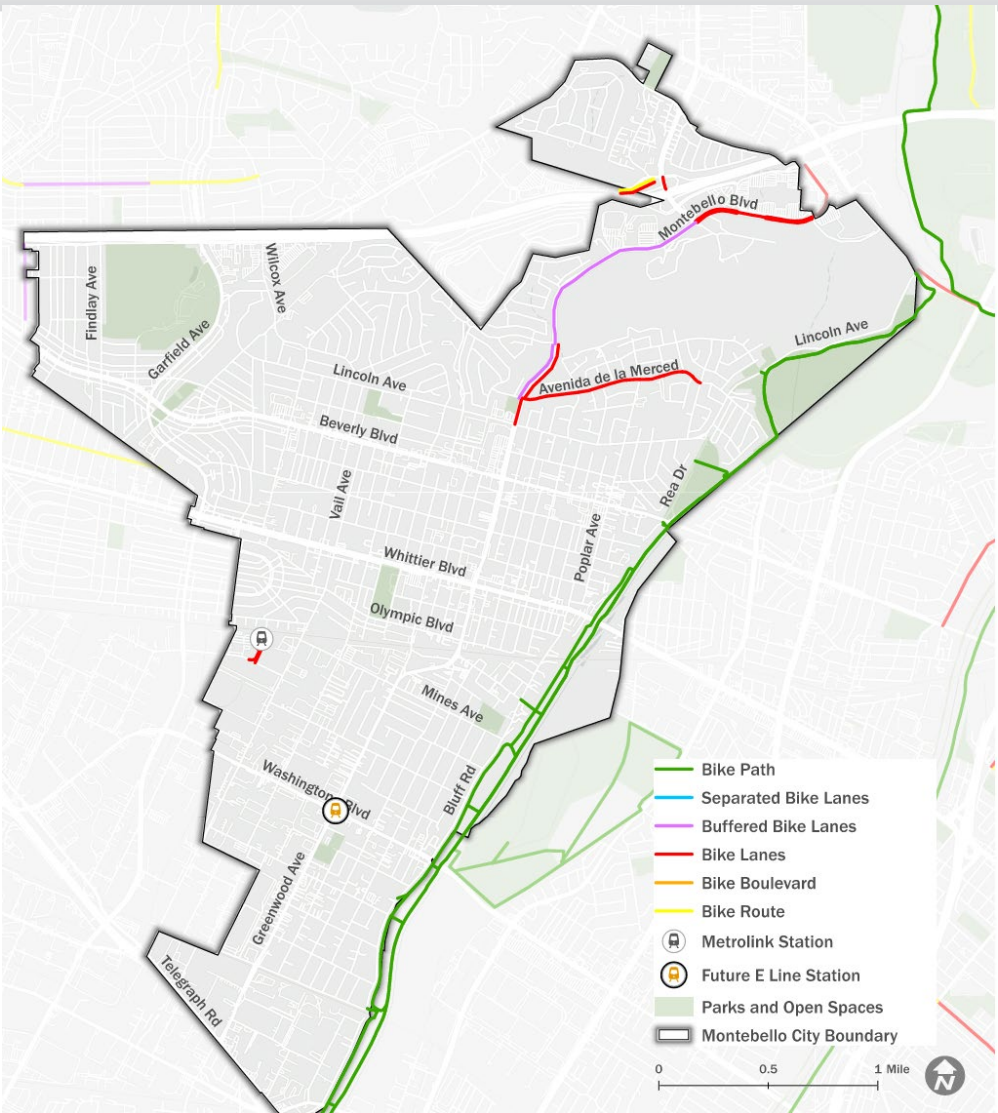
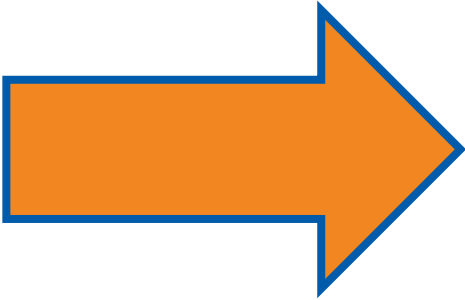


Recommended Improvements

- Separated and/or buffered bike lanes on major streets
- Bike routes/boulevards on low-volume, low-speed parallel streets, paired with traffic calming
- Connections to Rio Hondo River Trail
- Network of facilities to serve both experienced and less-experienced bicyclists



Recommended Improvements

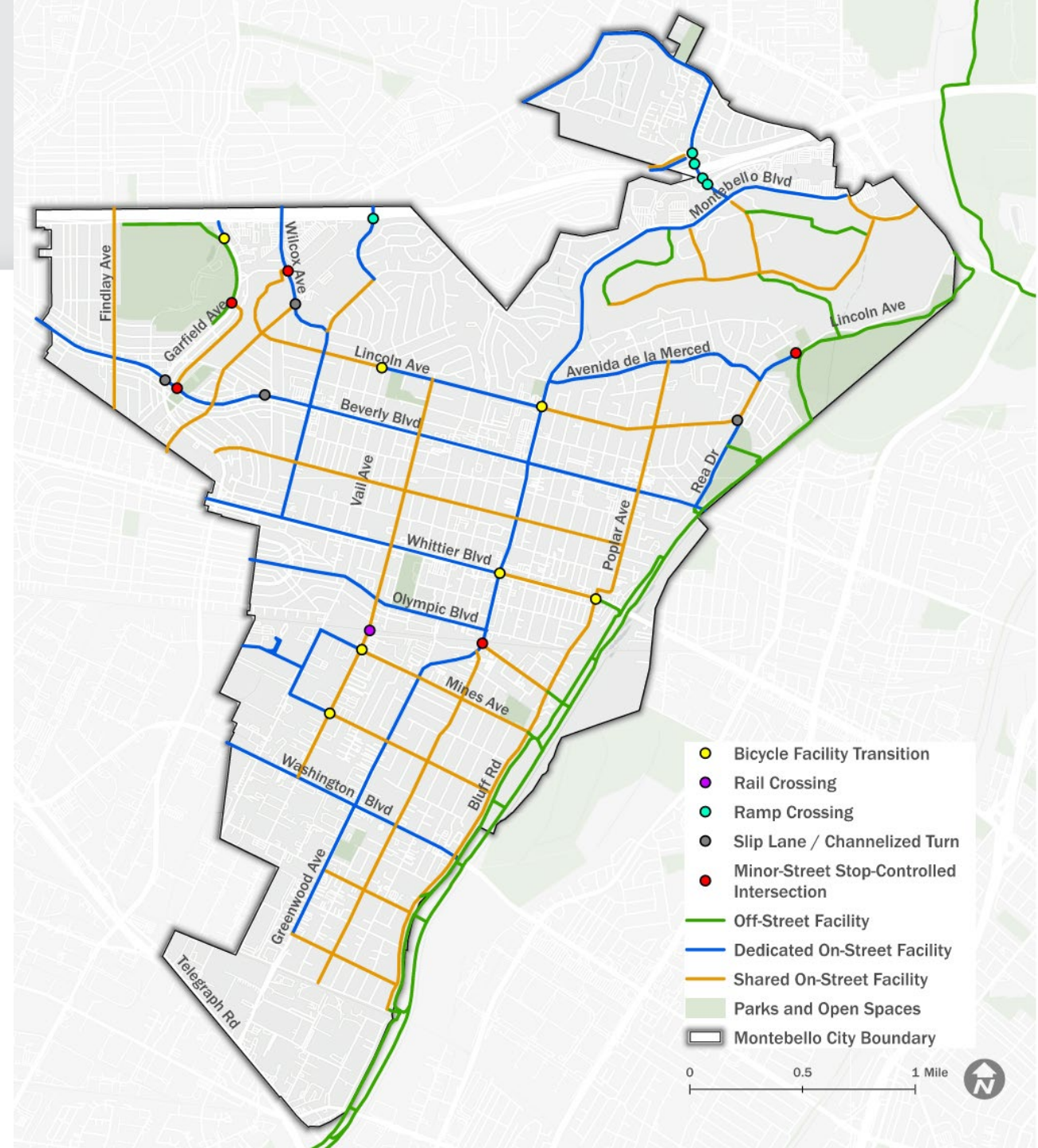


Recommended Improvements

Key intersection treatment categories:

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

Mini-traffic circles also recommended for bike boulevards.



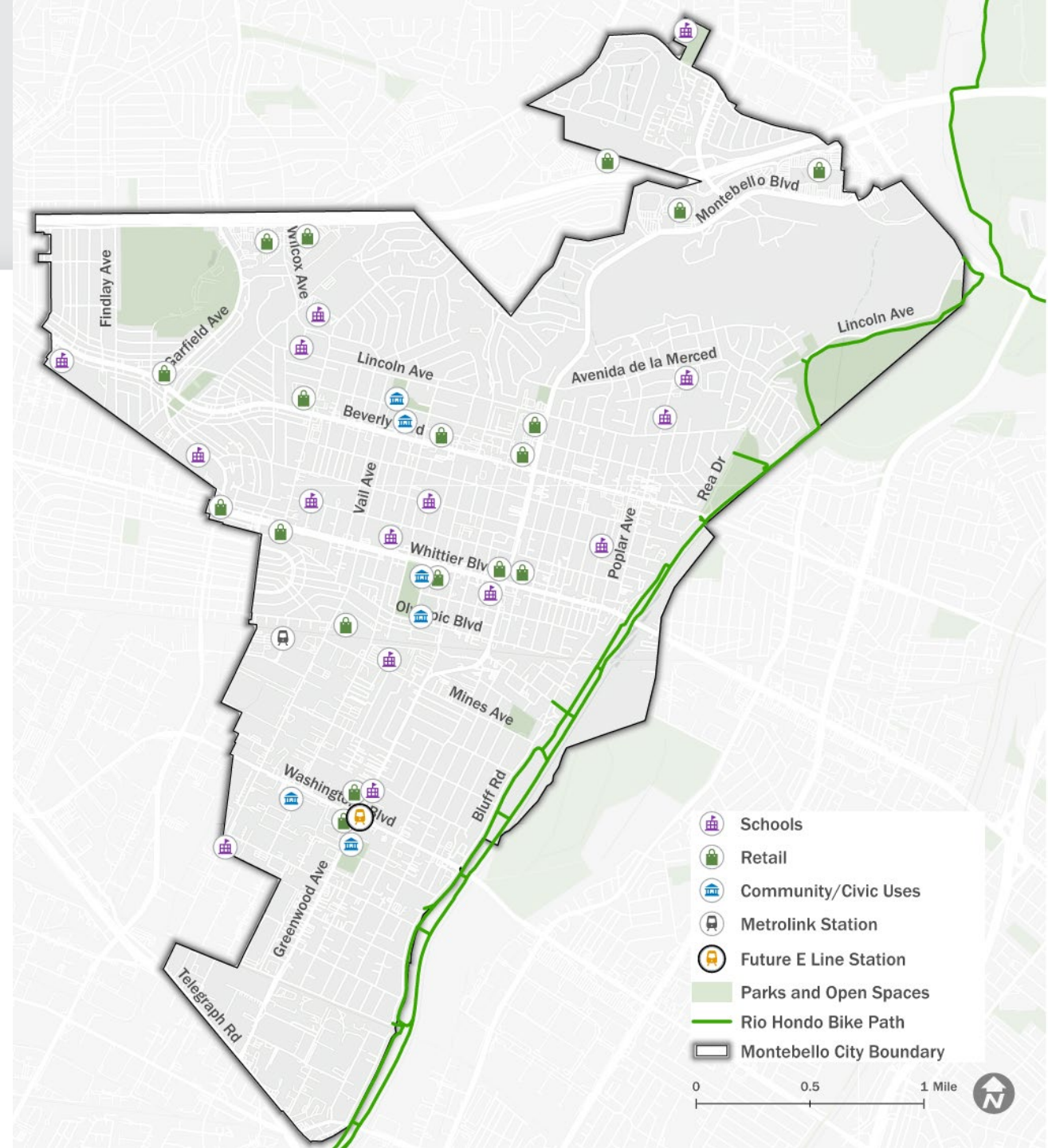
Recommended Improvements

Key locations for bike parking:

- K-12 schools
- Parks, community centers, and recreation centers
- Shopping centers
- Strip malls and individual retail establishments

Important destinations for bike wayfinding:

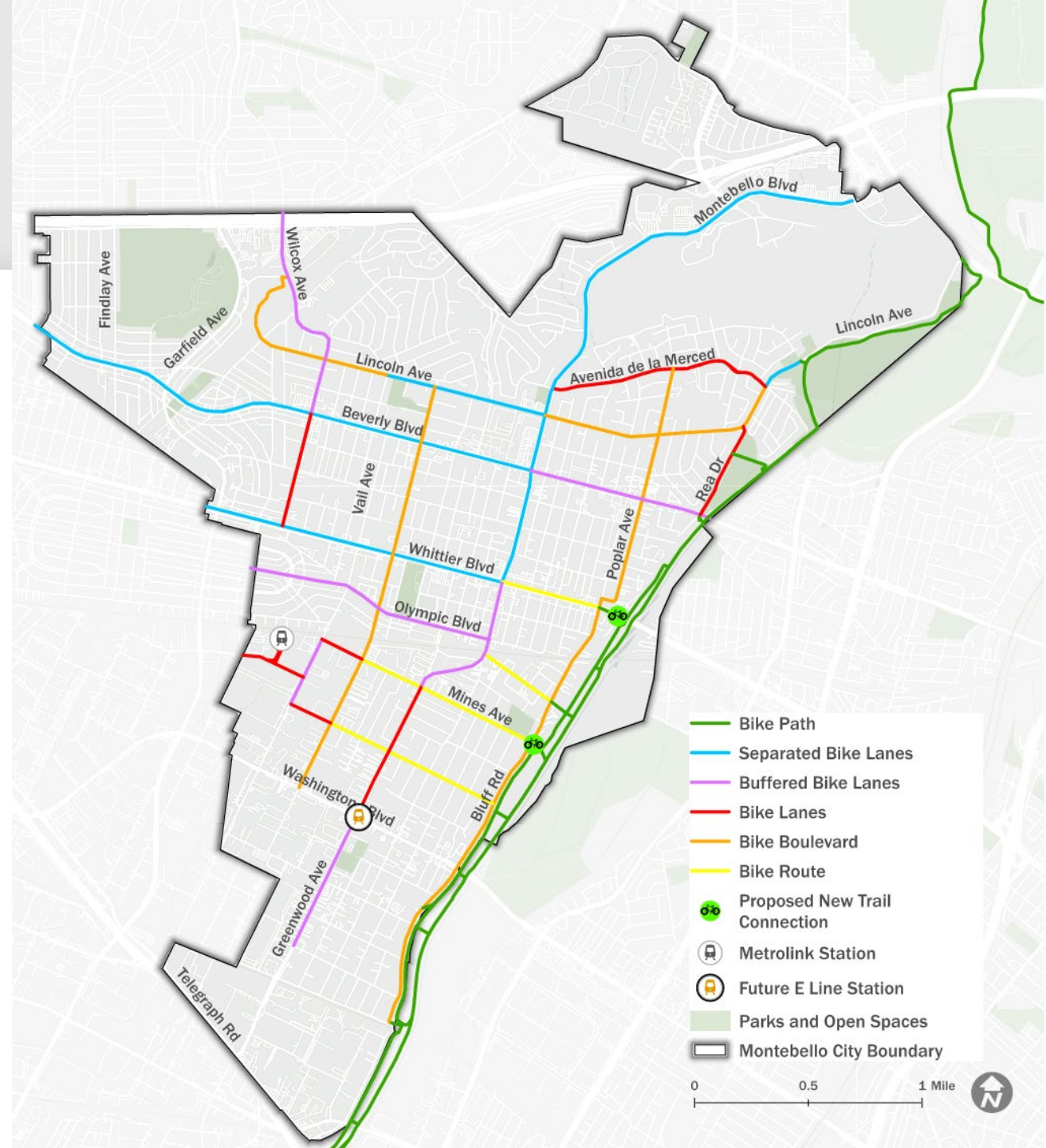
- City bikeways
- Rio Hondo River Trail
- Commercial centers
- Public transit centers and stations
- K-12 schools
- Civic and community destinations
- Parks and recreation centers



Recommended Improvements

Projects were prioritized based on:

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

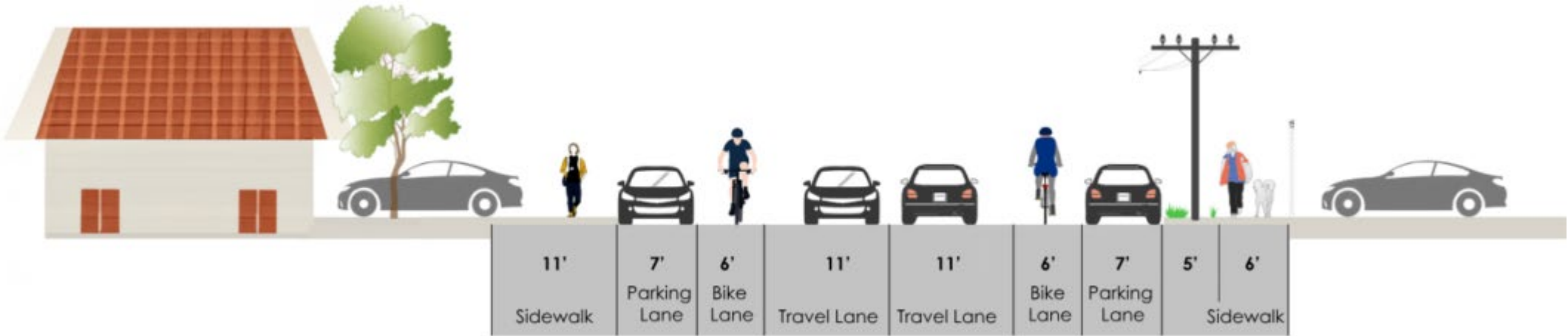


Recommended Improvements

Additional information was developed for priority projects:

- Daily user estimates
- Vehicle miles traveled (VMT) and greenhouse gas (GHG) emission estimates
- Planning-level cost estimates
- Example cross-sections and concept designs

Project	Type(s) of improvements	Average weekday daily users	Average annual VMT reduced	Lifetime GHG emission reduction	Construction cost estimate
Poplar Avenue/Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO _{2e}	\$633,000
Mines Avenue/Beach Street/Vail Avenue/Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO _{2e}	\$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO _{2e}	\$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO _{2e}	\$2,228,000
Olympic Boulevard/Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO _{2e}	\$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO _{2e}	\$3,939,000



Recommended Programs and Policies

The BMP includes programs, policies, and strategies to improve biking conditions. Categories and topic areas consist of:

- Infrastructure and operations
 - Bicycle facility and roadway design
 - Bicycle-supportive amenities
- Planning and evaluation
 - Roadway network planning
 - Data collection and monitoring
 - Community participation and input
- Funding
 - Grant funding
 - Sustainable funding sources
- Implementation
 - Quick-build and interim facilities
 - Inter-agency coordination
- Education and enforcement
 - Safety and awareness
 - Equitable enforcement

Recommended Programs and Policies

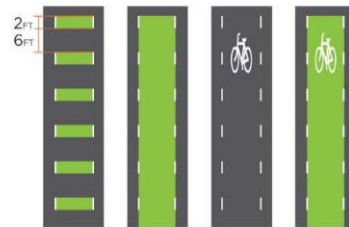
The BMP includes additional guidance for key topic areas.

- **Bike Boxes at Signalized Intersections** allow bicyclists to get ahead of the vehicle queue when the light is red. By placing bicyclists in front of cars, they are able to travel through the intersection earlier, thus reducing potential conflicts with turning vehicles.
- **Intersection Crossing Markings** or "cross-bikes" 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** 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** can facilitate the crossing of a busy street where a conventional signal is not warranted due to traffic volumes.

SIGNALIZATION

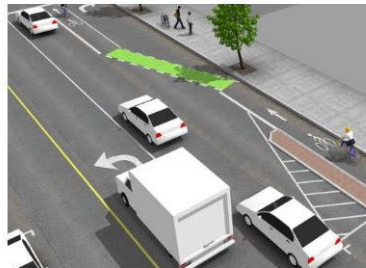
Signals provide an opportunity to mitigate conflicts between people who walk, bike, and drive. Some signal options include:

- **Bike Signal Heads** are used in conjunction with existing conventional traffic signals or hybrid beacons. They 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** can be used to prioritize bicycle movements through an intersection to reduce conflict potential. Some options include protected bike phases, where vehicular turns across the bikeway are prohibited, leading bike intervals, where people on bikes are allowed to enter the intersection a few seconds before drivers, and bike-only phases.



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



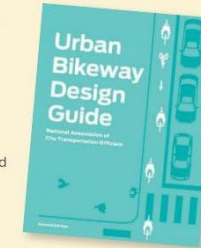
Best Practice Resources for Bikeway Design

URBAN BIKEWAY DESIGN GUIDE

National Association of City Transportation Officials (NACTO) | 2014

NACTO is comprised of the transportation departments of many major and mid-sized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the Urban Bikeway Design Guide sometimes provide additional bikeway design options than those found in the AASHTO guide (described below), 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/>.

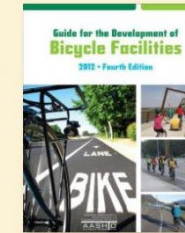


GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

American Association of State Highway and Transportation Officials (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>.

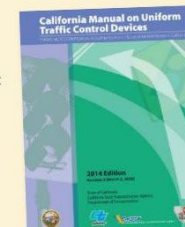


CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

California Department of Transportation | 2018

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 published by the California Department of Transportation in 2018. It includes the 2014 edition with four rounds of revisions. Its main contributions to bikeway design are the provision of signage and striping standards. Design Information Bulletin 89 (DIB-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>



Funding and Implementation

To guide implementation, the BMP includes:

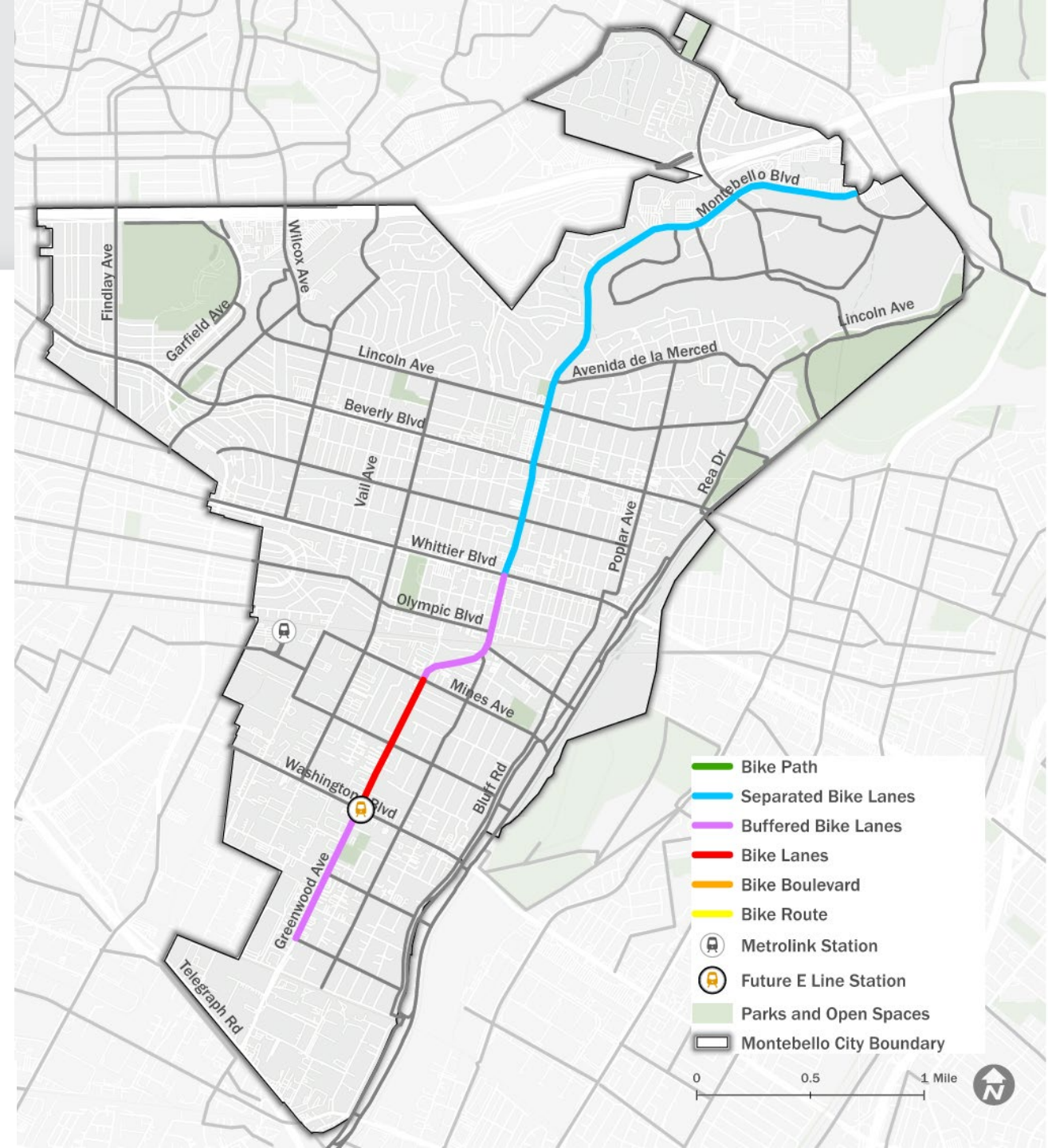
- Information on federal, state, and regional funding sources
- Implementation timeframes
 - Near-term (3 year) implementation project list
 - Mid-term (3-10 year) implementation project list
 - Long-term (10+ year) implementation project list
- Performance measures tied to the three goals: Accessibility, Safety, and Encouragement

Thank you!

Questions / Discussion

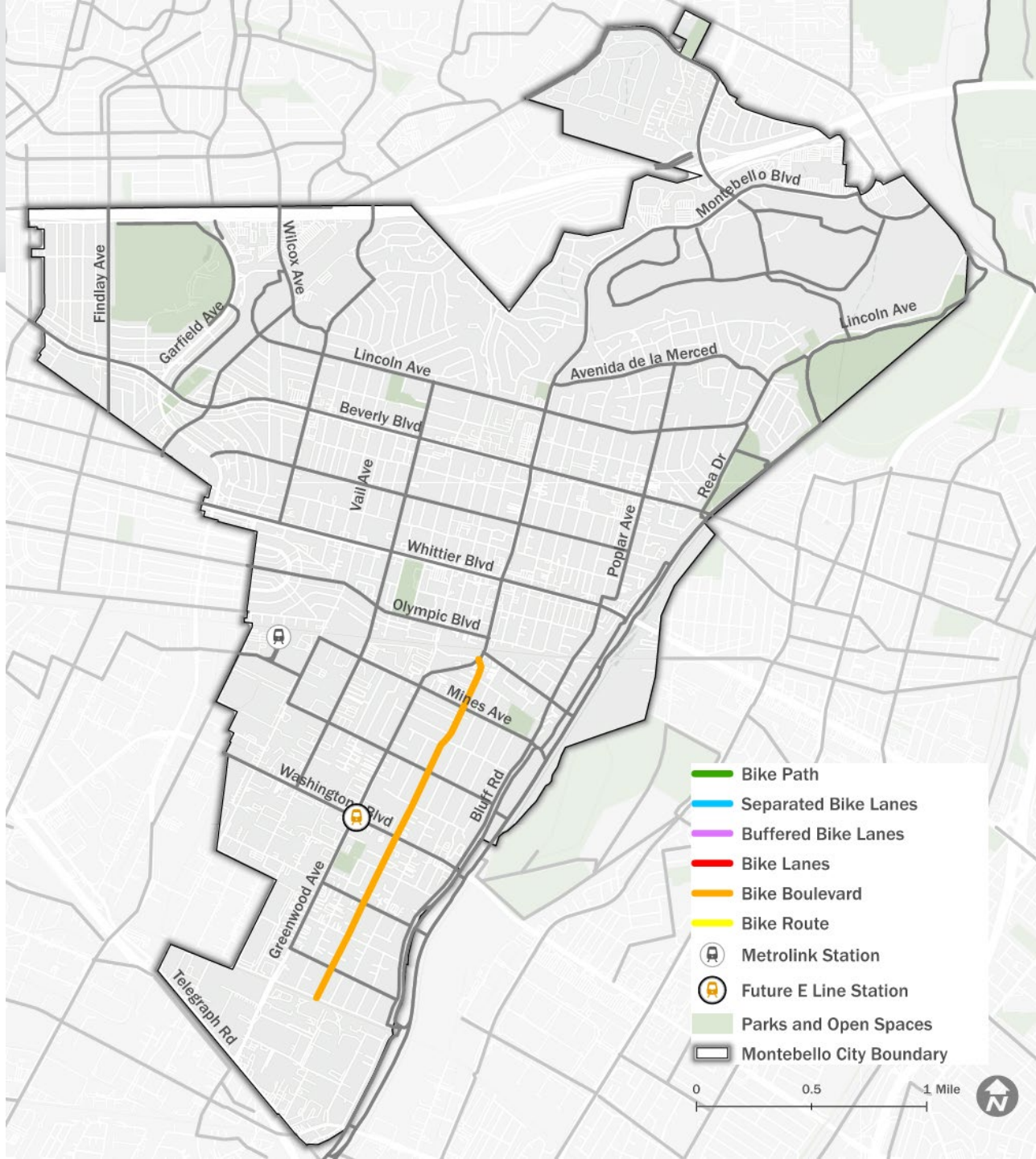
Montebello Blvd. / Greenwood Avenue

- Install **separated bike lanes** north of Whittier Boulevard (including improving existing bike lanes and buffered bike lanes)
- Install **bike lanes** and **buffered bike lanes** between Whittier Boulevard and Elm Street



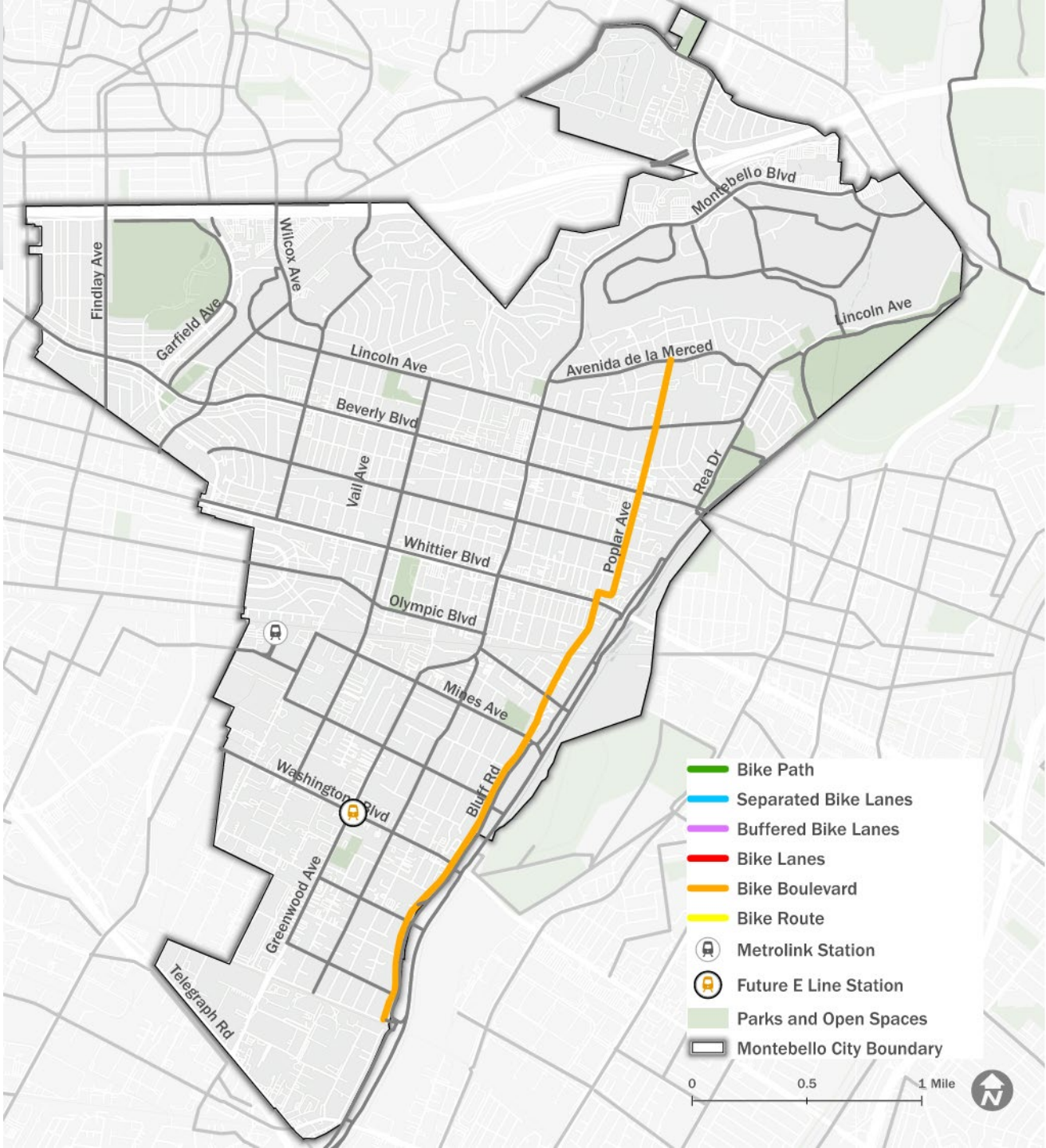
Montebello Blvd. (South)

- Install **bike boulevard** with traffic calming components



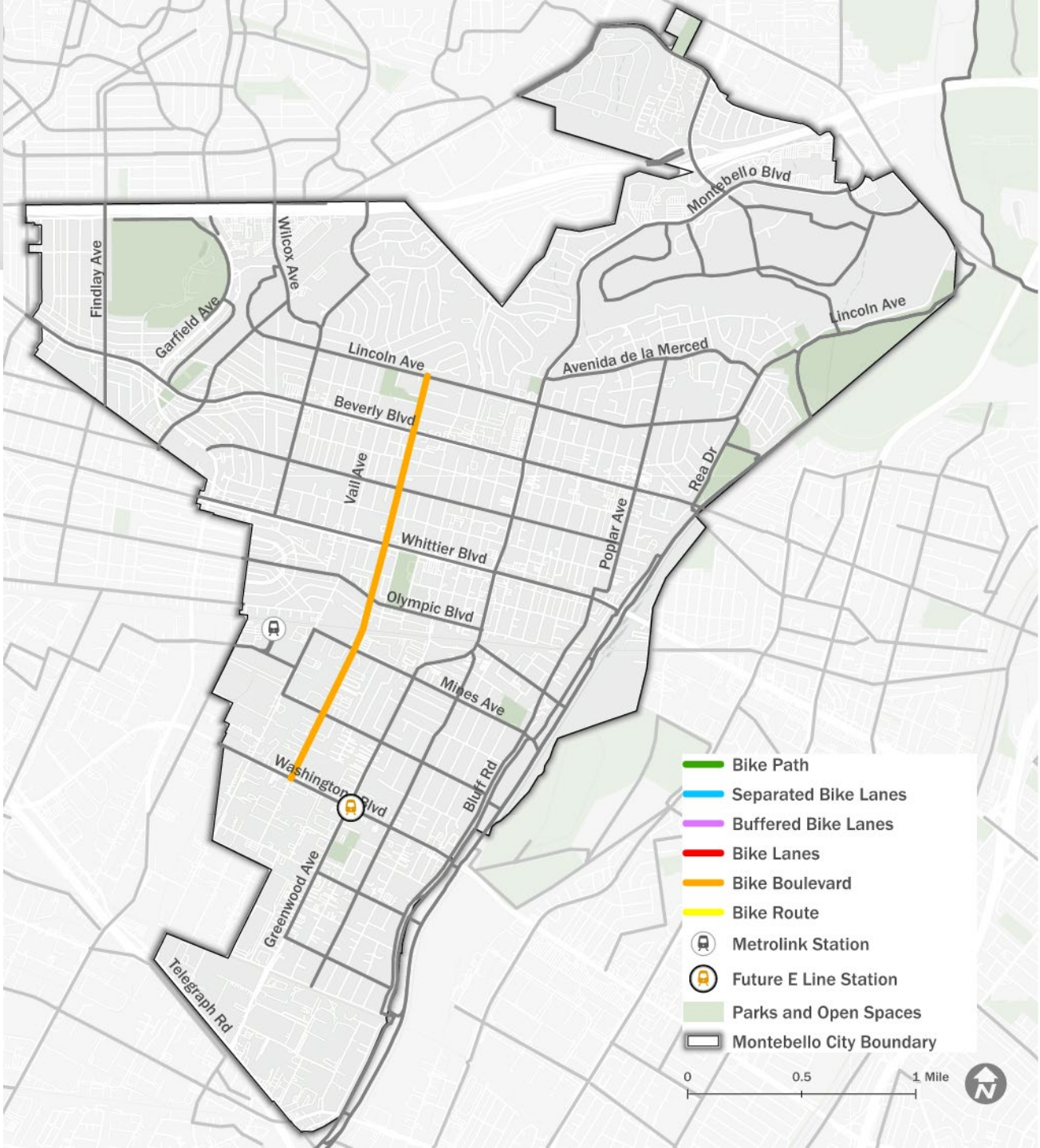
Poplar Ave. / Bluff Rd.

- Install **bike boulevard** with traffic calming components



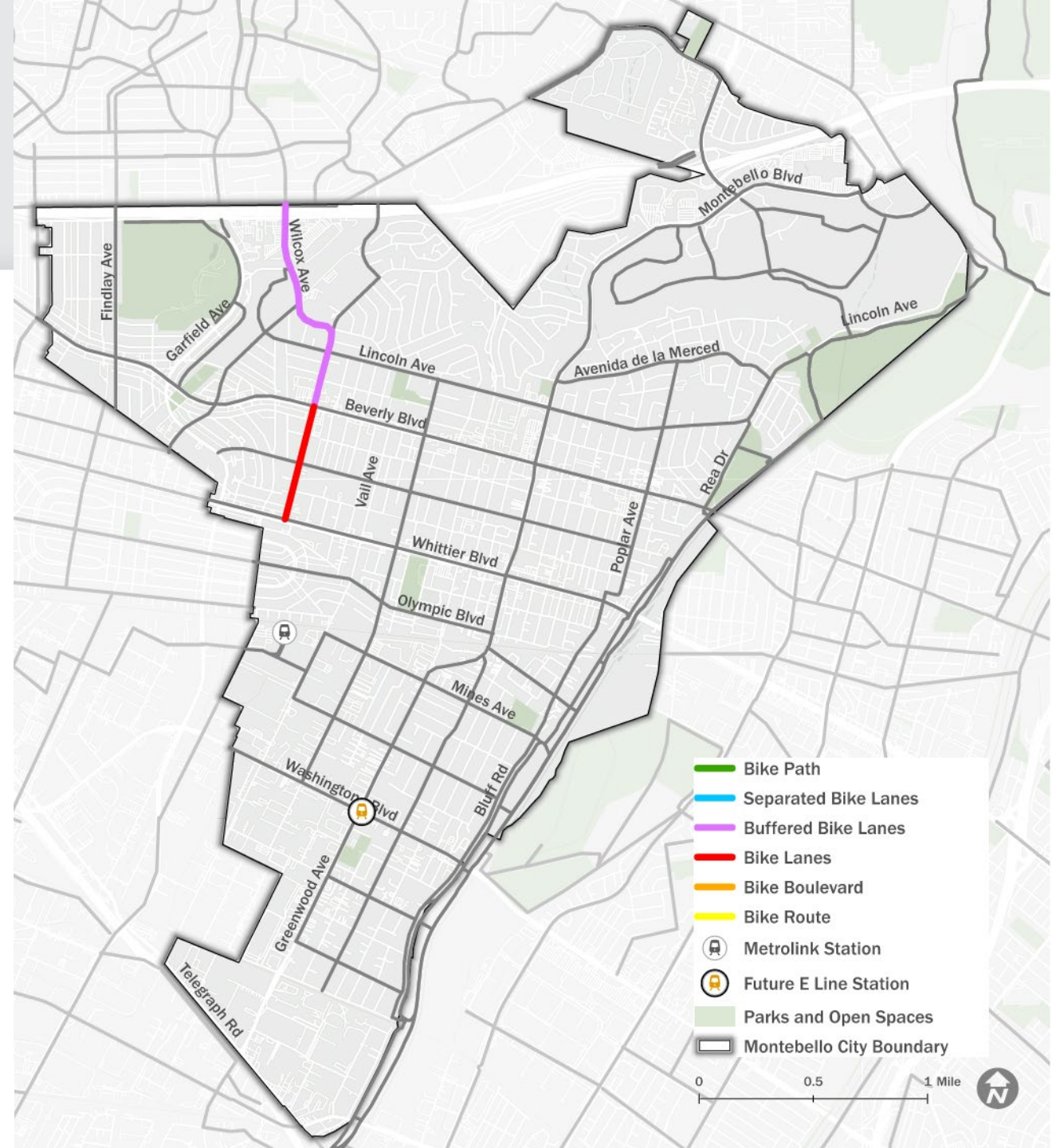
Maple Ave.

- Install **bike boulevard** with traffic calming components



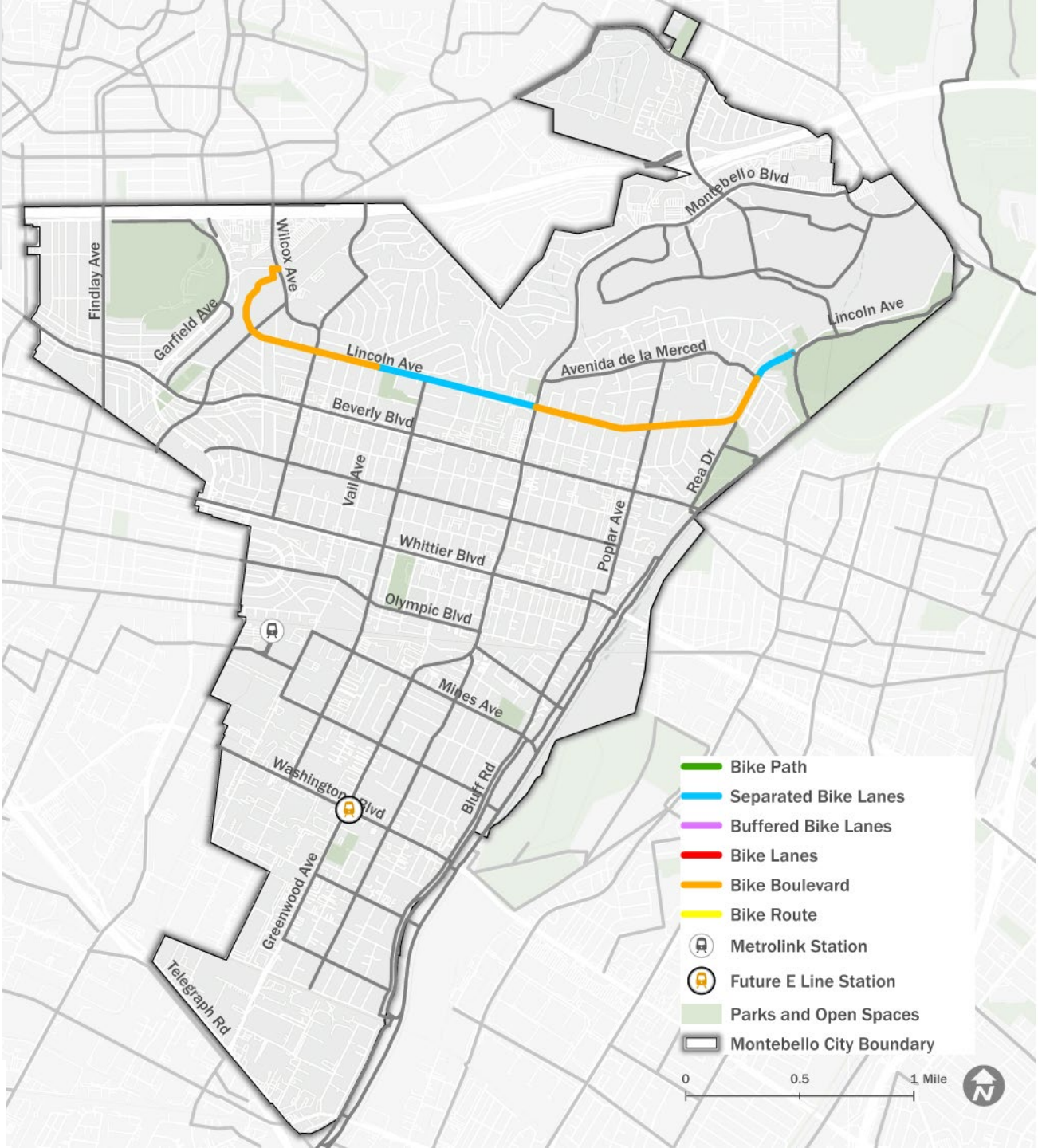
Wilcox Ave.

- Install **bike lanes** and **buffered bike lanes**



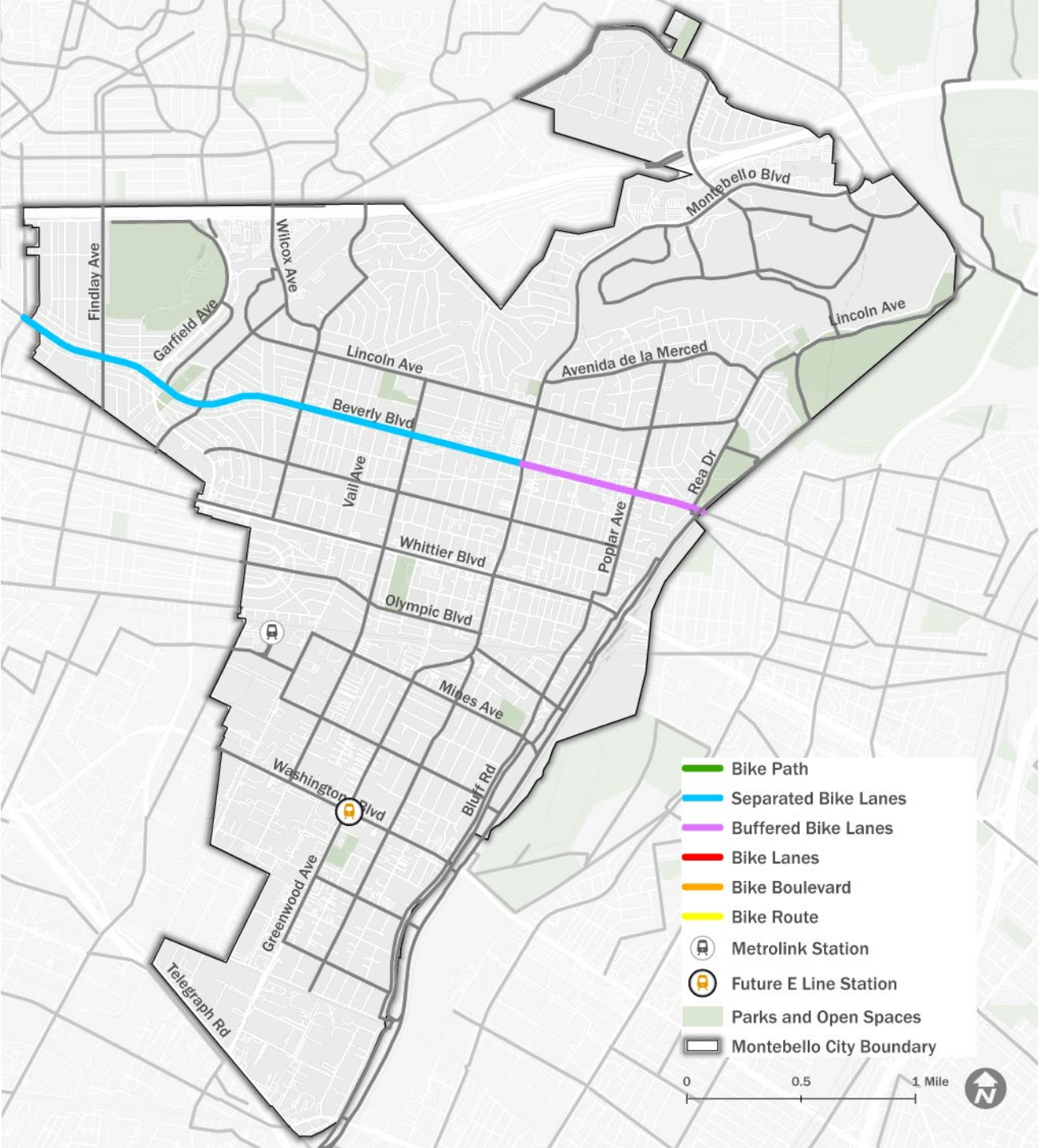
Lincoln Ave.

- Install **separated bike lanes**
- Install **bike boulevard** in residential areas, with traffic calming components
- Connect to Rio Hondo River Trail



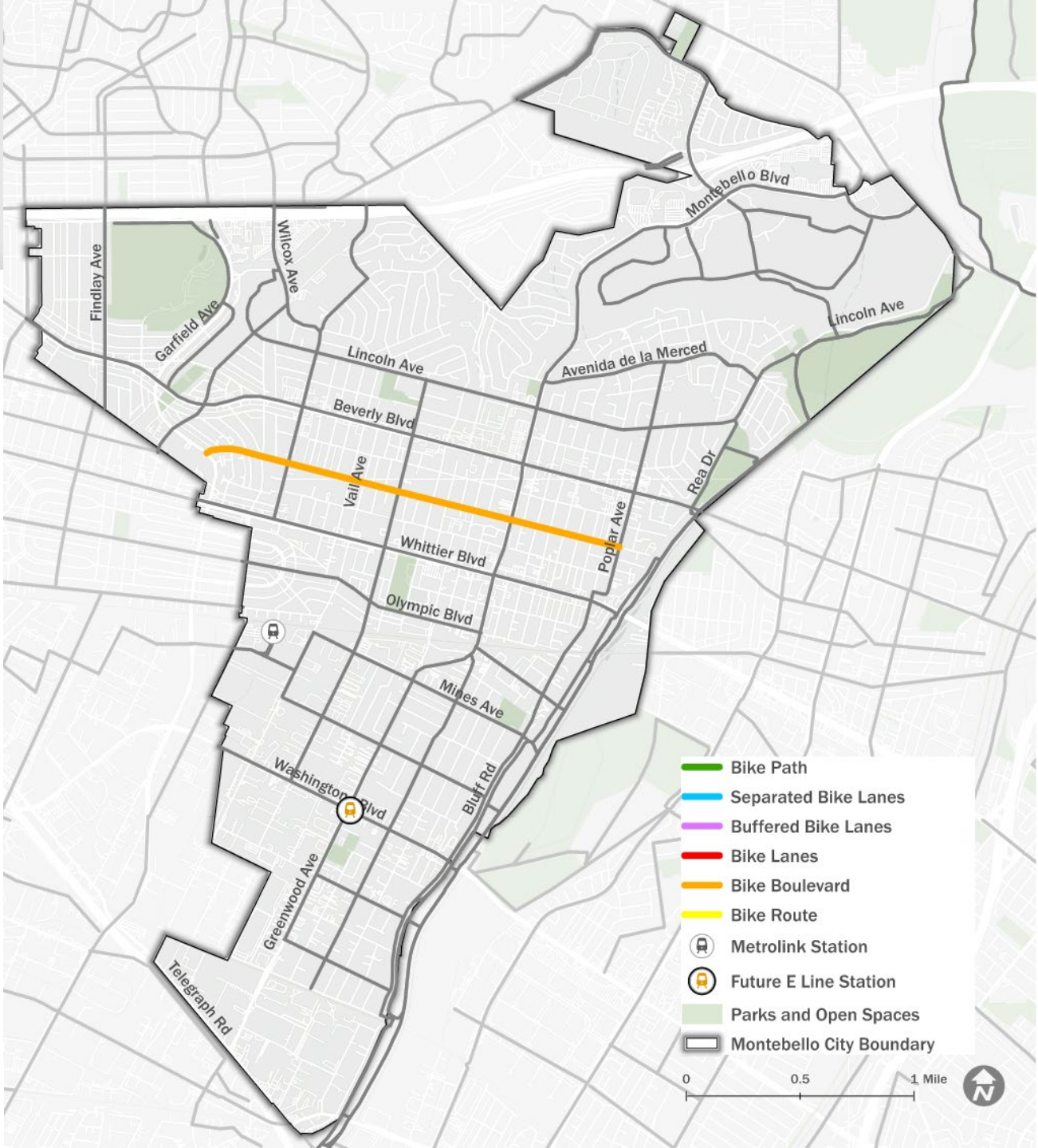
Beverly Blvd.

- Install **separated bike lanes** and **buffered bike lanes**



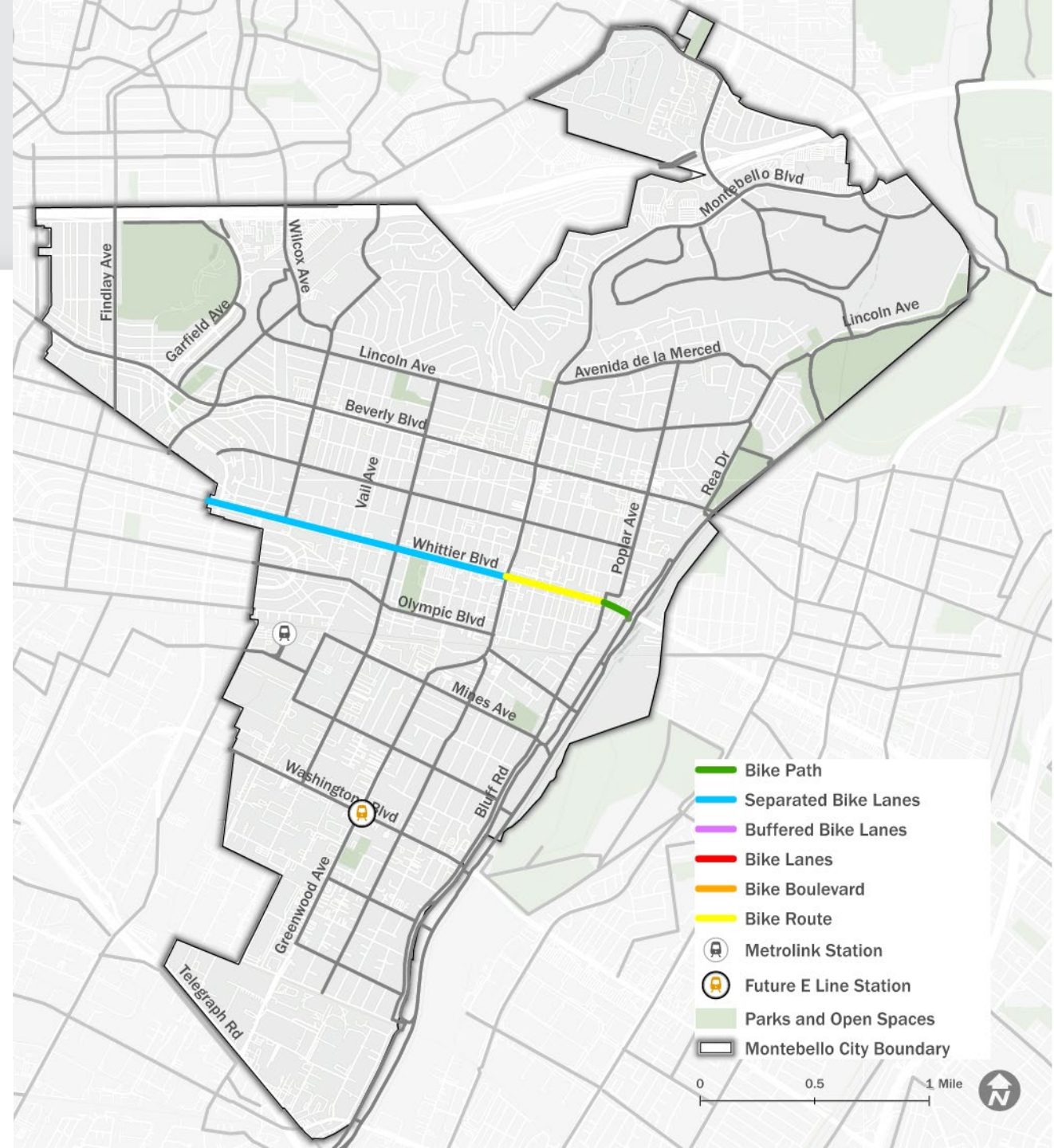
Madison Ave.

- Install **bike boulevard** with traffic calming components



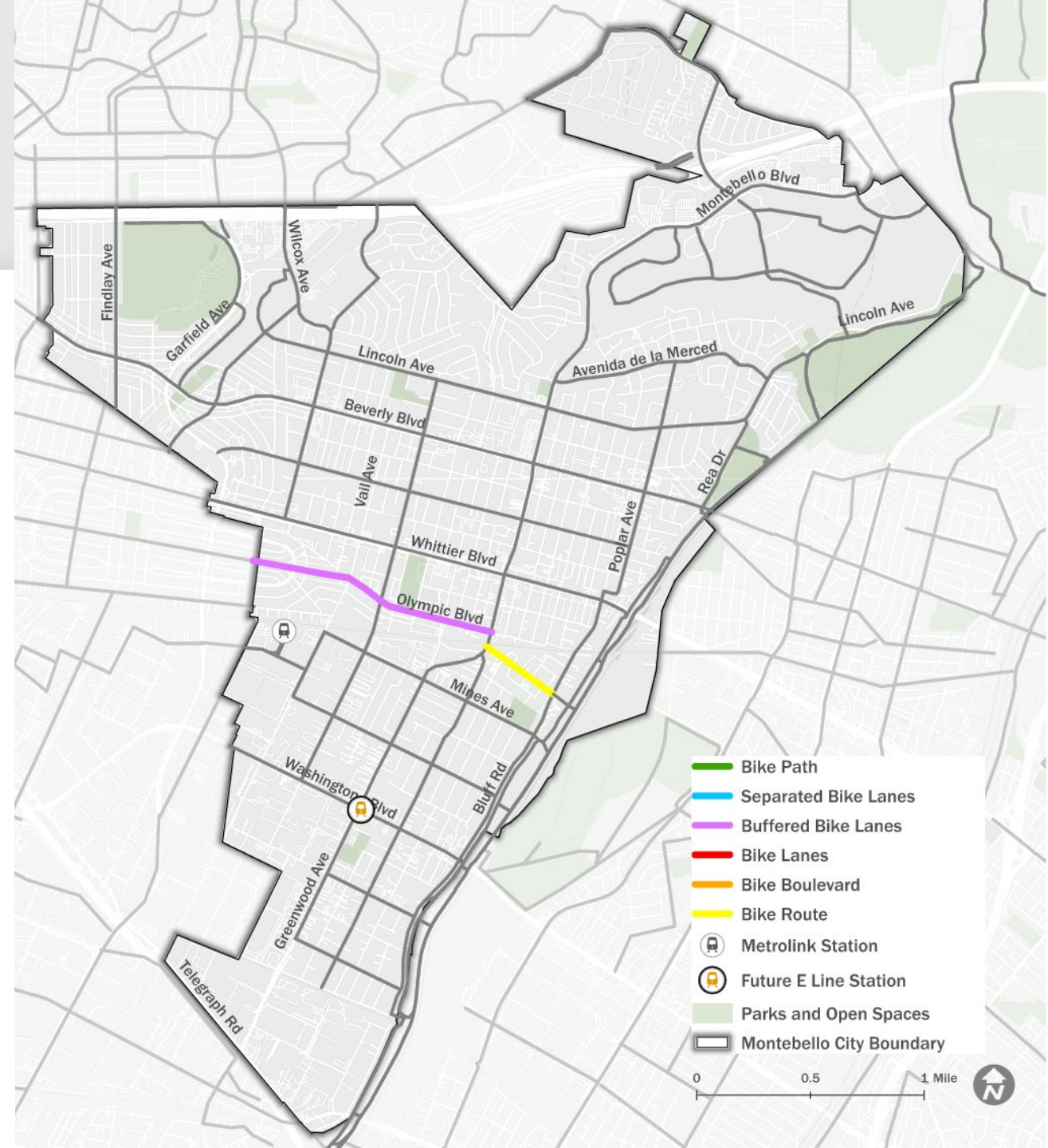
Whittier Blvd.

- Install **separated bike lanes** west of Downtown
- Install **bike route** through downtown
- Install **bike path** connection to Rio Hondo River Trail



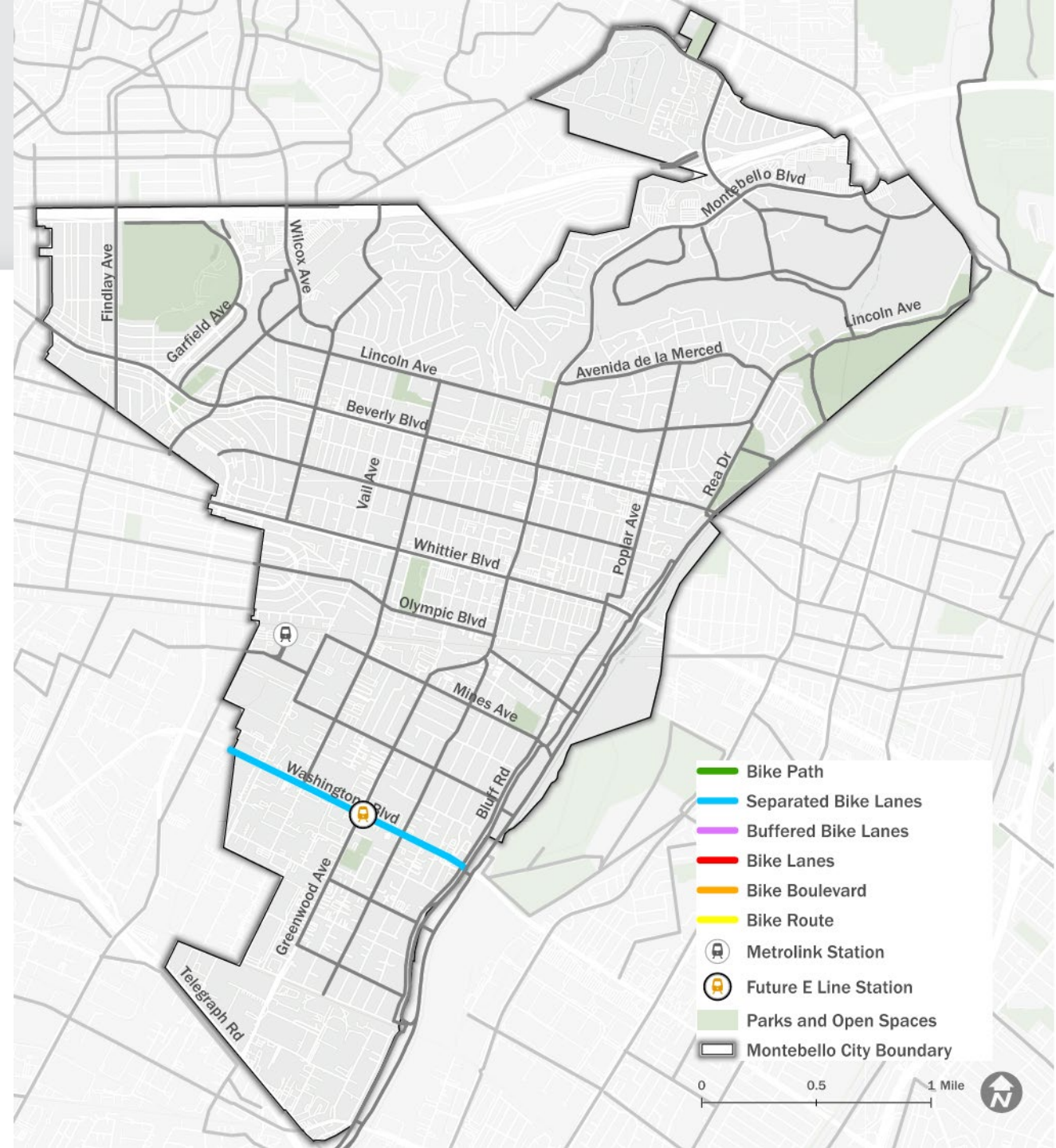
Olympic Blvd. / Roosevelt Ave.

- Install **buffered bike lanes** west of Montebello Boulevard
- Install **bike route** east of Montebello Boulevard



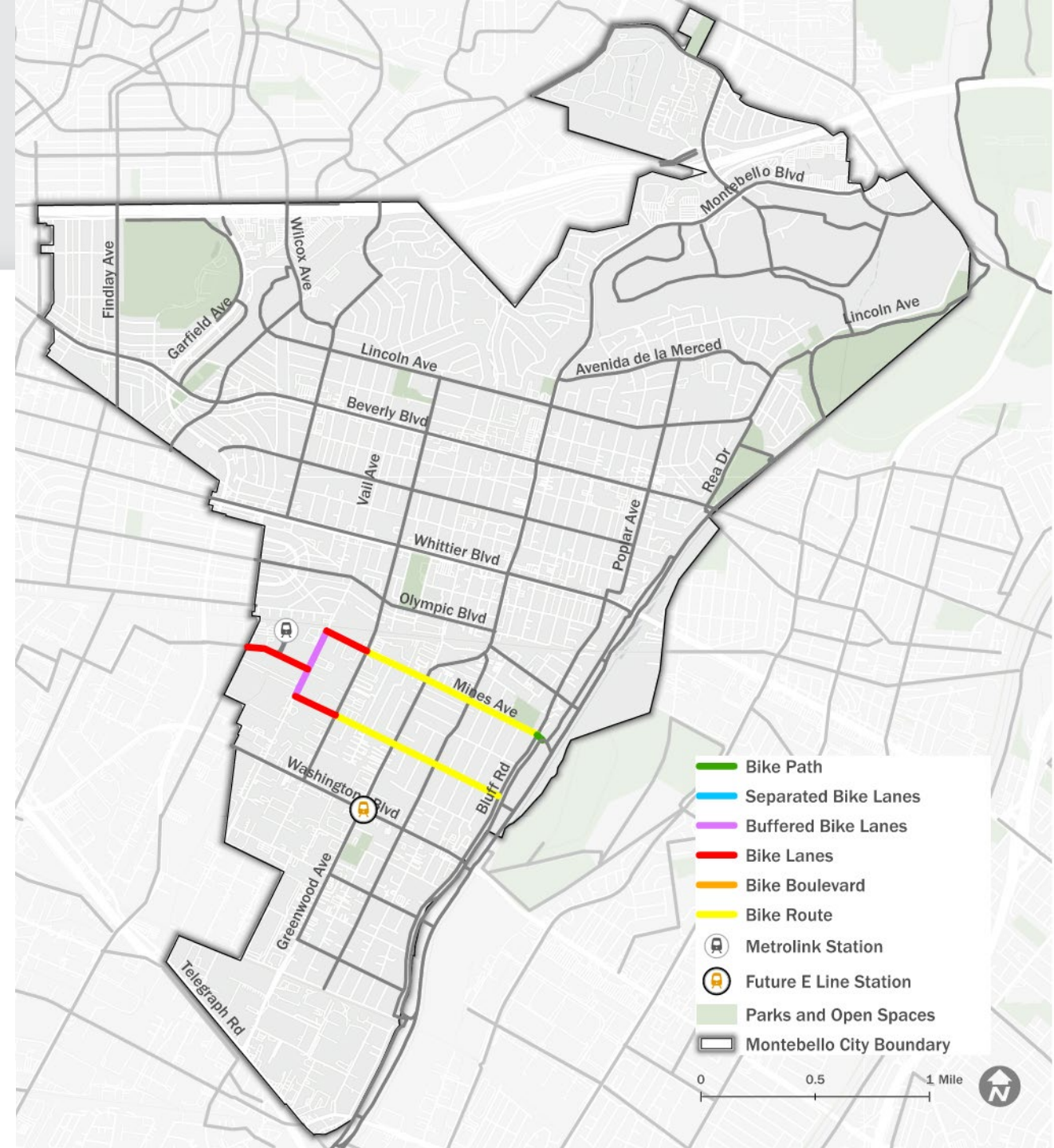
Washington Blvd.

- Install **separated bike lanes**
- Coordinate with LA Metro as part of L Line planning and design



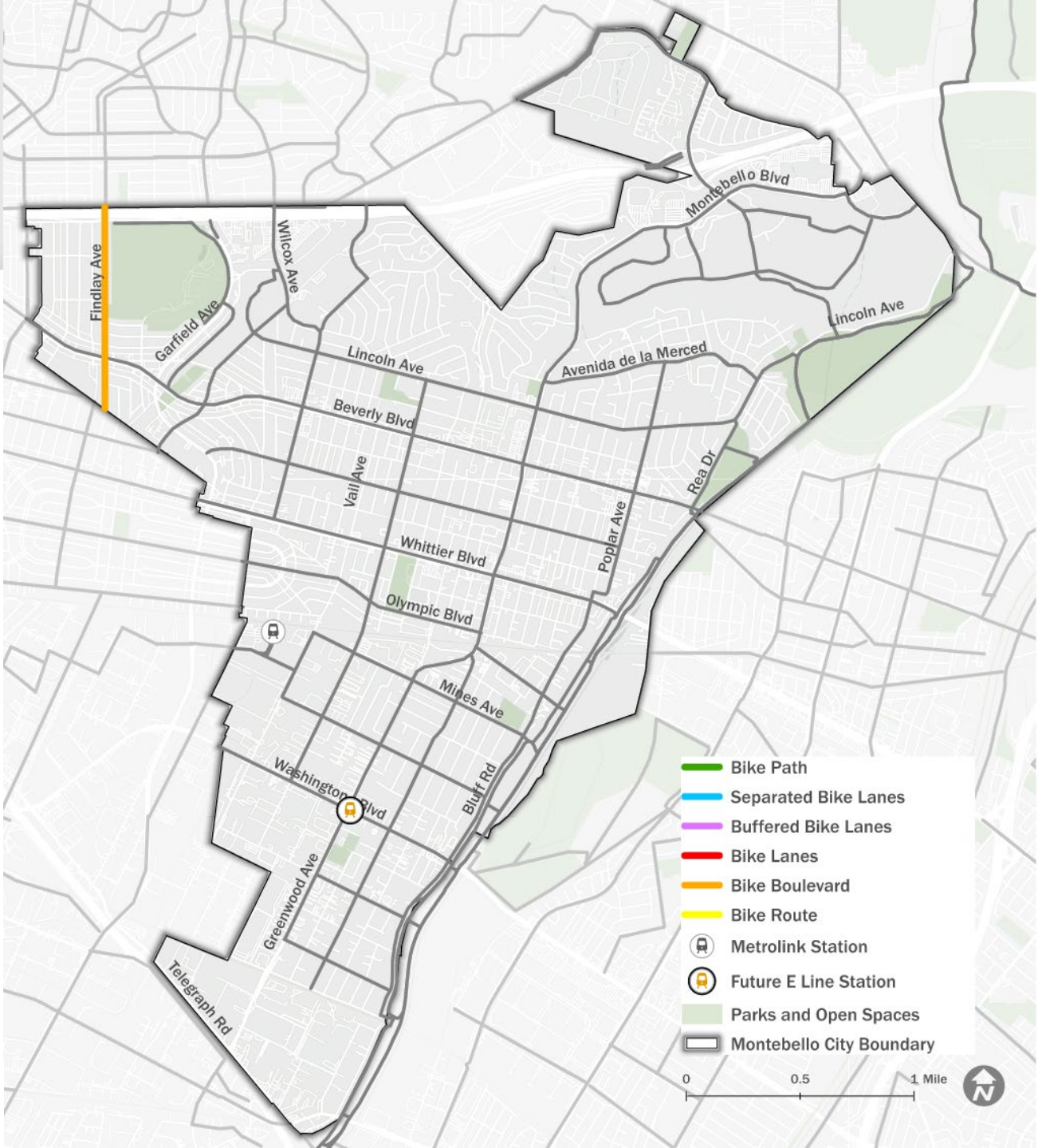
Miles Ave. / Beach St. / Vail Ave. / Flotilla St.

- Install bikeway loop connecting residential areas, Metrolink Station, and Rio Hondo River Trail
- Install **bike routes** in residential areas
- Install **bike lanes** and **buffered bike lanes** in industrial areas
- Install **bike path** connection to Rio Hondo River Trail



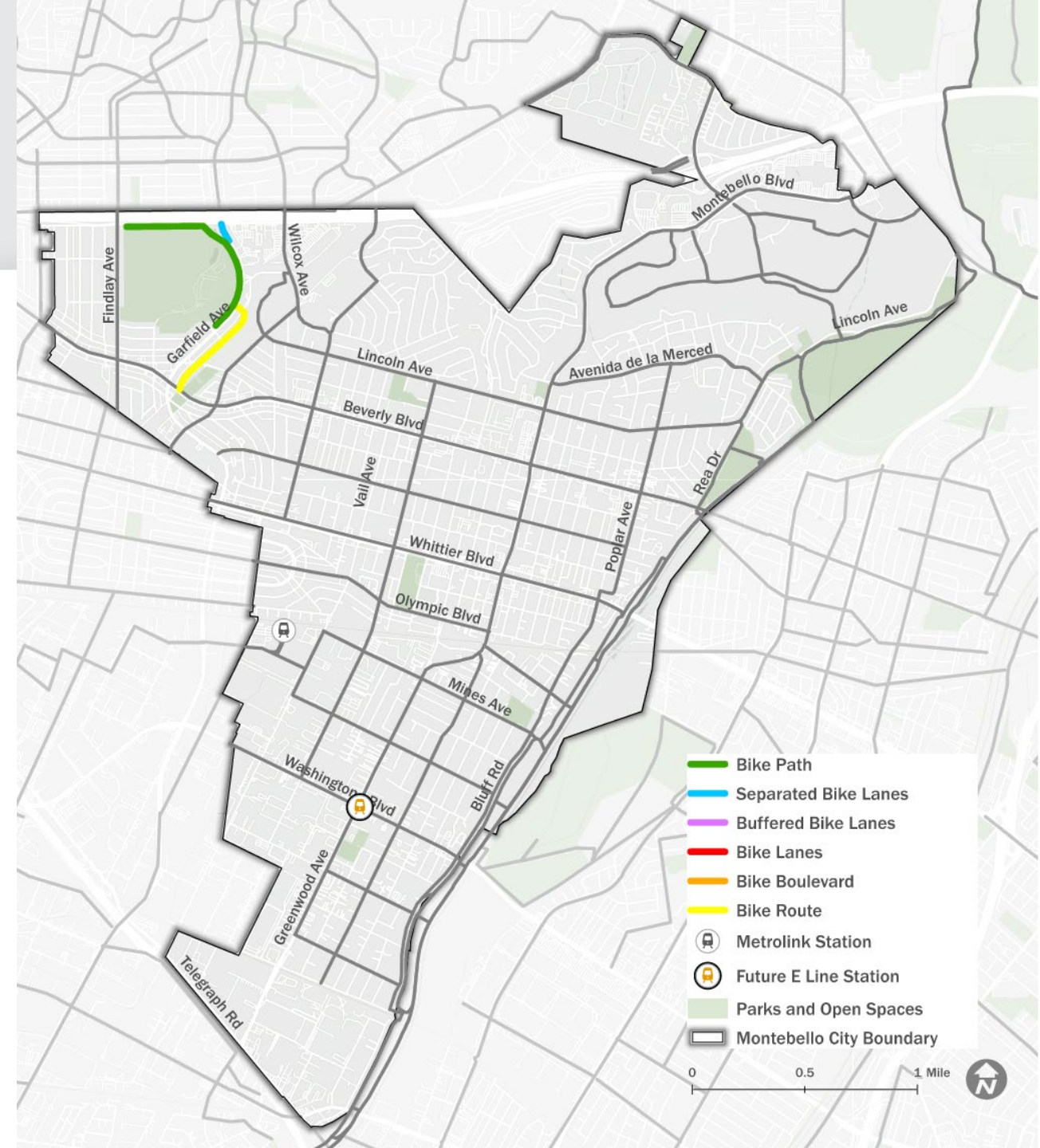
Findlay Ave.

- Install **bike boulevard** with traffic calming components



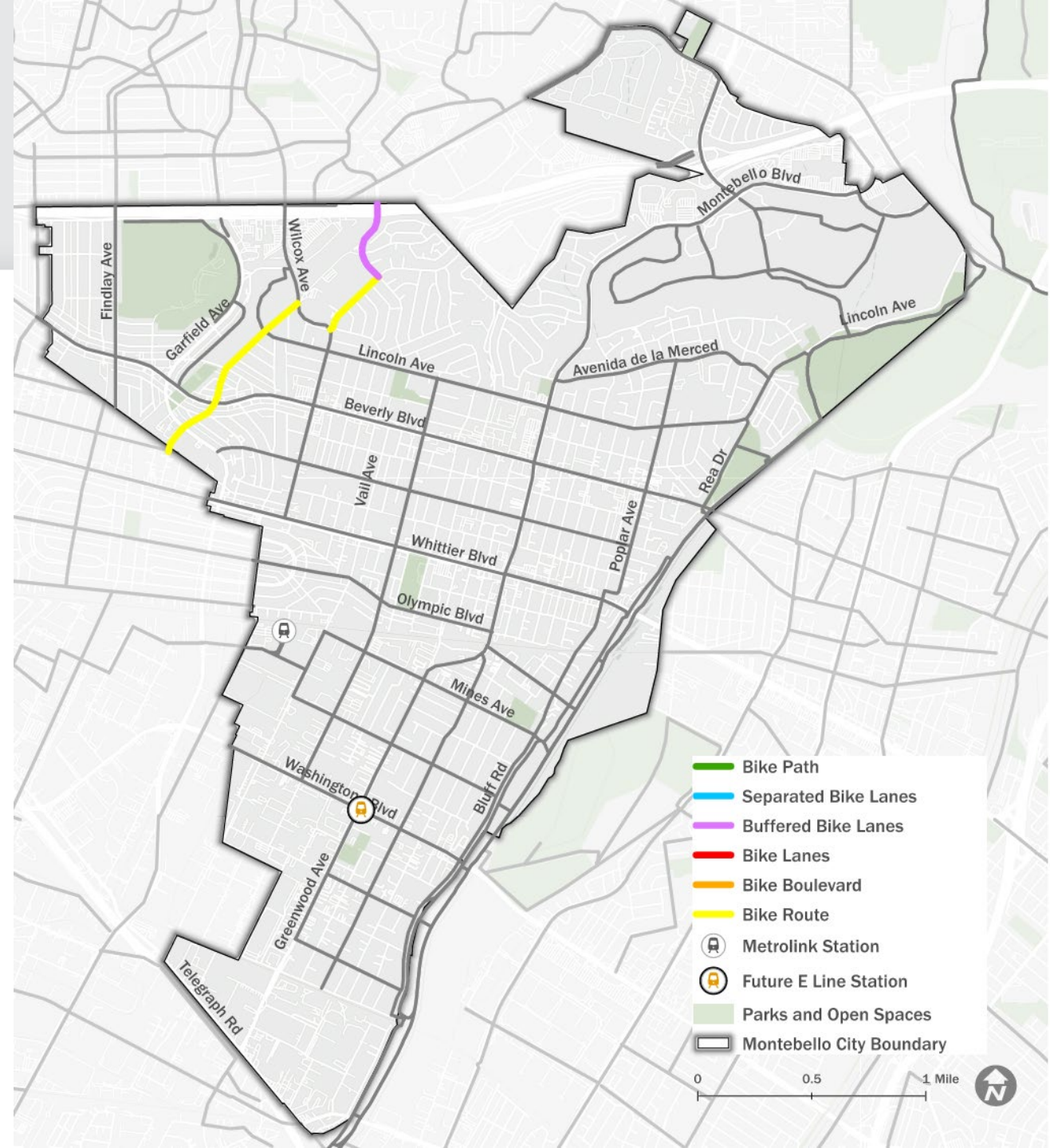
Garfield Ave. / Via Altamira

- Incorporate **bike path** into City's municipal golf course plans
- Install **bike route** along Via Altamira



Hay Street / Westmoreland Dr. / Vail Ave.

- Install **bike route** west of Wilcox Avenue
- Install **bike route** and **buffered bike lanes** east of Wilcox Avenue



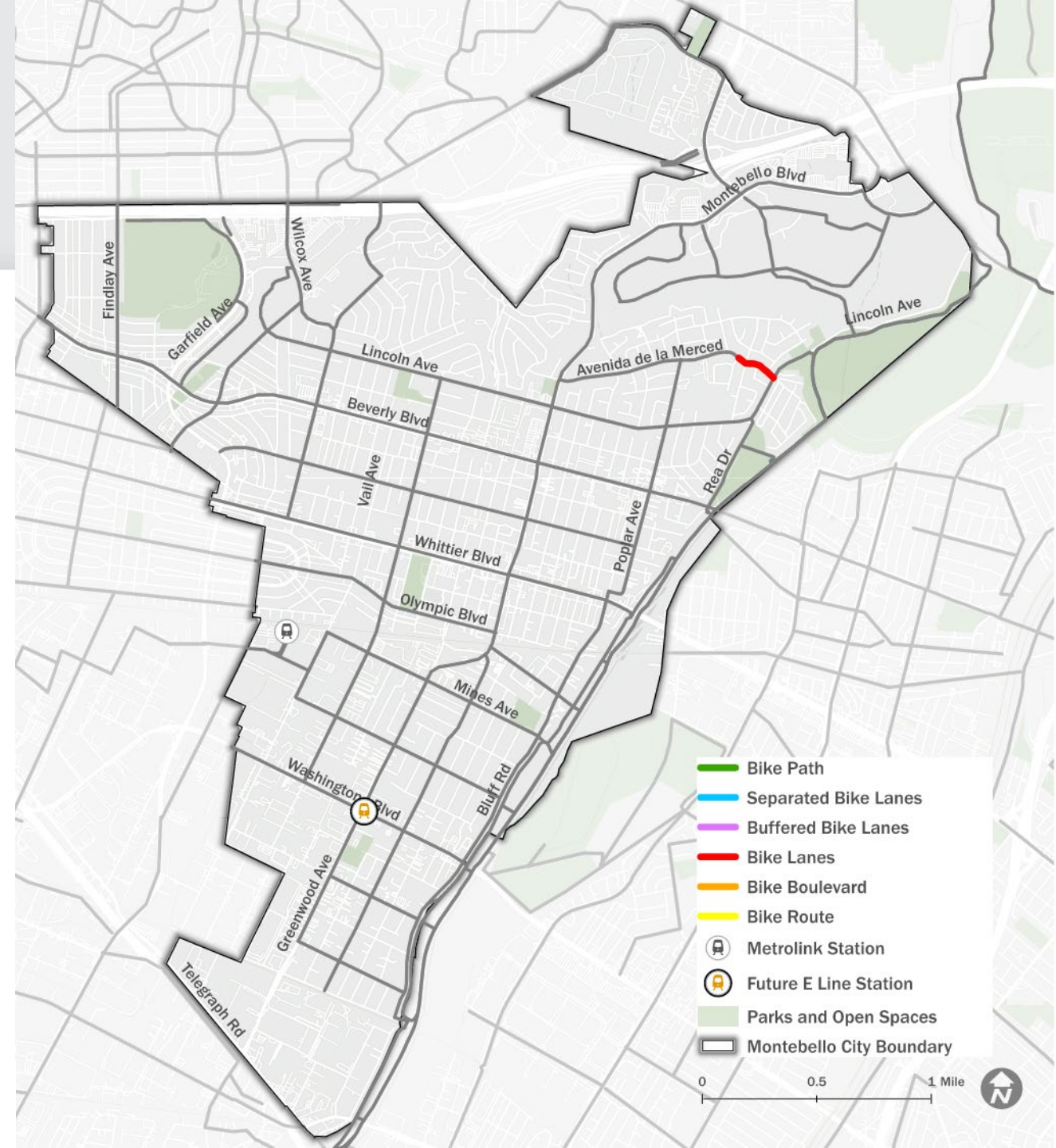
Rea Dr.

- Install **bike lanes**



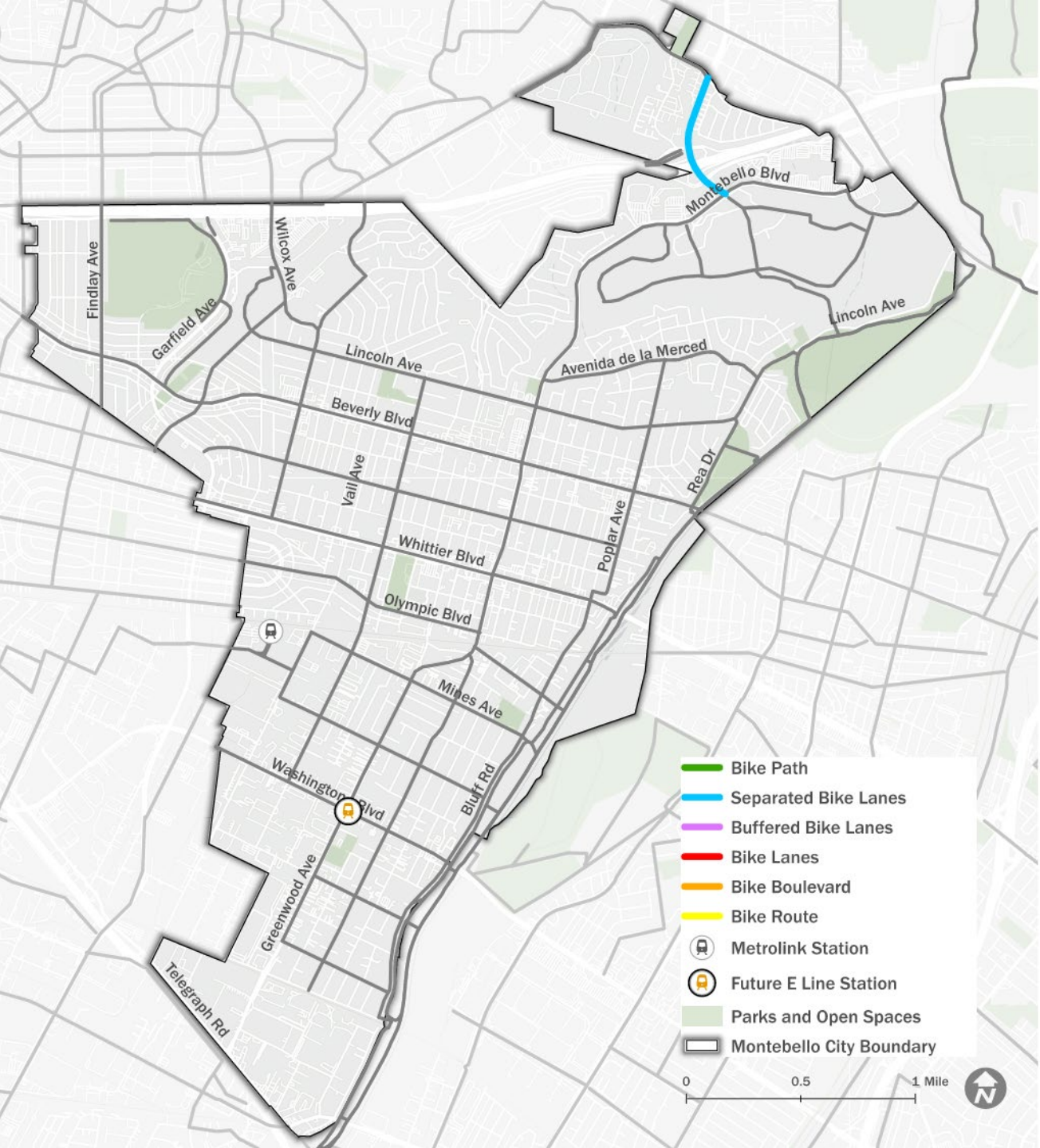
Ave. De La Merced

- Close existing **bike lanes** gap west of Lincoln Avenue



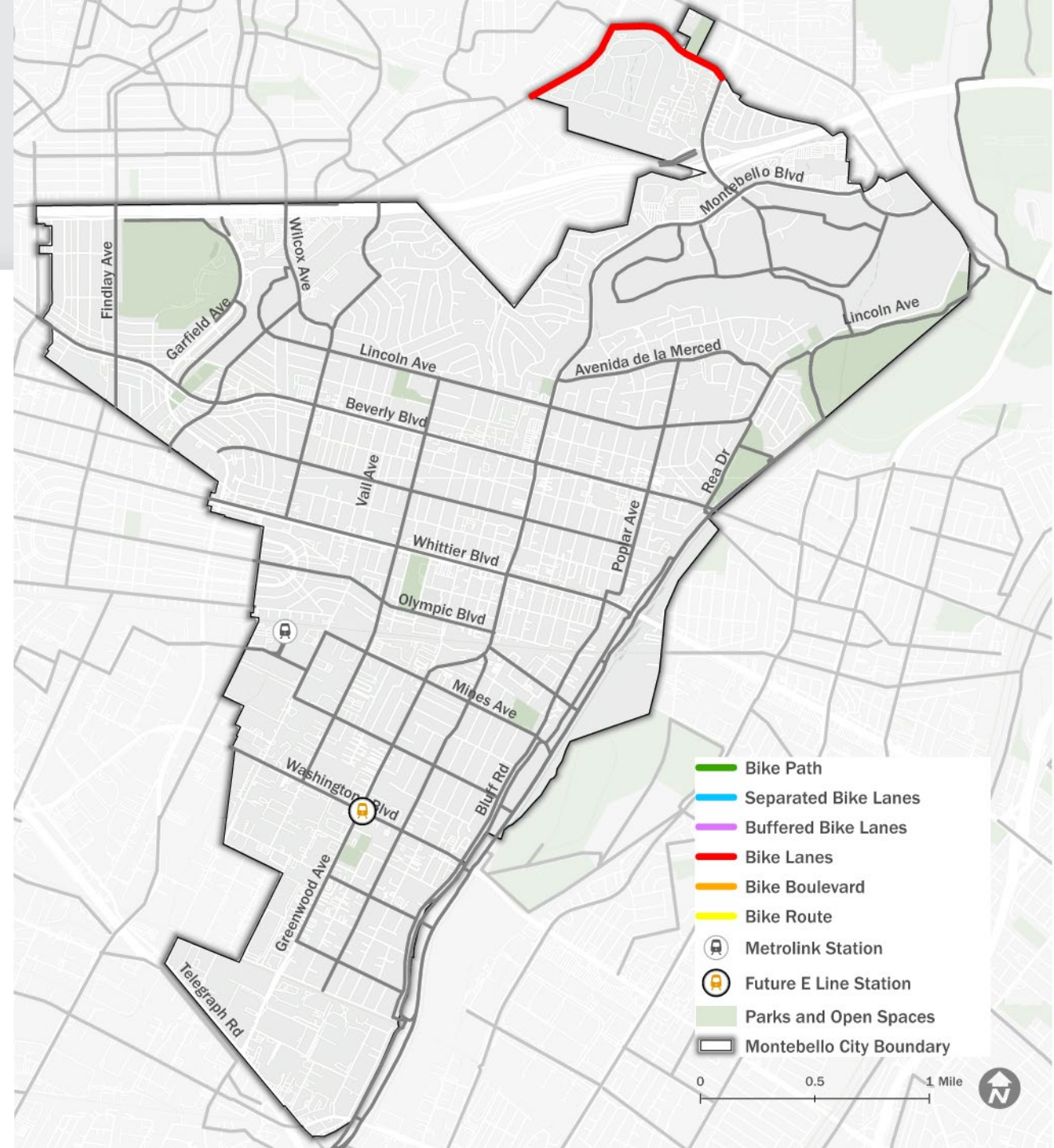
Paramount Blvd.

- Install **separated bike lanes**
- Coordinate with Caltrans at freeway ramps



Arroyo Dr. / Potrero Grande Dr.

- Install **bike lanes**
- Coordinate with City of Monterey Park and County of Los Angeles



Date St. / Elm St.

- Install **bike routes** east of Greenwood Avenue

