INTRODUCTION

An old adage states, "The shortest distance between two points is a straight line." In Los Angeles County, where freeways connect cities and points in between, this adage does not always hold true. During peak travel hours, when commuters clog the freeways, surface streets often provide the shortest route — in terms of time — between two points. In Monterey Park, this applies particularly to Garvey Avenue, Atlantic Boulevard, and Garfield Avenue. Drivers often use these roadways to avoid freeway delays and travel frustration, and to minimize driving time.

Certainly Monterey Park benefits from easy access to three freeways — Interstate 10, Interstate 710, and State Route 60 — that link residents and businesses to destinations in Los Angeles County and beyond, and that bring people into the City. And although Atlantic Boulevard, Garvey Avenue, and Garfield Avenue act, in part, as relief valves to the freeways, they also serve an important function as part of the regional arterial road network by providing good alternative travel routes to destinations throughout the San Gabriel Valley. The City's circulation system offers varied, convenient routes for local and regional trips. Monterey Park residents also take advantage of bus and rail service to travel to work, commercial centers, schools, etc.

The ease with which people can move within and through Monterey Park over time depends upon good circulation planning. The Circulation Element addresses anticipated circulation needs and the ability of the road network and alternative transportation modes to meet travel demands into the future.

Scope and Content of the Circulation Element

The broad purpose of the Circulation Element is to define a safe, efficient, and adequate circulation system in Monterey Park that responds to all circulation needs. *Circulation* means the actual physical circulation system consisting of freeways, streets, bicycle routes, sidewalks, and trails, as well as modes of transportation, including cars, buses, trucks, trains, bicycles, ridesharing, and walking. Because not everyone drives a car, this Element examines the transportation requirements of a diverse population and establishes appropriate polices.

The State General Plan Guidelines suggest that Circulation Element policies and plans:

- Coordinate transportation and circulation systems with planned land uses,

- Promote the safe and efficient transport of goods and the safe and effective movement of all populations, and

- Make efficient use of existing transportation facilities.

The first point is key: The circulation system should accommodate the level of traffic generated by current and future development, both in terms of distribution and intensity. Thus, this Element presents a circulation plan that is based upon land use policy set forth in the Land Use Element.

The Circulation Element discusses the City's current and anticipated future transportation and circulation needs in the context of the following topics:

- Regional Access
- Local Street Network
- Public Transportation
- Bicycle and Pedestrian Circulation
- Parking

In the discussion of the Local Street Network, a particular focus is made on Garvey Avenue and the important role this roadway plays in creating a new Downtown Monterey Park. The Land Use Element describes the overall vision for Downtown, while this Element centers the discussion on physical improvements planned for Garvey Avenue to realize the vision.

IMPORTANT TERMS AND CONCEPTS

The definitions below highlight key technical terms used in this Element to discuss traffic and transportation issues.

Level of Service

The efficiency and quality of traffic operations can be described in terms of Level of Service, or LOS. Six categories of LOS — the letter designations A to F — are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion. The LOS designations correspond to volume-to-capacity (V/C) ratios calculated for roadways. For example, a roadway that carries 18,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day, has a V/C of 0.90.

Table C-1 shows V/C ranges and the corresponding LOS, with a description of actual traffic conditions associated with each V/C range and LOS for signalized intersections.

Table C-1
LEVEL OF SERVICE

Volume to Capacity Ratio	Level of Service	Description of Traffic Conditions
0.0 to 0.60	A	Very short delay due to random arrival of vehicles during red light.
0.61 to 0.70	B	Short delay of 5.1 to 15.0 seconds per vehicle.
0.71 to 0.80	C	Stable flow, delays of 15.1 to 25.0 seconds per vehicle. Some waiting vehicles may fail to go through the intersection before the green light turns red.
0.81 to 0.90	D	Average vehicle delay is 25.1 to 40.0 seconds. Congestion becomes more noticeable. Many vehicles are required to stop at the signal.
0.91 to 1.00	E	Unstable traffic flow, with an average vehicle delay of 40.1 to 60.0 seconds (generally perceived as the limit of acceptable delay). Most vehicles are required to wait at least one traffic signal cycle.
Above 1.00	F	Traffic volumes exceed roadway design capacity, resulting in forced flow, jammed intersections, long delays, and two-cycle signal waits. Average vehicle delay exceeds the acceptable 60 seconds per vehicle.

Transportation Demand Management

A population's travel behavior strongly affects roadway congestion and peak-hour traffic in particular. The typical 8 to 5 work week deposits millions of people onto the same roadways during the same work commute hours. Transportation Demand Management, or TDM, represents one approach to modifying travel behavior, especially in the area of home-to-work trips. Many TDM strategies focus on increasing interest in alternative

modes of transportation for work commutes, as well as developing other alternatives designed to manage, manipulate, and maximize the use of existing transportation facilities. Examples of such strategies include subsidies that encourage public transit or vanpool ridership and preferential parking for carpoolers.

Street/Highway Classifications

Roadways are defined in terms of their function and size. In Monterey Park, the public street system consists of the four roadway classifications[1], illustrated in Figure C-1. These classifications are:

- **Principal Arterial** – A Principal Arterial serves as a regional travel route, accommodating through trips and linking the local street system to through routes. In Monterey Park, Principal Arterials have a width ranging from 84 to 100 feet curb-to-curb within a 100- to 120-foot right-of-way. This street section typically provides for a four-lane divided roadway or potentially six reduced-width lanes if parking is prohibited. The estimated daily capacity is 40,000 to 60,000 vehicles per day.

- **Minor Arterial** - Minor Arterial roadways provide a 64- to 68-foot curb-to-curb width within an 80- to 88-foot right-of-way. These geometrics allow for either a four-lane divided street (similar to a Principal Arterial) or a four-lane undivided roadway with a capacity up to 40,000 vehicles per day.

- **Collector** – A Collector street, as the name implies, collects and distributes traffic from local streets to the arterial road network. A Collector has a 40-foot curb-to-curb width within a 60-foot right-of-way. A two-lane undivided roadway is the usual design, with on-street parking permitted. Collectors are designed to carry moderate levels of traffic, generally 15,000 to 25,000 vehicles per day.

- **Local Street** - Local streets are two-lane undivided roadways designed to serve local circulation, with traffic characterized by low volumes of vehicles traveling at slower speeds. Generally, a local street is not intended to handle through traffic. This classification provides a 36-foot curb-to-curb width within a 50-foot right-of-way, although the geometrics may vary for local streets in hillside neighborhoods or neighborhoods established before the 1940s.

[1] The City's classification system corresponds to the system adopted by the Federal Highway Administration (FHWA) in the following manner, with the City's nomenclature indicated first: Principal Arterial = Other Principal Arterial, Minor Arterial = Minor Arterial, and Collector = Collector. The FHWA hierarchy does not include Local streets.

Figure C-1

Bicycle Path Classifications

Bicycle travel is accommodated either on or separate from the local road network. The California Department of Transportation (Caltrans) has established three bicycle path classifications adopted by many public transportation agencies and cities.

- *Class I*: Bicycle paths with exclusive rights-of-way intended to serve cyclists with the safest means of travel.
- *Class II*: Bicycle lanes along the curb lane of a street or highway. The path provides for one-way travel and is generally delineated with special striping and signage.
- *Class III*: Bike routes for shared use with pedestrian or motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route, although no special striping is provided for cyclists.

RELATED PLANS AND PROGRAMS

Monterey Park is part of a large metropolitan area and of necessity, must integrate its local street system with existing and planned regional systems. Transportation planning and management require cooperation and coordination among many state, county, and regional agencies. Relevant agencies include Caltrans, the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Association of Governments (SCAG), and the South Coast Air Quality Management District (SCAQMD), which addresses air quality issues associated with vehicle traffic. These agencies have federal and state mandates to adopt transportation-related programs affecting Monterey Park (and other jurisdictions throughout the area).

Regional Transportation Plan

The *Regional Transportation Plan* is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The Plan, which SCAG periodically updates to address changing conditions in the southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The Plan sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. Goals of the Plan relevant to Monterey Park include:

- Improving the levels of service for the movement of people and goods.
- Ensuring that transportation investment provides the greatest possible mobility benefit.
- Serving the transportation needs of everyone.
- Developing regional transportation solutions that complement subregional transportation systems and serve the needs of cities and communities.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the *Air Quality Management Plan.*

Downtown Parking Management Program

The Downtown Parking Management Program is a City program that provides a variety of parking strategies for commercial businesses (retail, office, and restaurants) in the downtown area. A toolbox of options is provided to address parking issues at a site and a project may decide to use one strategy or a combination of multiple strategies. A few of the parking options included in the program are:

- Joint use – A parking arrangement that serves two or more land uses.
- Clustered parking – Combines several parking uses in a facility to better use parking spaces, maximize land use, and to reduce overall development costs.
- In-lieu of parking fees – Offers the developer the option of building the required parking or contributing funds for future parking or transportation improvements.
- Demand-based parking requirements – bases parking requirements on actual local demand levels. Requires current and future parking demand study.
- Preferential parking for rideshare vehicles – reserve conveniently located parking spaces for carpools and vanpools.

Parking management strategies can be combined with transportation demand management options (transit, carpools, bicycles, etc.) to better use parking resources while reducing solo occupant commute trips.

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority, or MTA, is responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepares the *Congestion Management Plan* (CMP) mandated by state law. The Los Angeles County CMP identifies the transportation network, establishes services levels for network routes, identifies strategies to reduce congestion, and sets forth requirements for local jurisdictions to ensure CMP compliance. Individual cities within Los Angeles County are responsible for implementing the CMP.

To implement the CMP, Monterey Park must:

(1) Conform to the established level of service;

(2) Adopt and implement a transportation demand management ordinance;

(3) Implement a program to analyze land use decisions on the regional transportation system;

(4) Track development and implement measures to accommodate new traffic resulting from new development, and if the measures fail to balance growth with mitigation, then prepare annual deficiency plans for portions of the CMP system failing to meet the established service level of standards; and

(5) If desired, adopt its own sub-County traffic model. The CMP includes the following freeways in Monterey Park:

- San Bernardino Freeway (Interstate 10)
- Long Beach Freeway (Interstate 710)
- Pomona Freeway (State Route 60)

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A nonattainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting state or federal standards for a given pollutant). The plan must outline specific programs and strategies — and timelines — for bringing the area into compliance with national and/or state air quality standards. The *Air Quality Management Plan* prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements, since fossil-fuel-powered vehicles account for more than 60 percent of the NO_x emissions and 70 percent of the carbon monoxide emissions within the basin.

REGIONAL ACCESS

The regional transportation system includes freeways, highways, and major thoroughfares that provide City residents and the business community with access to all areas of Los Angeles County and beyond. Monterey Park benefits from ready access to three major freeways: Interstate 10 (San Bernardino freeway), Interstate 710 (Long Beach freeway), and State Route 60 (Pomona freeway). City residents can use the freeway network to drive to any destination in the Southland quickly and easily, traffic permitting.

Monterey Park's Circulation Plan, illustrated in Figure C-2, includes these three freeways and the ramp systems that directly affect City streets.

Addressing Freeway Impacts

Both I-10 and SR-60 are east-west freeways that feed into Downtown Los Angeles, and both freeways experience heavy peak-hour usage. During the evening commute, frustrated motorists often exit I-10 in Monterey Park at Fremont Avenue, Atlantic Boulevard, Garfield Avenue, and New Avenue to use surface streets. Garvey Avenue represents a popular east-west alternative for commuters through Monterey Park. During the evening commute hours, traffic congestion on Garvey Avenue can create LOS F conditions at many intersections, hindering the ability of residents to easily drive between home and the restaurants, shops, and other destinations in the Downtown area.

The Pomona Freeway interchanges with Atlantic Boulevard, Findlay Avenue, Garfield Avenue, and Potrero Grande Drive in the City, and the Paramount Boulevard ramps in Montebello also provide access to the southeast corner of Monterey Park. Because the local Monterey Park street network does not offer any good alternative east-west surface street, vehicles on the freeway typically do not create adverse spill-over effects. However, Atlantic Boulevard experiences peak-hour congestion at the freeway ramps.

Interstate 710 represents a controversial and thorny component of the regional system. Planned by the state to continue from Long Beach north to Interstate 210 in Pasadena, I-710 terminates approximately one mile north of the San Bernardino freeway, at Valley Boulevard in Alhambra. Since the 1980s, the city of South Pasadena and other interested parties have vigorously opposed I-710 completion. Jurisdictions that suffer the effects of an incomplete freeway system, Monterey Park among them, work earnestly toward overcoming the obstacles that delay the completion of the route through to I-210. As this

final link is seen as critical to relieving both local and regional congestion, Monterey Park will continue to push for its completion.

Goals and Policies

Goal 1.0

Ensure easy, convenient access from Monterey Park to the Pomona Freeway (SR-60), Long Beach Freeway (I-710), and San Bernardino Freeway I-10), while minimizing freeway impacts on the local street system.

Policy 1.1 Support efforts of the California Department of Transportation to improve traffic flow on the freeway system and thereby reduce impacts on the City's arterial roadway network.

Policy 1.2 Participate actively in efforts to lobby elected officials and state and federal legislatures for completion of the Long Beach Freeway (Interstate 710).

Policy 1.3 Support efforts of Los Angeles County Metropolitan Transportation Authority and other transportation agencies to increase use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on the freeways.

Policy 1.4 Support the efforts of regional agencies to establish a dedicated truck lane on the Pomona Freeway.

LOCAL STREET SYSTEM

This section of the Circulation Element describes the City's local street system and identifies the enhancements planned over the long term to accommodate the circulation needs of motorists. Figure C-2, the Master Circulation Plan, identifies the ultimate roadway widths to be achieved by these enhancements.

Long-Term Road Network Improvements

As described in the *Important Terms and Concepts* section of this Element, Monterey Park's road system includes the following four roadway classifications: Primary Arterial, Minor Arterial, Collector, and Local Street. As Figure C-2 shows, the Primary Arterials – Atlantic Boulevard, Garfield Avenue, New Avenue, Potrero Grande Drive/Pomona Boulevard, and Cesar Chavez Avenue – provide access to virtually all areas of the community and link Monterey Park residents and business people to the freeway system. The Minor Arterials serve the major employment centers and connect neighborhoods on the east side of the City to Downtown. Collectors draw traffic from the local neighborhood streets to the arterial road network.

Monterey Park has a fully developed street system, with limited opportunities to create new routes and connections or to widen existing streets. Because of its location adjacent to three major freeways, the City's street system accommodates many pass-through trips. In particular, Atlantic Boulevard, Garvey Avenue, and Garfield Avenue – the City's three primary travel routes – experience Level of Service (LOS) conditions of E or F.

Traffic volumes and roadway capacity needs are directly related to land use patterns and intensities. As described in the Land Use Element, land use policy will allow for incremental growth over time in Monterey Park. Traffic generated by new development, combined with regional growth, will add cars and other vehicles to the local road system. A comprehensive traffic analysis of projected conditions in the year 2020 was undertaken to identify traffic "hot spots," where ongoing efforts can be focused to improve traffic flow, reduce non-local trips through residential neighborhoods, and best accommodate truck traffic. The traffic study indicated that the following street segments require special attention:

Principal Arterials Requiring Attention

- Atlantic Boulevard between First Street and Floral Drive
- Atlantic Boulevard between Brightwood Street and Hellman Avenue
- Garfield Avenue between Newmark Avenue and Hilliard Avenue
- New Avenue between Garvey Avenue and Hellman Avenue
- Pomona Boulevard between Hendricks Avenue
- Potrero Grande Drive between Markland Drive and Arroyo Drive

Figure C-2

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Minor Arterials Requiring Attention

- Garvey Avenue between Fremont Avenue and New Avenue

Other Streets and Neighborhoods

- Floral Drive between Vancouver Avenue and Atlantic Boulevard
- Vagabond Road between Abajo Drive and Barnum Way
- Northeast neighborhood – Streets within the neighborhood bounded by Chandler Avenue, New Avenue, Garvey Avenue, and the north City limit.

Throughout Monterey Park, certain street segments have not been constructed to the standard right-of-way widths indicated in Figure C-1. While the City's goal is to continue to acquire and improve rights-of-way when new development projects are proposed, the City recognizes that established development patterns and similar constraints will limit the City's ability to attain full right-of-way construction consistent with the Master Circulation Plan (Figure C-2). However, to control traffic at key intersections, and thus modulate the flow along key street segments, additional intersection improvements outlined in Table C-2 will be pursued.

Table C-2
PLANNED INTERSECTION IMPROVEMENTS

Intersection	Anticipated LOS with Future Growth		Intersection Improvements To Achieve Better LOS	Anticipated LOS with Additional Improvements	
	A.M. Peak	P.M. Peak		A.M. Peak	P.M. Peak
Atlantic Boulevard/ Hellman Avenue	F	F	Convert southbound right-turn lane to through lane and add northbound through lane to fully utilize 80-foot improvement width.	E	D
Garfield Avenue/ Hellman Avenue	E	F	Add southbound through lane and convert northbound through lane to fully utilize 80-foot improvement width.	D	E
Atlantic Boulevard/ Garvey Avenue	E	F	Convert northbound and southbound right-turn lane to through lane and add northbound through lane to fully utilize 80-foot improvement width.	D	F
Garfield Avenue/ Garvey Avenue	D	F	Add northbound and southbound through lanes to fully utilize 80-foot improvement width.	C	F
Garfield Avenue/ Pomona Boulevard	F	C	Restripe northbound approach to provide dual left-turn lanes and dual through lanes.	D	D
Garfield Avenue/ Via Campo*	D	F	Restripe southbound approach to provide dual left-turn lanes and through lanes.	E	B
Paramount Boulevard/SR-60 westbound ramps	B	F	Coordinate improvements with city of Montebello and Caltrans to provide adequate freeway access.	A	**
Paramount Boulevard/SR-60 westbound ramps	C	F	Coordinate improvements with city of Montebello and Caltrans to provide adequate freeway access.	A	**

* This intersection is in the City of Montebello. The planned improvements will require coordination with Montebello to improve conditions in Monterey Park.

** Level of Service will depend upon ultimate ramp design.

As Table C-2 shows, key intersections congested today will continue to experience less-than-optimum operating conditions during peak travel periods. Because much of the traffic using the Primary Arterials is non-local traffic, these conditions emphasize the importance of Monterey Park's efforts to push for regional traffic improvements, notably extension of the Long Beach Freeway through to I-210.

Intelligent Transportation Systems

For all intersections identified in Table C-2, as well as citywide, the City plans to implement Intelligent Transportation Systems, or ITS, technologies to improve traffic flow. The application of ITS technology allows the City to control traffic by using advanced computer and communication technologies.

The goal of ITS is to reduce travel times, vehicle delay, and overall congestion. Additional benefits accrued from the application of ITS include safety and traveler information. A number of corridors and areas in the City are ideally suited for ITS application. These include Pomona Boulevard and Potrero Grande Drive and in the east-west grid of streets between Garvey Avenue and the San Bernardino Freeway. In the north in particular, the high concentration of commercial activity, closely spaced intersections, close proximity of the freeway, and limited availability of right-of-way make the area ideally suited for ITS application.

The City of Los Angeles Department of Transportation (LADOT) has invested extensively in ITS technologies through the application of the Automated Traffic Surveillance and Control (ATSAC) system and Advanced Traveler Information System (ATIS). The ATSAC system is an interconnected and coordinated signal system that automatically monitors and manages surface street traffic. The ATIS application consists of electronic signage that can display changeable messages for such things as special events, traffic delays, or restricted turning movements. According to studies conducted by the LADOT, increases in roadway capacity by as much as ten percent can be achieved though the implementation of these signal system technologies. This gain appears in the form of less congestion, fewer delays, and less frequent stops at the intersection. Traffic flow is improved and in addition, system operations, monitoring, and control are significantly enhanced.

Neighborhood Traffic Safety

Several of Monterey Park's residential neighborhoods adjoin commercial business districts. Residents have expressed concern on many occasions about commercial traffic driving through the neighborhoods. Cars use local streets to avoid congestion on Atlantic Boulevard, Garvey Avenue, Garfield Avenue, and Pomona Boulevard/Potrero Grande Drive. Concerns include excessive vehicle speed, high traffic volumes during peak evening hours, and associated dangers to pedestrians.

Cities frequently develop neighborhood protection plans reduce the impacts of traffic on local residential streets by either slowing the speed of traffic or reducing the volume of cut through traffic by making it harder for such vehicles to reach the residential streets. To accomplish this, the City will establish a Neighborhood Traffic Control Program, with the overall objective of improving the livability of neighborhoods. Specific impacts to be addressed by the program include high non-local cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history, and related concerns.

The Neighborhood Traffic Control Program process will ensure that every neighborhood with demonstrated problems and overall community support has equal access to neighborhood traffic control measures. The program depends upon citizen involvement and may vary from year to year based upon funding available for neighborhood traffic control. The process includes the nine following steps:

Step 1 – Identify Candidate Streets/Neighborhoods
Step 2 – Preliminary Screening and Evaluation
Step 3 – Survey/Petition Affected Persons
Step 4 – Engineering Analysis
Step 5 – Neighborhood Meetings
Step 6 – Prioritization and Funding Assessment
Step 7 – Develop Demonstration Project
Step 8 – Determination of Permanent Project
Step 9 – Monitoring

The types of neighborhood traffic control devices that can be used to regulate, warn and guide traffic in residential areas includes the following:

- Diverters
- Semi-diverters or partial street closures
- Chokers
- Turn restrictions
- Turn channelization
- Stop signs
- Traffic Circles
- Speed humps
- Special pavement
- On-street parking striping
- Bikeway striping
- Warning or advisory signs

Certain types of traffic control devices, such as stop signs, require satisfaction of specific criteria to justify their installation. The City will need to study conditions within a neighborhood to determine if installation of such traffic control devices is warranted.

Implementation of a successful neighborhood protection plan requires consultation with the residents of the neighborhood because the associated physical modifications often result in modified neighborhood travel patterns. To discourage cut-through traffic, the neighborhood streets must be made less attractive as alternate routes. This typically means making the

street more difficult to access and slower to drive on, changes which residents will also experience. As appropriate, measures will be implemented on a temporary basis to test their effectiveness and gauge community reaction.

Goals and Policies

Goal 2.0

Provide a local street system that accommodates current and future traffic volumes.

Policy 2.1 Implement all circulation improvements pursuant to the Master Circulation Plan shown in Figure C-2 and described in Table C-2.

Policy 2.2 Pursue unique funding sources from regional, state, and federal agencies for future circulation improvements.

Policy 2.3 Require full roadway dedications and improvements (or in-lieu fees – payment of fees in place of physical improvements) at the time of development plan approval.

Policy 2.4 Allow Kern Avenue to be vacated to accommodate well-designed development proposals involving properties adjacent to Kern Avenue.

Policy 2.5 Implement intelligent transportation system technologies to improve traffic flow.

Policy 2.6 Establish and maintain a Neighborhood Traffic Control Program.

Policy 2.7 Work with regional agencies to pursue innovative strategies for monitoring traffic volumes.

Policy 2.8 Establish and maintain truck routes consistent with Figure C-3.

Focus Area: Garvey Corridor

Garvey Avenue represents a critical component of the Downtown revitalization plan discussed in the Land Use Element. In addition to its function as a Minor Arterial, Garvey Avenue also supports a great deal of pedestrian traffic. The City's vision for Downtown includes creating a safer and more inviting pedestrian environment and encouraging a "park once and shop" strategy for Downtown use. The key issues to address toward this end are reducing vehicle speed, managing traffic volumes, and providing street improvements that enhance the Downtown experience for pedestrians.

"Traffic calming" approaches are often used to reduce vehicle speed and discourage through traffic work, thereby creating a safer environment for pedestrians. Common physical roadway changes used to slow traffic include sidewalk "bulbs" at intersections, traffic circles, textured pavement, and speed humps. Traffic signal timing can be adjusted to slow traffic, particularly with pedestrian-actuated signals at crosswalks. On-

Figure C-3 Truck Routes

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street parking slows traffic and creates a buffer between the travel lanes and sidewalks.

During peak travel hours, Garvey Avenue will serve as a Minor Arterial. However, as part of the overall Downtown strategy, the City will pursue traffic-calming improvements along Garvey Avenue between McPherin Avenue and Alhambra Avenue. Approaches will include the widening of sidewalks, reducing travel lanes during non-peak periods, installing detailed crosswalk paving, and reworking traffic signal timing to allow safe and easy crossings for pedestrians. The preferred configuration of Garvey Avenue is one lane in each direction with parallel parking and increased sidewalk widths, as illustrated in Figure LU-8 in the Land Use Element. During the a.m. and p.m. peak weekday travel hours, on-street parking will be prohibited to increase the capacity of Garvey Avenue and allow the road to serve its important arterial function during the weekday commute.

The City has adopted a Downtown Parking Management Plan that promulgates a variety of parking strategies for commercial businesses in the Downtown area. This plan is explained in the Parking section of this Element.

Goals and Policies

Goal 3.0

Create a Downtown circulation system that accommodates the needs of commuters and pedestrians.

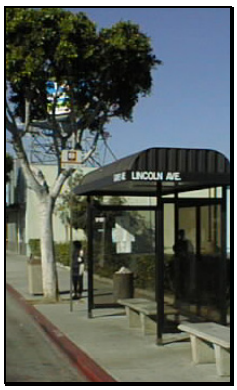
Policy 3.1 Maintain Garvey Avenue as a functional Minor Arterial roadway during peak weekday travel hours.

Policy 3.2 Prepare a comprehensive strategy for Garvey Avenue that includes traffic-calming improvements.

Policy 3.3 Implement the redesign plan for Garvey Avenue illustrated in Figure LU-8 of the Land Use Element.

PUBLIC TRANSPORTATION

Regional and Local Service



Public transit service, including the City's own Spirit bus system and Metrolink commuter rail, offer people alternatives to travel by private automobile. Use of transit has the beneficial effect of reducing vehicles on freeways and arterial roadways, and reducing air pollutant emissions.

The Los Angeles County Metropolitan Transportation Authority and Montebello Bus Lines provide regional bus service to City residents. The City provides a local-circulator bus system, Spirit Bus, which complements regional bus service and accommodates local trips. Several routes provide service within the City, with a route also extending to the Metrolink commuter train station at the California State University, Los Angeles campus just northwest of Monterey Park. In addition to regional and local fixed-route bus services, Dial-a-Ride is available to seniors age 55 years and older to destinations within Monterey Park and to medical facilities in adjacent communities. Regional door-to-door service for disabled persons is available through Access Services.

The City is committed to maintaining the local bus system, Dial-a-Ride, and regional transportation system to meet the public transportation needs of City residents. Spirit Bus routes are reviewed periodically to ensure that residents' needs are being met. In particular, the City's goal is to ensure that Downtown is adequately served, including loop route service that implements the "park once and shop" strategy for Downtown and along the Garvey Avenue corridor.

Local-serving buses experience a high level of ridership by Monterey Park residents. The community has a significant elderly population that relies on public transit to access shopping centers and medical facilities. The City anticipates a continuing demand over time by all segments of the local population, but specifically elderly residents.

Goals and Policies

Goal 4.0

Make public transportation convenient, safe, and responsive to changing transit demands.

Policy 4.1 Review Spirit Bus routes and schedules on a regular basis to ensure that users' needs are being met.

Policy 4.2 Expand existing Spirit Bus routes to service Focus Areas identified in the Land Use Element.

Policy 4.3 Consider creating a Spirit Bus Downtown loop route.

Policy 4.4 Link local bus service to other transit centers in adjacent communities, including MetroLink stations and planned Eastside Corridor light rail or similar stations.

Policy 4.5 Work with the Los Angeles County Metropolitan Transportation Authority to establish bus routes and stops at appropriate locations throughout the City to adequately serve retail, employment, and other public gathering areas.

Policy 4.6 Require new non-residential development projects to accommodate transit at appropriate locations throughout the City.

Policy 4.7 Investigate the feasibility of establishing a multi-modal transit center at East Los Angeles Community College.

Policy 4.8 Continue to work with transit service providers to identify short- and long-term mobility needs in Monterey Park, and to ensure that those needs are met.

Policy 4.9 Explore partnership opportunities between the public and private sectors for providing transit and para-transit services.

BICYCLE AND PEDESTRIAN CIRCULATION

Bicycle and pedestrian travel are popular for recreation, as a means for children to get to school, and as a viable option for work commutes. The Monterey Park City Council first adopted a bicycle route plan in 1975. To address the needs for safe pedestrian routes, the Council approved a Sidewalk Deficiency Master Plan in 1993.

Figure C-4 identifies the bicycle plan for Monterey Park. The City's bicycle plan includes routes delineated in the *San Gabriel Valley Bicycle Master Plan,* adopted by the MTA to encourage the development of a unified bicycle system throughout the San Gabriel Valley. The bicycle routes consist almost exclusively of signed Class II and Class III routes, with bicycle lane striping provided only where adequate road right-of-way exists. Within Edison Trails Park, the largely unimproved paths are used both by cyclists and pedestrians.

The routes shown on Figure C-4 link major park facilities in the City: Cascades Park, Barnes Park, Garvey Park, and Edison Trails Park. Routes also serve East Los Angeles Community College and the Monterey Pass Road technology corridor. The MTA's ongoing plans to extend light rail service into the East Los Angeles community and Montebello (the Eastside Corridor) provide an opportunity to integrate Monterey Park's bike plan with those of adjacent communities and thus establish easy access to nearby light rail stations.

Under Senate Bill 821, two percent of the Los Angeles County Local Transportation Fund must be used for the development of pedestrian and/or bicycle facilities. The City receives funds allocated under this title and is committed to using these funds to further improve bicycle and pedestrian circulation in Monterey Park.

Goals and Policies

Goal 5.0

Create and maintain a connected system of bicycle routes and pedestrian facilities that meets the need of City residents.

Policy 5.1 Provide for a citywide Class II and Class III bicycle path system consistent with Figure C-4.

Policy 5.2 Require that bicycle racks and adequate pedestrian facilities be incorporated into new commercial development projects.

Policy 5.3 Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve City bicycle routes within the Los Angeles County bicycle route system. In particular, encourage linkages to light rail and other transit stations.

Figure C-4

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Policy 5.4 Continue implementation of the Sidewalk Deficiency Master Plan to provide for sidewalk improvements and enhancements, particularly in areas where sidewalks link residential neighborhoods to activity centers.

Policy 5.5 Pursue plans for Downtown that provide for wider sidewalks, enhanced crosswalks, parking lot linkages, pedestrian-actuated signals, and other improvements that improve pedestrian circulation.

PARKING

Well-designed parking facilities that are safe, convenient, and attractive represent an essential part of a functioning transportation system. If employees, customers, and residents are unable to park their vehicles, the daily business of the community suffers. The City acknowledges the role that adequate parking plays in creating successful business centers and is committed to ensuring its adequate provision. Furthermore, the City recognizes that land devoted to parking facilities occupies a large percentage of a commercial development site and therefore, parking must not only be functional but also attractive to achieve the City's urban design goals, as set forth in the Land Use Element.

Landscaping

Landscaping creates a pleasing appearance in an otherwise barren parking lot. The use of foliage is particularly important when a parking lot serves as the gateway to a development. Parking lot landscape design should consider safety, ease of maintenance, and aesthetics.

Lighting

Parking facility lighting systems are intended to provide safety and security, but can also be used to achieve architectural effects. The City's design guidelines emphasize that lighting fixtures should be in keeping with the architectural character of the development.

Driveways

The number of driveway openings required for a given development project varies depending on lot size, turnover rate, and relationship with adjoining streets. The City's primary goal is to limit the number of new driveway openings, thereby minimizing potential friction with street traffic and conflict with pedestrians.

Pedestrian Considerations

The City requires portions of all parking facilities to be reserved exclusively for pedestrian use. This design feature allows people to walk safely from their vehicles to building entrances. As a general rule, such pedestrian areas are required to be clearly marked.

Goals and Policies

Goal 6.0

Ensure that all development projects provide well-designed parking facilities that are safe, convenient, and attractive.

Policy 6.1 Adopt design standards and/or an ordinance that sets forth definitive standards for the design and construction of parking facilities.

Focus Area: Downtown

The vision for Downtown, as described in the Land Use Element, is a pedestrian-friendly environment. The provision of adequate parking is a critical component for making the vision a reality.

Prior Downtown parking surveys have identified a parking space surplus, although most available spaces occur in private lots. Even if private lots were public, the parking surplus could quickly become a deficit given the land use intensities called for in the Land Use Element. Therefore, a dual strategy for addressing parking in Downtown includes: (1) implementing shared parking arrangements to better utilize the existing parking space inventory, and (2) providing public parking lots and/or structures to accommodate future demand associated with new development.

The shared parking concept is based on the premise that hourly accumulation of vehicles is significantly different among land uses. These differences in time provide an opportunity to share the use of parking facilities. Offices and retail businesses create peak parking demand during the midday, whereas restaurants, cinemas, and residences peak in the evening. Based on the shifting peaks, parking space requirements can be reduced when shared parking is employed. When land uses are combined, as in Downtown, the resulting demand for parking is less than the demand generated by separate freestanding developments of similar size and character.

The City has adopted a Downtown Parking Management Plan that provides for a variety of parking strategies for commercial businesses (retail, office, and restaurants) in the Downtown area. Shared parking represents a key strategy available to address parking issues throughout Downtown. Other strategies include clustered parking, in-lieu parking fees, demand-based parking requirements, and preferential parking for rideshare vehicles. Parking management strategies can be combined with transportation demand management options (transit, carpools, etc.) to better use parking resources while reducing solo occupant commute trips. Key issues the City will consider when implementing the parking strategies include:

- Create incentives to encourage sufficient, not excessive parking;
- Facilitate more efficient use of parking;

- Improve signage and information to guide drivers to available parking spaces located at strategic locations;
- Use time limits and parking restrictions to better manage the use of prime parking resources;
- Protect residential parking areas;
- Discourage parking spillover; and
- Encourage the use of alternative modes, transit, and pedestrian friendly design.

Goals and Policies

Goal 7.0

Ensure the adequate provision of parking to support businesses in Downtown.

Policy 7.1 Pursue shared parking arrangements for private parking lots in Downtown.

Policy 7.2 Invest in public parking lots and/or structures as the need for additional parking increases due to intensification of land use in Downtown pursuant to Land Use Element policies.

Policy 7.3 Adopt standards and/or an ordinance that acknowledges peak parking requirements for mixed uses are lower than freestanding development.

Policy 7.4 Continue to implement strategies contained in the Downtown Parking Management Plan.