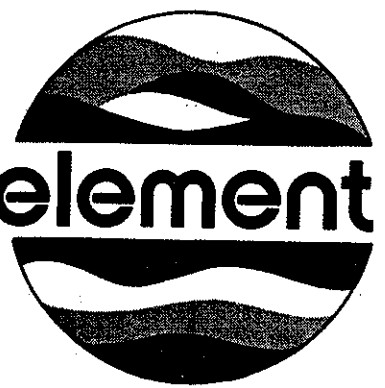


circulation element



INTRODUCTION:

Circulation - the movement from one place to another - is vital to the well-being of the City and its population. An effective circulation system assures people the ability to travel to work, school, recreation, and other pursuits in the City and surrounding area.

PURPOSE:

To comply with California State law (Government Code Section 65301) by designating the location and extent of existing and proposed major thoroughfares and transportation routes.

DEFINITIONS:

The circulation plan is comprised of several types of streets, each designed to accommodate a specific type of travel. The various terms apply as follows:

Freeways are designed to be used for high speed intra- and inter-regional travel. They are 200 to 500 feet wide, characterized by limited access with interchanges at selected locations, and divisions between the two directions of traffic flow.

Major and Secondary Roads are designed to connect major living areas to working, shopping and recreation areas in and around the community. In Montebello, as a result of the close-in location, they also serve as through- and commuter-traffic routes. Both are characterized by controlled access, signalization and road dividers.

Major roads are generally 80 to 120 feet wide, while secondary roads are generally 60 to 84 feet wide.

Collector Roads are designed to serve residential areas by taking traffic from local streets to primary and secondary routes. They are 60 to 70 feet wide and generally have neither dividers nor controlled access.

GOALS:

1. To facilitate traffic movement and alleviate congestion in and around the City.
2. To protect residential areas from through traffic movement.
3. To develop a circulation system which provides for continuous movement to and from adjacent communities.

OBJECTIVES:

1. To improve north-south circulation in Montebello by providing at least one major street with a grade-separated railroad crossing.
2. To improve circulation in the southern industrial area.
3. To provide major traffic routes on streets which border rather than intersect residential neighborhoods.
4. To provide a circulation system for the Montebello Hills which services the various types of residential and commercial development but at the same time preserves the unique environmental and aesthetic qualities of the hill area.
5. To provide a crossing of the Santa Ana Freeway at Greenwood Avenue.

CONSTRAINTS:

1. Many east-west roadways as well as the nearby freeways now carry traffic at or near their designed capacities; the City Engineer has projected even higher volumes for the future. This condition will require improvement of the major east-west routes.
2. Existing commercial, institutional and residential development along major streets makes attempted widening difficult to accomplish.
3. Railroad tracks inhibit traffic on the City's north-south roadways.

4. Topography in the Montebello Hills and physiographic features such as the Rio Hondo Channel/Whittier Narrows Dam and the bluff in the flatlands limit potential transportation routes.

POLICIES:

Major policies of the city with regard to circulation within the community are as follows:

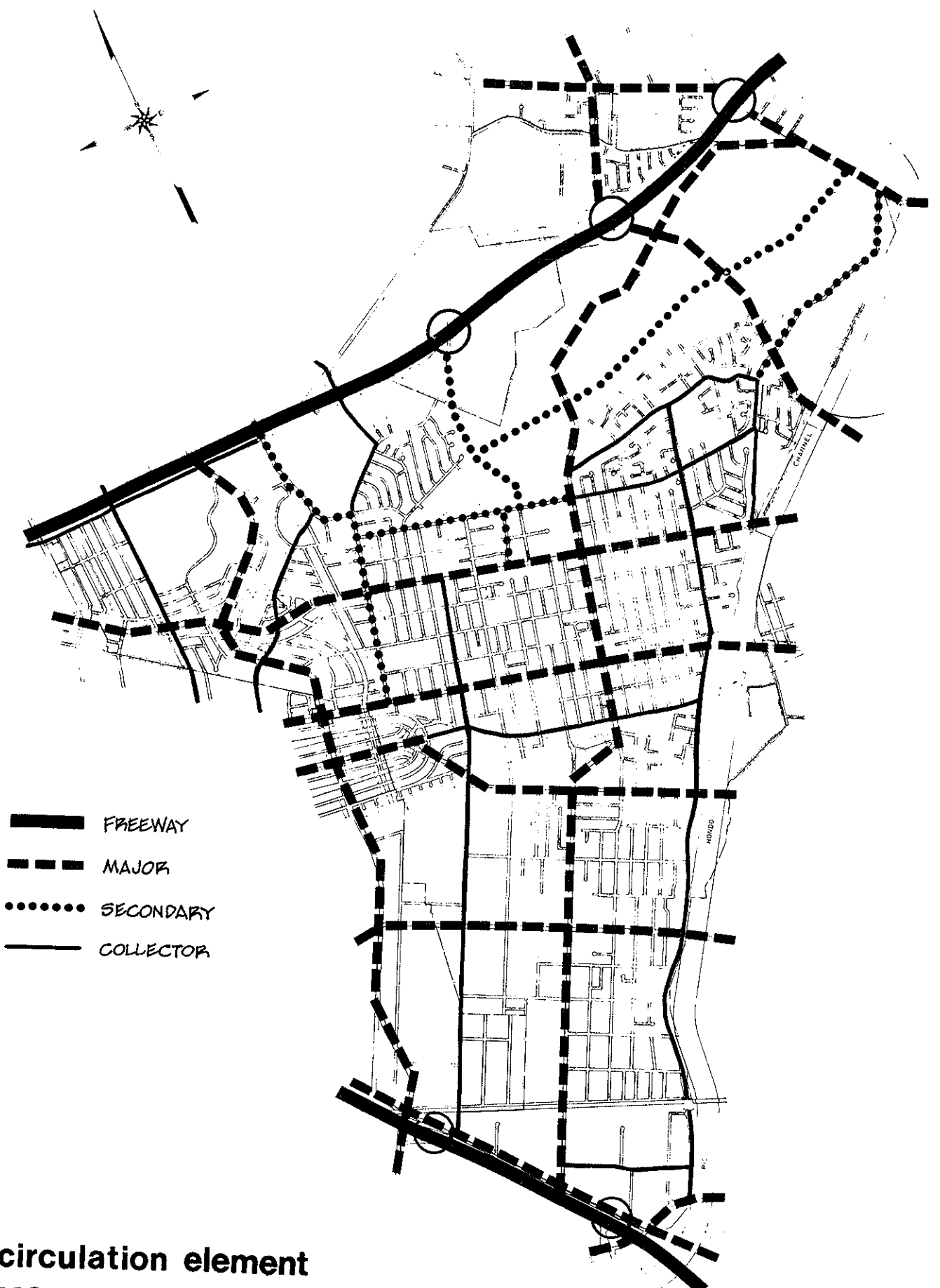
1. The City should upgrade and improve Greenwood Avenue and Montebello Boulevard as the community's major north-south connector.
2. Improvement of Greenwood Avenue and Montebello Boulevard should include widening, grade separation structures and signalization.
3. City should seek to provide an adequate circulation system in the hills which services major regional traffic generators, yet preserves areas which are attractive for residential, open space or recreational development.
4. Through traffic in residential areas should be discouraged.
5. The City of Montebello should not be bisected by a new freeway route.
6. The City's existing municipal bus lines should be improved to accommodate and service new development, as proposed in the land use element.
7. Improvement in the bus system should include the development of two new terminals along Montebello Boulevard, one north-east of the intersection with Victoria Avenue, the other either within or adjacent to the regional town center.
8. With the development of the regional town center, an extension of Montebello/Northridge route through Monterey Park and a new route from the town center along Paramount Boulevard to Pico Rivera should also be considered.

DESCRIPTION OF THE PLAN:

The circulation plan is shown on the accompanying map. Generally, it shows the designation of primary road for Beverly Boulevard, Whittier Boulevard, Olympic Boulevard, Mines Avenue, Washington Boulevard, and Slauson Avenue to carry east-west traffic and Garfield Avenue, Greenwood Avenue/Montebello Boulevard, and Paramount Boulevard to carry north-south traffic. Secondary streets designated are Wilcox Avenue, a proposed extension of Howard Avenue north from Beverly Boulevard to Potrero Grande Drive, Lincoln Avenue between Wilcox Avenue and Montebello Boulevard and along the Whittier Narrows Dam to San Gabriel Boulevard, Telegraph Road, and a proposed road across the Montebello Hills from the Howard Avenue extension to San Gabriel Boulevard. A supporting system of collectors, grade separation structures, and freeway interchanges is also depicted.

Notwithstanding any other provision of the plan, nothing contained herein shall be deemed or construed to in any manner, indicate or evidence any intention on the part of the City of Montebello to at any time in the future, acquire by purchase, eminent domain or any other means, any real property and/or appurtenances for purposes of implementing any provision of this plan.

Adopted MCC 6-26-73



- FREEWAY
- - - -** MAJOR
-** SECONDARY
- COLLECTOR

circulation element
MONTEBELLO, CALIFORNIA GENERAL PLAN PROGRAM