The San Gabriel Valley Greenway Network Strategic Implementation Plan

October 16, 2024

Welcome

- Agenda
  - Introduction
  - Steering Committee Accomplishments
  - SGVGN Timeline
  - Draft SGVGN Plan Overview
  - Design Guidelines & Standards Overview
  - PEIR Overview
  - Community Engagement for Plan Development
  - Community Engagement for Draft Plan Public Release
  - Planned Schedule
  - Asks of the Steering Committee
  - Open Discussion
  - Next Steps

Steering Committee Members

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

SAN GABRIEL & LOWER LOS ANGELES
RIVERS & MOUNTAINS
CONSERVANCY

Los Angeles City/County
NAIC
Native American Indian Commission

Steering Committee Accomplishments

- ✓ 17 Steering Committee Meetings
- ✓ Community Engagement Participation
- ✓ Website Development
- ✓ SGV Logo & Branding Development
- ✓ Map-based Survey
- ✓ Provided essential feedback of the following documents:
  - Prioritization Matrix
  - Tributary Narratives
  - Opportunities & Constraint Diagrams
  - Conceptual Design Projects
  - Design Guidelines and Standards
  - Bike Path Alternatives
  - 3D Renderings

WE ARE HERE

Efforts & Studies
Aug 2019 – Jul 2020

- Existing Studies & Plan Compilation

Existing Conditions
Jan 2020 – Aug 2021

- Database of Projects, As-Builts, and Potential Gaps
- Channel Geometric Characteristics and Design Flows

Database & GIS Maps
Apr 2020 – Summer 2024

- GIS Database
- Regulatory Roadmap
- GIS Mapping
- County Channel ROW GIS Mapping

Develop Greenway Network Plan
Apr 2020 – Winter 2025

- Tributary Maps - Complete
- Project Priority Matrix - Complete
- Potential Project List - Complete
- Final Bike Path Alternatives
- Final Conceptual Designs for Each Watershed
- Final Opportunities & Constraints
- Final Design Guidelines & Standards
- Draft Plan Development

Environmental Documentation
Nov 2021 – Winter 2025

- Environmental Strategy Technical Memo - Completed
- Scoping Meeting – Oct 4, 2022
- AB 52 Tribal Letters
- Project Description and Alternatives
- Draft PEIR

San Gabriel Valley Greenway Network Strategic Implementation Plan

Community Engagement Plan
Nov 2019 – Summer 2022

- Graphic Standards
- Community Engagement Plan
- Community Workshops
- Online Survey
- Pop-Up Events

Community Engagement Plan
Fall 2022 – Summer 2025

- Potential Community Events
- Pop-Up Events
- Website – Ongoing
- Community Engagement for Draft Plan Public Release

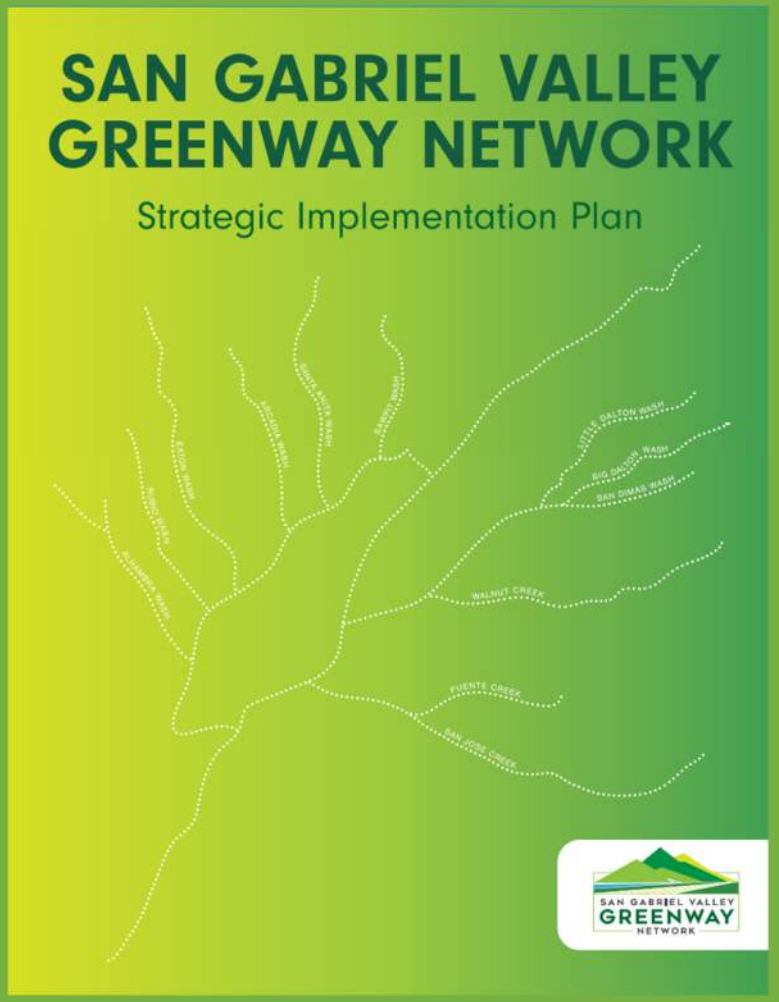
Steering Committee Meetings
Apr 2020 – Sept 2023

- Conceptual Designs
- Design Guidelines and Standards
- Draft Plan Review
- InDesign Plan Layout
- 3D Renderings

Steering Committee Meeting
Oct 2024

- Draft Plan Overview for Public Release
- Design Guidelines and Standards Overview
- PEIR Overview
- Community Engagement Effort for Plan Development
- Community Engagement for Draft Plan Public Release

Draft SGVGN Plan Overview for Public Release



SGVGN Plan Sections

Tribal Land Acknowledgment

Director's Message

Executive Summary

1. Introduction to San Gabriel Valley Greenway Network Strategic Implementation Plan
2. Existing Conditions Summary
3. Engagement Strategy and Results
4. Project Opportunities Analysis
5. Greenway Opportunities and Example Conceptual Designs
6. Implementation Strategies
7. Resources
8. Appendices

Figure ES-3. Big Dalton Wash with available ROW near Hilda Solis Park in Baldwin Park

SECTION 1

INTRODUCTION TO SAN GABRIEL VALLEY GREENWAY NETWORK STRATEGIC IMPLEMENTATION PLAN

SGVGN Plan Overview – Section 1

1. Introduction to SGVGN Plan

1.1 Plan Goals

1.2 The Plan Area

1.3 Plan Description

1.4 Background and History of the Plan Area

1.5 Plan Partners and Plan Team

1.6 Approach to Plan Development

1.7 How to Use this Document

Rio Hondo Bike Path in El Monte
Source: Studio-MLA

SECTION 1. INTRODUCTION

THE SGV GREENWAY NETWORK PLAN IS A ROADMAP TO IMPLEMENTATION

This section introduces the SGV Greenway Network and the SGV Greenway Network Plan, including plan goals, plan area and tributaries, plan description with subcomponents and beneficial elements, natural history and indigenous peoples, flood control improvements, Plan Partners and Plan Team, approach to plan development, and plan organization.

The San Gabriel Valley Greenway Network Strategic Implementation Plan (SGV Greenway Network Plan) is a multi-objective effort to transform the existing Los Angeles County Flood Control District (District) right-of-way (ROW) along the rivers, channels, washes, and creeks in the San Gabriel Valley (SGV) into a world-class Greenway Network. Serving as a guide for future development along the SGV Greenway Network corridors, the SGV Greenway Network Plan prioritizes planned projects, proposes project components and subcomponents, provides guidance for project development, and creates an implementation framework and vision for creating multi-benefit projects that advance the District, stakeholder, and partner agency goals. The SGV Greenway Network incorporates information and resources from previous plans and studies from throughout the region, including, but not limited to, the LA County Bicycle Master Plan and Emerald Necklace Implementation Plan.

1.1 Plan Goals

The SGV Greenway Network Plan was initiated in May 2017, by a motion set forth by the LA County Board of Supervisors (BOS), that stated "The flood control systems in the County rivers, creeks, and channels present a unique opportunity to create a countywide network of interconnected, multiuse community greenways for linear parks and open space for recreation, bike paths for active transportation, multi-use trails for hiking, mountain biking, and equestrian use, and integrated stormwater management practices." The BOS motion also outlines the following specific plan objectives and goals (Figure 1-2):

1 Promoting Equitable Practices
2 Creating Recreational Opportunities
3 Integrating Stormwater Management
4 Boosting Connections
5 Enhancing Natural Habitats
6 Enriching Community Well-Being

Figure 1-2. SGV Greenway Network Plan goals

1.2 The Plan Area

The SGV Greenway Network Plan area includes over 130 miles of potential greenways and improvements along the District ROW. A 0.5-mile buffer adjacent to each channel was included to capture data in areas that could be reached via a short walk from a potential greenway along the tributaries.

All of the major tributaries of the San Gabriel River and the Rio Hondo within the San Gabriel Valley were included in the SGV Greenway Network Plan area as illustrated in Figure 1-4 and described in detail in subsequent sections. Major tributaries (channels, washes, and creeks), included in the study area are:

- Alhambra Wash
- San Pasqual Creek
- Rubio Wash
- Eaton Wash
- Arcadia Wash
- Santa Anita Wash
- Sawpit Wash
- Little Dalton Wash
- Big Dalton Wash
- San Dimas Wash
- Walnut Creek
- Live Oak Wash
- Puente Creek
- San Jose Creek
- Thompson Creek

Alhambra Wash through Sawpit Wash are tributary to the Rio Hondo. Little Dalton Wash through Thompson Creek discharge to the San Gabriel River.

Highlighted segments of the San Gabriel River and Rio Hondo in Figure 1-4 were also included in the initial SGV area analysis. As the SGV Greenway Network Plan was developed, given their existing greenway development and funding opportunities, they were not considered priority areas for potential greenway implementation, and were not included in the subsequent analysis and conceptual design. This allowed more focus on the SGV tributaries that connect to these rivers.

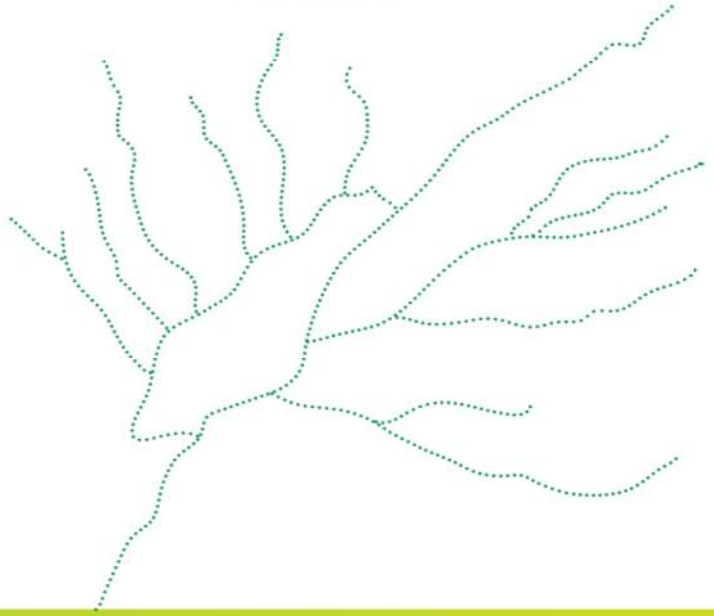
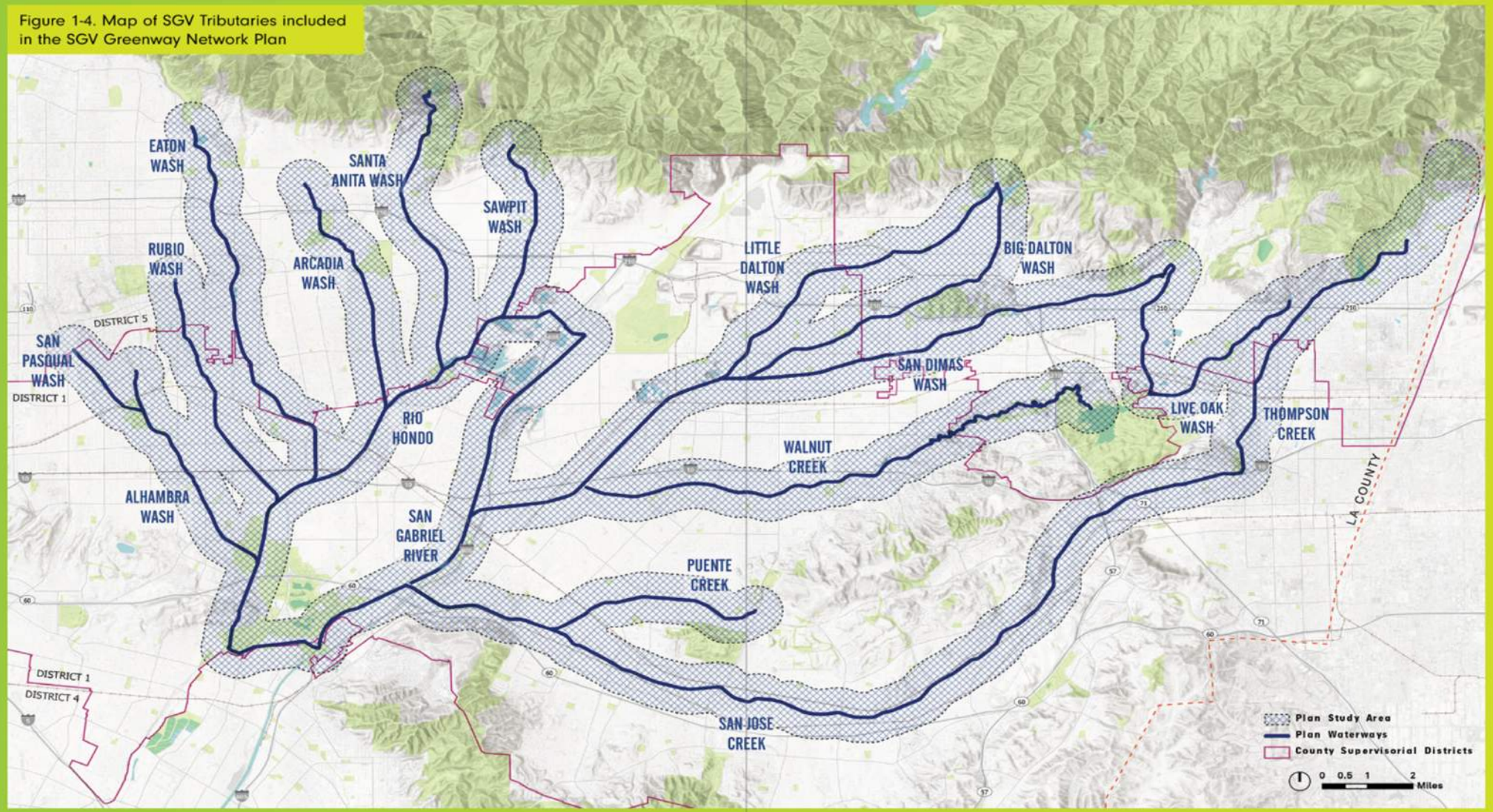


Figure 1-4. Map of SGV Tributaries included in the SGV Greenway Network Plan



1.6 Approach to Plan Development

SGV Greenway Network Plan development began with an extensive review of previous efforts, studies, and greenway projects completed throughout the SGV. It was also important to gather available information for ongoing efforts and planned greenway projects in the SGV. Collected information was then cataloged, organized, and analyzed for information/data gaps (Section 2). The Plan Team's goal was to maintain a community based and data driven approach to SGV Greenway Network Plan development through a continuous review process of efforts and studies throughout the region as well as extensive communication and collaboration with the public through workshops and pop-up events.

Due to the large SGV Greenway Network Plan area to be analyzed, early in development, a scoping exercise was conducted to establish a focus area. Tributaries were segmented and divided based on jurisdictional boundaries or other natural barriers. Each tributary segment and adjacent communities were assessed through five key lenses:

- **Circulation:** The circulation lens focuses on parts of the community that have the least access to transit and/or vehicles based on American Community Survey data.
- **Equity:** The equity lens was based on CalEnviroScreen 3.0 data, which maps environmental and socioeconomic burden such as sensitivity and exposure to environmental pollution.
- **Community:** The community lens gathers key information about community gathering spaces, park needs, locations of activity generators, and open spaces. It also includes key demographic data such as ethnic population, household income, and density.
- **Environment:** The environment lens focuses on environmental conditions along each tributary such as impervious surfaces, heat vulnerability, and tree canopy.
- **Synergy:** The synergy lens includes previous efforts and studies, Early Implementation Projects (EIP), and vacant/public land which can be a starting point for finding project opportunities and ways to coordinate with existing projects.

Together these lenses were agreed upon by the Steering Committee members and served as the foundation of the planning process for this plan. More detail on the lenses is included in Sections 2 and 4.

Throughout the SGV, various jurisdictions are at different levels of greenway project implementation. This allowed for focus to be shifted from areas with significant progress to underserved areas and regions of the SGV that lack accessibility and green spaces. After the assessment of each tributary through the priority lenses, the tributaries were categorized in three tiers: Tier 1, Tier 2, and Tier 3. The Tier 1 tributary reaches were assigned the highest priority and used as a starting point to identify constraints and opportunities as well as develop greenway alignments and example Conceptual Design alternatives. Tier 2 and Tier 3 reaches remain an integral part of the SGV Greenway Network Plan and future greenway network, but the initial focus is on the Tier 1 reaches which have a more immediate need based on the prioritization framework. The evaluation and categorization of the different tiers is explained in Section 4 of this plan.

Within each Tier 1 reach, opportunities were identified to enhance greenway projects by including adjacent open spaces and adding project subcomponents and beneficial elements. Multi-use/multi-benefit greenways, greenway amenities, pocket parks and greenspaces, safe crossings, and stormwater management were layered together into larger greenway concepts for Tier 1 reaches distributed throughout the SGV Greenway Network.

Ten example Conceptual Designs were developed, including greenways and project subcomponents and beneficial elements to provide a broad range of ideas for greenway project implementation by any jurisdiction (project proponent) anywhere in the SGV Greenway Network. The Conceptual Designs provide examples of how a greenway project could be developed and are not intended to present an actual project that will be built. There are at least hundreds of potential combinations of greenways, subcomponents, and beneficial elements to create a greenway project.

The Design Guidelines and Standards is a companion document to the SGV Greenway Network Plan that provides greenway project requirements and guidance, allowing project proponents to tailor their project to the community while ensuring a safe and consistent visual brand and user experience throughout the SGV Greenway Network. The purpose of the Design Guidelines and Standards is to describe the types of greenway projects, subcomponents, and beneficial elements to be considered, and to provide a framework for good and consistent project development. Numerous options for greenway sections are illustrated along with many other beneficial project element examples and descriptive information (Section 6 and Appendix H).

Equestrian trail users near water
Source: Studio-MLA

1.7 How to Use This Document

The SGV Greenway Network Plan is divided into six major sections, two minor sections, and eight appendices. Sections 1 through 4 introduce the SGV Greenway Network Plan and description, summary of existing conditions and available data and gaps, and the evaluation and prioritization of tributary opportunities, as well as the community engagement aspects of the planning process. Sections 5 and 6 provide extensive resources to be used by project proponents for greenway implementation. Sections 7 and 8 present supporting information and references that support the SGV Greenway Network Plan.

Section 1	This section introduces the SGV Greenway Network and the SGV Greenway Network Plan, including plan goals, plan area and tributaries, plan description with subcomponents and beneficial elements, natural history and indigenous peoples, flood control improvements, Plan Partners and Plan Team, approach to plan development, and plan organization.
Section 2	This Section serves as the foundation for subsequent plan element and focuses on the existing conditions of the SGV tributaries and immediately adjacent land. The section includes previous efforts and studies, early implementation projects, and geographic information system (GIS) analyses/database/mapping, channel characteristics, and Tributary Narratives (key lenses). Tributary Narratives serve as a valuable resource for planners, designers, and community members, offering insights into key aspects of each tributary. These narratives inform and guide future revitalization efforts and greenway projects.
Section 3	This section describes the Community Engagement Strategy and Results including engagement with the Steering Committee, municipalities, stakeholders, and the community. Engagement with all stakeholders was the cornerstone of plan development. This section also outlines how public comments were incorporated into the planning process.
Section 4	This section includes the development and application of a prioritization framework for the SGV Greenway Network including identifying Tiers 1, 2, and 3 tributary reaches, evaluating Tier 1 tributary opportunities and constraints and developing figures for both, and developing crossing treatments. Identification of project opportunities and constraints, as well as gaps, are vital for future project development.
Section 5	This section is focused on the development and presentation of resources for greenway project implementation throughout the SGV, including channel ROW availability, greenway alignments and alternative cross sections based on ROW width, potential project subcomponents within channel ROW and on adjacent public land (Greenway Amenities, Pocket Parks and Greenspaces, Safe Crossings, and Stormwater Management), and ten example Conceptual Designs, 3D renderings of select greenway sections, subcomponents, and beneficial elements.
Section 6	This section provides guidance for project proponents to implement projects throughout the SGV Greenway Network. Includes key responsibilities and involved parties across five phases of project implementation: planning, design and permitting, bidding, construction, and operations and maintenance (O&M). Also provides guidance and resources for project proponents on permitting and approvals, advancing partnerships and community engagement, and local, state, and federal funding sources. The SGV Greenway Network Plan Design Guidelines and Standards are summarized and provided as Appendix H.

The supporting sections include the following:

Section 7	This section includes references, list of tables, list of figures, and acknowledgements.
Section 8	This section includes Appendices. The appendices include technical memorandums and other relevant documents that were developed for this project. These documents were used to develop the SGV Greenway Network Plan.

SECTION 5

GREENWAY OPPORTUNITIES AND EXAMPLE CONCEPTUAL DESIGNS

SGVGN Plan Overview – Section 5

5. Greenway Opportunities and Example Conceptual Designs

5.1 Greenway Path Alignment ROW Opportunities

5.2 Safe Crossing Opportunities

5.3 Subcomponent Opportunities near SGV Channels

5.4 Example Conceptual Designs

5.5 Conceptual Design Kit of Parts

Looking east along San Dimas Wash at Gladstone Park.

5.1 Greenway Path Alignment ROW Opportunities

Tier 1 segments with potential channel adjacent ROW areas were analyzed to identify tributary segments that may support future greenway projects. This analysis went above and beyond the ROW analysis presented in Section 4 in that the Plan Team manually curated potential alignments on Tier 1 reaches. Tier 2 and 3 segments provide similar opportunities, and the same approach can be used to identify viable greenway projects for all SGV Greenway Network Plan reaches. Available ROW width for potential greenway path alignments along Tier 1 reaches is shown on Figure 5-1. A minimum ROW width of 13 feet is needed to implement a greenway path project. These alignments and associated ROW widths may be used in future planning efforts in the SGV by using Appendix G- Greenway Alignment Alternatives. For guidance about how to design greenway path segments associated with different ROW widths refer to this section, along with Section 6, and the Design Guidelines and Standards that accompany the SGV Greenway Network Plan (Section 6 and Appendix H).

5.1.1 Alignment Identification Objective

In the initial phase of characterizing greenways for future planning, we identified all potential segments of Tier 1 channel adjacent right-of-way (ROW) capable of supporting greenways. These segments were identified on both sides of the channel and, when necessary, off-channel to ensure connectivity between on-channel segments. This collection of greenway alignments serves as a tool for pinpointing potential greenway projects in areas where such initiatives have not yet been identified. Additionally, these alignments may be considered in conjunction with other projects, such as Safe Clean Water stormwater management projects (https://safecleanwaterla.org/), that may not initially focus on greenway development.

Existing bike paths and the EIP were included to add context to potential greenway alignments identified as part of the SGV Greenway Network Plan. EIP are in varied stages of design, construction, and completion, which are noted in Appendix G: Greenway Alignment Alternatives, which provides information on channel adjacent ROW availability. Alignments specified in the SGV Greenway Network Plan exhibit numerous connection points to existing greenways, EIP, and other destinations, which present opportunities to maximize connectivity across the SGV.

5.1.2 Alignment Identification Methodology

The potential greenway alignments were developed with consideration of constraining features such as ROW width limitations, vegetation, utility structures, railroad crossings, intersections, parking lots, etc. Eight greenway cross-sections, applicable to all three tributary tiers, were considered for four different ROW widths (13 ft, 17 ft, 19 ft, and 24 ft) where each cross-section was developed for a different mix of uses. The four different ROW widths were considered because they each support varied use types (i.e., pedestrian, cyclist, and equestrian paths). ROW width classification may be conducted for Tier 2 and 3 reaches by project proponents using a GIS desktop analysis conducted using tools provided in Appendix B: GIS Analysis, Database, and Mapping, as done for Tier 1 reaches, or through physical verification of ROW availability. Table 5-1 provides a summary of potential greenway uses for each ROW width. Figure 5-2 to Figure 5-7 demonstrate example cross sections for multiple users if the available ROW is at least 13 feet, 19 feet, or 24 feet. Additional greenway sections are provided in the Design Guidelines and Standards (Appendix H).

Table 5-1. SGV Greenway Network ROW width cross section summaries

Minimum ROW Width	Use Type			
	Ped (min width 4 ft)	Bike (min width 8 ft)	Ped + Bike (min width 8 ft)	Equestrian (min width 4 ft)
13 ft			●	
17 ft	●		●	●
19 ft Option A	●		●	●
19 ft Option B	●		●	●
24 ft Option A	●	●		●
24 ft Option B	●	●		●

13 FEET ROW MULTI-USE PATH

This example greenway configuration shows an 8 ft bi-directional shared use path with 2 ft vertical clearance shoulders and 1 ft of fencing clearance. These widths meet minimum federal and state standards for bikeways.

A 12 ft wide ***brushed concrete*** path with 2 ft shoulders and 1 ft at the channel wall, 17 ft minimum ROW width, that accommodates bikers, pedestrians, and equestrians can be used if necessary to achieve multi-use trail connectivity, but is not recommended for long distances. Refer to design guidelines for more details.

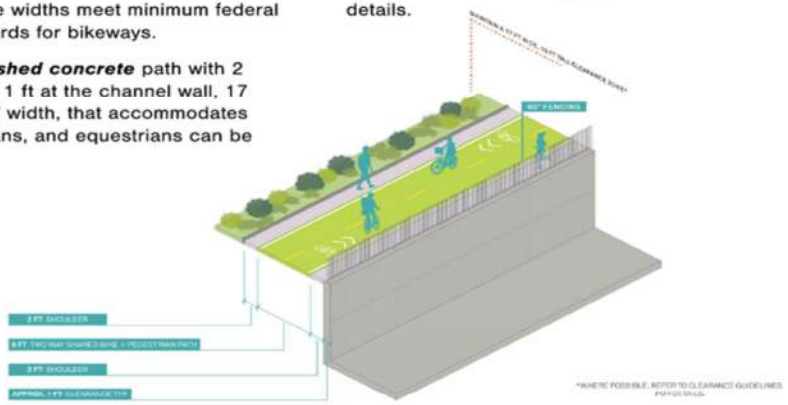


Figure 5-2. 13-ft wide greenway cross section example from Table 5-1

17 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared use path, coupled with an adjacent 4 ft wide multi-use trail. The 4-ft wide multi-use trail is for low use. Refer to design guidelines for more details.

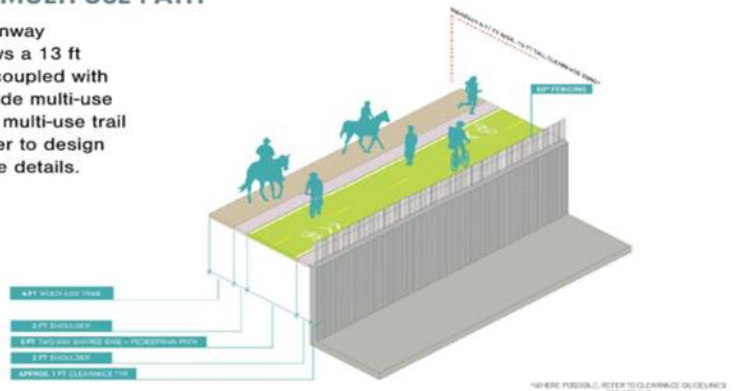


Figure 5-3. 17-ft wide greenway cross section example from Table 5-1

19 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared use path, coupled with an adjacent 5 ft wide multi-use trail and 1ft of planting area. The 5-ft multi-use trail is for low use. Refer to design guidelines for more details.

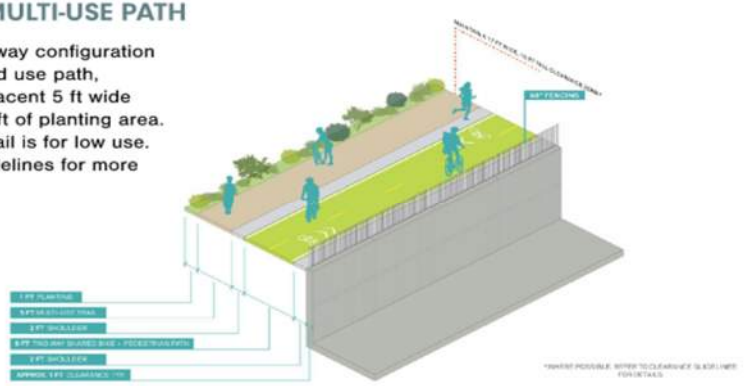


Figure 5-4. 19-ft wide greenway cross section Option A example from Table 5-1

19 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared use path, coupled with an adjacent 6 ft wide multi-use trail. A minimum multi-use trail width of 6 ft is recommended in moderate use areas. A fence/barrier can be added by reducing the trail width by 1 ft and should be considered in high traffic areas. Refer to design guidelines for more details.

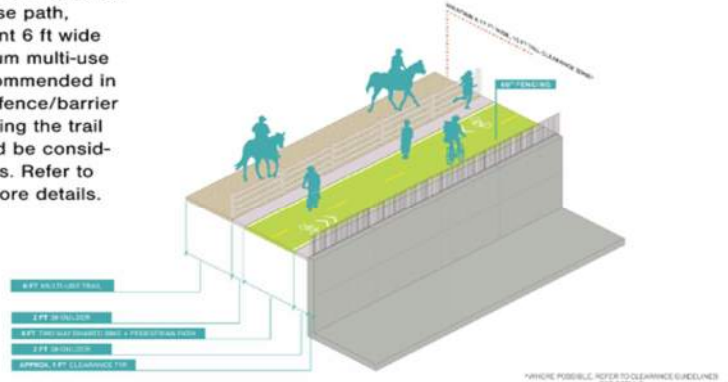


Figure 5-5. 19-ft wide greenway cross section Option B example from Table 5-1

24 FEET OR GREATER ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared path, coupled with an adjacent 8 ft multi-use trail, optional fence, and landscaping at the edge. Barriers are recommended in high-traffic areas. With adequate ROW, barriers can increase safety by separating different user-types. Refer to design guidelines for more details.

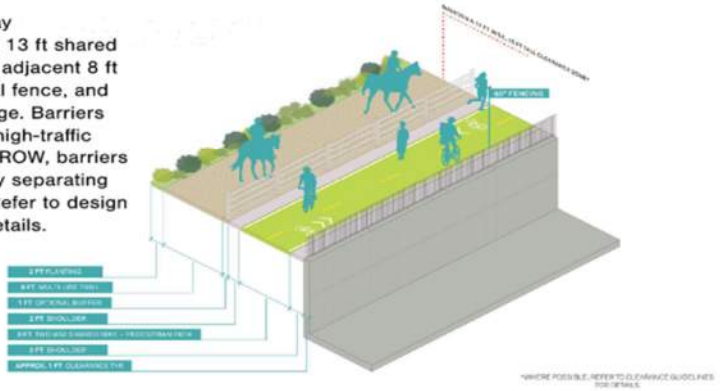


Figure 5-6. 24-ft wide greenway cross section Option A example with green infrastructure Table 5-1

27 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared path, coupled with an adjacent 7 ft multi-use trail that is separated by a landscaped median. This separation of uses is ideal in high traffic areas. Refer to design guidelines for more details.

A 24 ft ROW alternative is to have both sides of the channelactivated with a trail on one side and a bikeway on the other; this would allow for larger planting areas and/or meandering paths/trails.

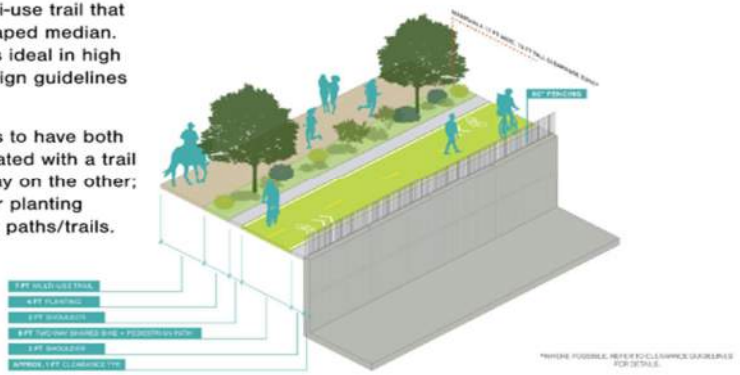


Figure 5-7. 27-ft wide greenway cross section Option A example from Table 5-1

The primary objective is to develop, at a minimum, the 13 feet greenway path (shown on Figure 5-2) on one side of the SGV tributary channel. In unique cases where there is an acceptable 13-ft. bikeway or greenway path on one side of the channel, a natural surface multi-use trail may be implemented in lieu of a bikeway on the opposite side. An example is shown on Figure 5-8. This requires approval by LA County Public Works and other regulatory entities.

ROW widths were assigned throughout Tier 1 reaches by using the minimum ROW for the extent of a potential path between intersections to avoid contracting and expanding greenways. For example, if the ROW width of a stretch ranged between 13 and 19 feet, the Plan Team assigned a width of 13 feet to 17 feet in mapping tools (Appendix G: Greenway Alignment Alternatives), which would leverage the 13-foot-wide cross-section to remain within the available ROW for the entirety of a stretch. The same exercise may be conducted by project proponents on Tier 2 and 3 reaches. This provides flexibility for future greenway project planners.

Available ROW widths were determined without deciding which specific greenway cross section would be used. In cases where excess ROW width exists beyond what is needed for a greenway path, project subcomponents could be implemented in the ROW and should be designed in accordance with the Design Guidelines and Standards (Section 6 and Appendix H). Off channel alignments were delineated by the Plan Team when necessary to connect on-channel greenways. These instances occurred when there was less than 13 ft. of available ROW adjacent to the tributary channel and/or there was a major obstacle such as a highway that would require a substantial and costly overcrossing/bridge). Notes were added to identify alignment lengths that could require additional considerations such as grading to make certain segments ADA compliant (see example in Figure 5-9). Alignments and associated notes are included for each Tier 1 reach in the Greenway Alignment Alternatives in Appendix G.

EXAMPLE OF CHANNEL ACTIVATED ON BOTH SIDES

This example greenway configuration shows a 13 ft shared use path on one side of the channel, with a multi-use trail on the opposite side. This configuration can be useful when right-of-way is insufficient, but multi-use trail connectivity is desired. Refer to design guidelines for more details.

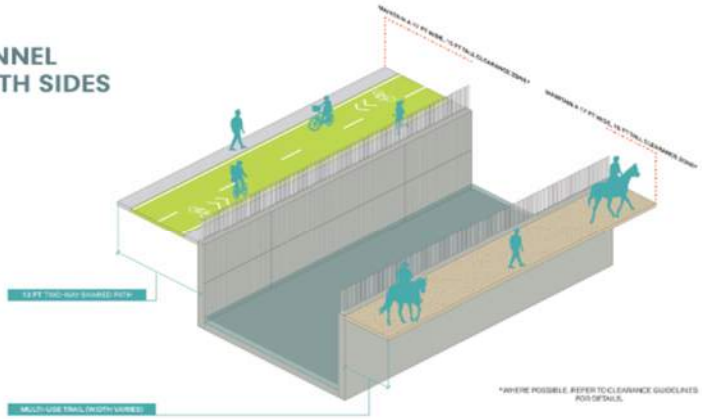
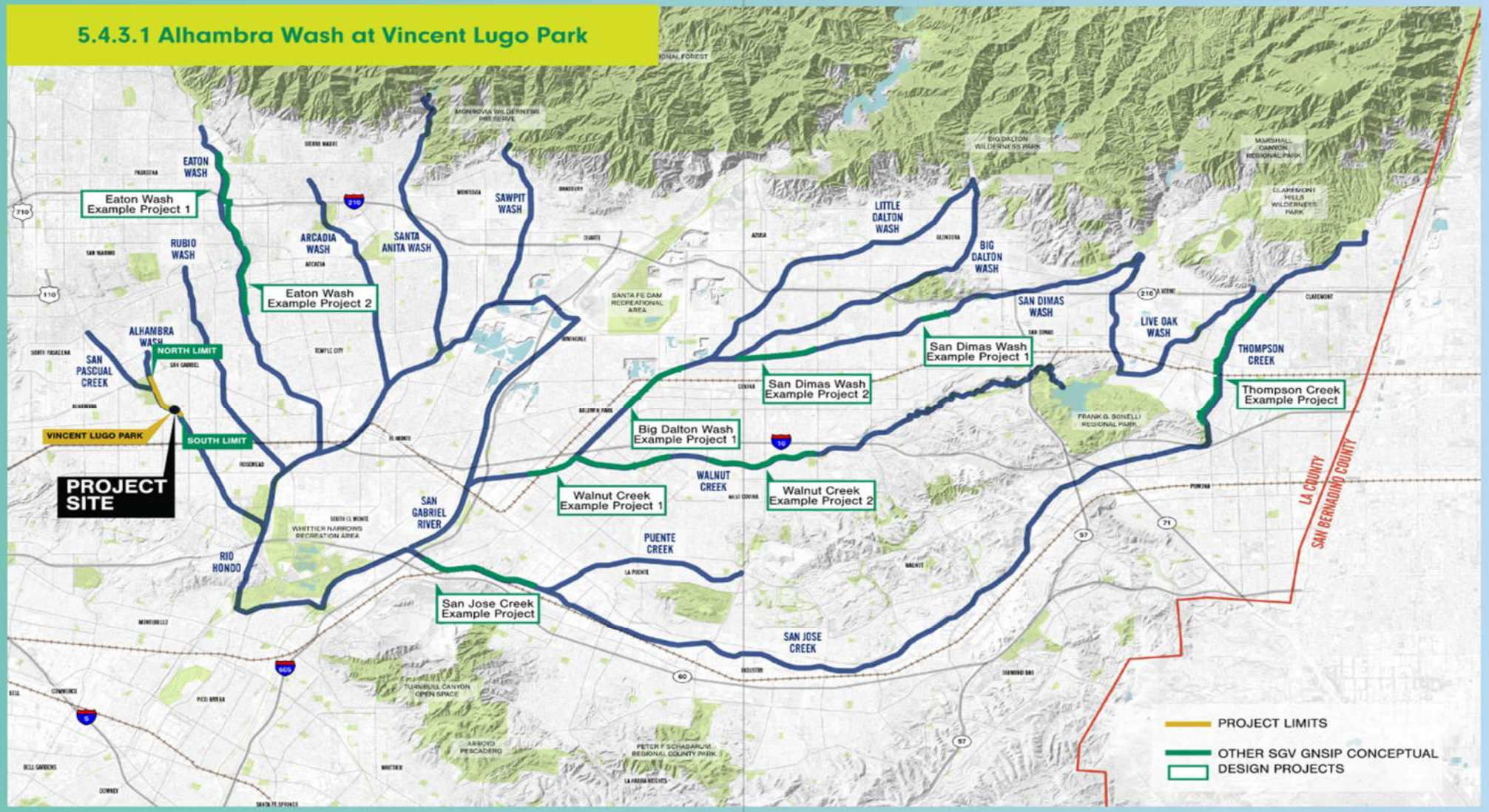


Figure 5-8. Example with 13 feet greenway on one side of channel and separate trail on opposite side

5.4.3.1 Alhambra Wash at Vincent Lugo Park



EXISTING CONDITIONS

ALHAMBRA WASH AT VINCENT LUGO PARK

This example greenway project on Alhambra Wash proposes enhanced connections between McKinley Elementary School, Vincent Lugo Park, Alhambra Municipal Golf Course, and the neighboring communities.

Aerial view of Alhambra Wash looking north toward Vincent Lugo Park.

Alhambra Wash looking north from existing McKinley Elementary bridge.

Alhambra Wash looking north from Emerson Place.

GREENWAY NETWORK SCALE

ALHAMBRA WASH AT VINCENT LUGO PARK

INTRODUCTION

The Alhambra Wash Example Greenway project provides 1.3 miles of new Greenway, connecting Mission Rd. to the north, and Hovey Ave. to the south. Central to the project is connecting Vincent Lugo Park to the surrounding community. The available R/W is between 13-17 FT wide for the project's complete extents, providing an opportunity for planting along the edge of the 12 FT path that could double as linear stormwater BMPs. Expanding connectivity through the adjacent neighborhoods to major arterials Valley Blvd. to the south and Mission Rd. to the North is proposed. At Hovey Ave., where the wash goes undergrounds, an on-street (Class II or Class III) bike route along Abbot Ave. is proposed. It provides a low-stress connection between Valley Blvd. and the Greenway. To the north, a connection over Mission Rd. and the adjacent Union Pacific tracks would link communities across the tracks. Furthermore, an east-west bicycle and pedestrian route across a proposed cross-channel bridge via Alhambra Park and the school district roads would provide an alternative to Mission Road, and connect San Gabriel High School with its attendance zone to the west.

AGENCY CONTEXT

A portion of the proposed Alhambra Wash Greenway project falls within an area of the wash that is owned and operated by USACE. The project extents fall within the Cities of Alhambra and San Gabriel. Future outreach with the project's neighbors - Almansor Park, Alhambra Golf Course, Winston Smoyer Memorial Community Garden, San Gabriel High, and McKinley Elementary will provide further opportunities to enhance the Greenway project.

PROPOSED GREENWAY ALIGNMENT

Starting at Mission Rd., a 12 FT multi-use path would extend south along the west (right) bank adjacent to the Alhambra Golf Course and around the confluence of the Alhambra and San Pascual Washes. Coordination with Alhambra Parks and Recreation could allow the path to continue along their maintenance access road. At Ramona St., the path would shift to the east (left) bank and follow the channel through Vincent Lugo Park, and past McKinley Elementary to Hovey Ave.

ACCESS POINTS AND CROSSINGS

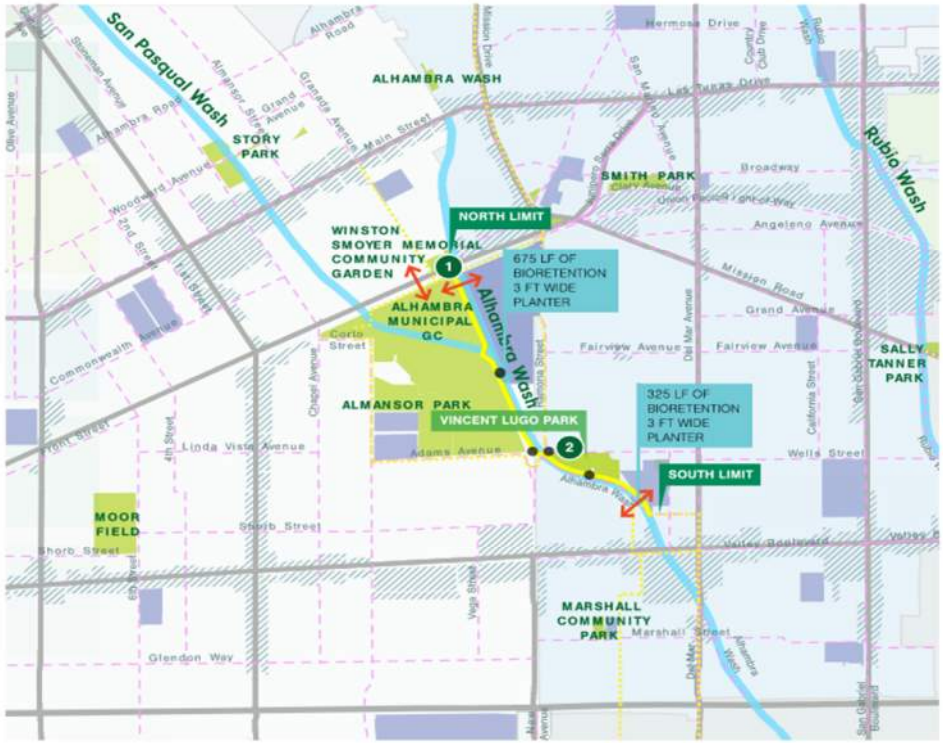
See Safe Crossings in Appendix F, Attachment A crossing summaries for more detail.

1. **Mission Rd. + the Union Pacific Tracks**
   A railroad crossing and a cross-channel bridge would enable this Greenway to fill a missing active transportation link in both the north-south and east directions.

2. **Ramona St. + Vincent Lugo Park**
   A new shared medium-sized gateway should be incorporated into the existing park entrance, with signage directing Greenway users to key park amenities.

3. **Newby Ave. / Abbot Ave.**
   Update the existing pedestrian path as a small gateway and provide a new bridge crossing that is ADA compliant. Add Class I bike route along existing walkway.

4. **Hovey Ave.**
   Provide a small gateway connection, with directional signage and safety bollards to assist in user navigation and connection to the proposed on-street bike route.



Available Right-of-Way
13-17 feet
Proposed Off-channel Alignment
Tributary Channels
Existing Bikeways (MTA data)
Proposed Bikeways (MTA data)
School Property
Proposed Bridge Crossing
Retail/Commercial/Industrial Areas
Stormwater Drain Diversion and/or Capture Opportunity

Stormwater BMP for Multi-use Path
1 Intersection Crossing/Access Point
Greenway/Community Destinations

0 1000 2000 Feet

GREENWAY NETWORK SCALE

ALHAMBRA WASH AT VINCENT LUGO PARK

GREENWAY SEGMENTS - AVAILABLE R/W

The on-channel alignment neighbors community resources and amenities, creating a real opportunity for increased connectivity and recreation space. Every effort to collaborate in future design should be explored and where feasible, widening the Greenway for additional amenities or increased connectivity should be prioritized.

1. Mission Road to Ramona Street - 3675 LF of 13-17 FT R/W width available.
2. Ramona Street to Hovey Avenue - 2095 LF of 13-17 FT R/W width available. 1507 LF of this section falls within Vincent Lugo Park. These sections should be coordinated with any on-going or upcoming projects at Vincent Lugo Park.

Along the proposed on-channel extents, the SGV Greenway Network Design Guidelines and Standards shall be followed. The proposed section would include new fencing along the channel, a path, and 3 FT wide bioretention planters that provide planting, habitat, beautification, and stormwater infrastructure.

STORMWATER APPROACH

A stormwater project has been proposed for implementation at Vincent Lugo Park as part of the Safe Clean Water Program to capture, treat, and infiltrate dry weather flows from the Alhambra Wash. This prospective project would leverage space available in the Park to enhance or add 10,000 square feet of dry creek bed, 12,000 square feet of new bioswale, 14 shade trees, 8 benches, 1400 LF of nature path, and educational signage. Stormwater that is feasibly captured nearby planted vegetation may support passive irrigation.

Nature based stormwater controls are recommended along bike paths to provide multiple benefits. Several on-channel stormwater control options include bioswales and permeable pavement, both with or without an underdrain depending on soil infiltration. All stormwater control recommendations are based on concept level estimates of rainfall, impervious area addition, and infiltration. Site specific stormwater controls should be evaluated in detail on a case by case basis. If the infiltration rate in a given location is less than 0.3 in/hr, 1.5 times the stormwater design volume must be treated and conveyed via underdrain to a channel or location where water could be infiltrated. See the SGV Greenway Network Design Guidelines and Standards for additional information.

NEIGHBORHOOD SCALE

ALHAMBRA WASH AT VINCENT LUGO PARK

In addition to providing a continuous path alignment, some additional enhancements can be incorporated into the project to create multi-beneficial opportunities. Connecting the path to the existing amenities that Vincent Lugo Park already has to offer is the primary objective.

PROJECT POSSIBILITIES

1. INCREASE CONNECTIVITY
Install a bridge across the channel south of the Union Pacific tracks to provide an east-west ped/bike route along the golf course service road and school district road.

Other connectivity options should be explored and highlighted through the signage program outlined per the design guidelines. Connection should include, but not be limited to: San Gabriel Mission, San Gabriel High School, and Almansor Park.

2. STORMWATER CAPTURE AND TREATMENT
Where the Pascual and Alhambra Washes meet, there's an opportunity to provide additional stormwater capture and treatment in the form of a demonstration garden with educational signage.

3. GATEWAY PARK
Vincent Lugo Park is one of the few public open spaces in the area. The park has many amenities including playground space, paved paths, trails, restrooms, a baseball field, extensive parking, and open lawn. Minor enhancements to improve upon the existing plan is advised to align more directly to the greenway project goals. These include converting the existing decomposed granite path along the channel to a paved mutli-use path and adding signage to direct path users to the park's existing amenities.

4. ACCESSIBILITY
Upgrade the existing bridge to conform to ADA standards of access. Add a Class I bike path along the Newby Avenue walkway between the bridge and Abbot Avenue.

PARCEL SCALE

ALHAMBRA WASH AT VINCENT LUGO PARK

ELEMENTS TO FEATURE

1. Provide a multi-use path along the channel edge, taking advantage of the existing tree canopy along the Alhambra Golf Course edge. Coordination with the golf course to ensure adequate planting and/or netting is provided to mitigate any safety concerns from flying golf balls will be required. In addition to netting, a visual non-transparent shield is recommended so that golfers teeing off would not be distracted by passing bicyclists or pedestrians.
2. Class II or III bike path along New Avenue to Alhambra Corporation Yard.
3. Open space enhancements to create connection between the neighborhood, open space area, and the proposed path. This could be a small interpretative neighborhood garden to demonstrate garden types such as low water use, habitat, or pollinator gardens.
4. Enhance the existing park entry to become a medium sized gateway, with signage directing users to the Greenway path, and other park amenities, and local destinations.
5. Where feasible, the decomposed granite walking trail shall be replaced, or repaired so it aligns with the multi-use path and provides a path for slower traffic.
6. Connection to existing park amenities.
7. Privacy screening between path and school.
8. Demonstration garden at edge of school parking lot. This will act as a small gateway moment at the end of Hovey Avenue.
9. Replace existing pedestrian bridge with ADA compliant bicycle/pedestrian crossing at a minimum width of 10 FT.
10. Small Gateway on west side of bridge.
11. On-street bike route alternatives if a Greenway channel were not available to the south.

IN CONCLUSION

This example greenway project was created to promote inspiration for future projects and coordination amongst stakeholders. This section of Alhambra Wash scored highly in our analysis of potential projects that would contribute to the Plan's overall goals. This rendering shows enhanced connections to McKinley Elementary School, an enhanced bridge at Newby Ave., along with seating, lighting, and planting along the Greenway. This view also shows the possibility of further coordination with the adjacent school property to add permeable paving to the parking lot, and a group seating area.

Rendering of example greenway project elements. Looking Northwest from McKinley Elementary School.
Source: Studio-MLA

5.5 Conceptual Design Kit of Parts

The example Conceptual Designs from Section 5.4 show what a potential greenway project could look like with a greenway path and many different combinations of subcomponents and beneficial elements. These designs were assembled using a kit-of-parts with greenway sections, subcomponents, and beneficial elements which can be used along tributary channels throughout the SGV Greenway Network.

Axonal diagrams are a key element of the kit of parts which illustrate greenway sections, subcomponents, and beneficial elements. Project proponents and readers of the SGV Greenway Network Plan should use these drawings to better visualize the future various design sections and elements, which are dependent on the available ROW width. These diagrams are meant to inspire future project proponents. Additional details related to greenway project design and subcomponents and beneficial elements are provided in the Design Guidelines and Standards (Section 6 and Appendix H).

Select greenway section axonal diagrams are shown in Section 5.1, Figures 5-2 through 5-8.

- 13-foot ROW multi-use path
- 17-foot ROW multi-use path and multi-use trail
- 19-foot ROW multi-use path and multi-use trail
- 19-foot ROW multi-use path and multi-use trail
- 24-foot ROW multi-use path and multi-use trail with planting strip
- 24-foot ROW multi-use path and multi-use trail with planting buffer between
- 13-foot ROW multi-use path on one side of channel with variable width ROW equestrian/ multi-use trail on the opposite side of the channel

Axonal diagrams of select subcomponents and beneficial elements are provided in Figures 5-12 through 5 -18.

- Pocket Park
- Spreading basin fitness loop
- Two stage crossing
- Adjacent demonstration garden
- Channel overcrossing
- Rail overcrossing
- Channel undercrossing

POCKET PARK

Pocket parks with amenities for greenway users and the surrounding community are an important part of the SGV Greenway Network. Pocket parks can provide rest areas, shade, habitat, green infrastructure, wayfinding, and other enhancements. Refer to design guidelines wfor more details.

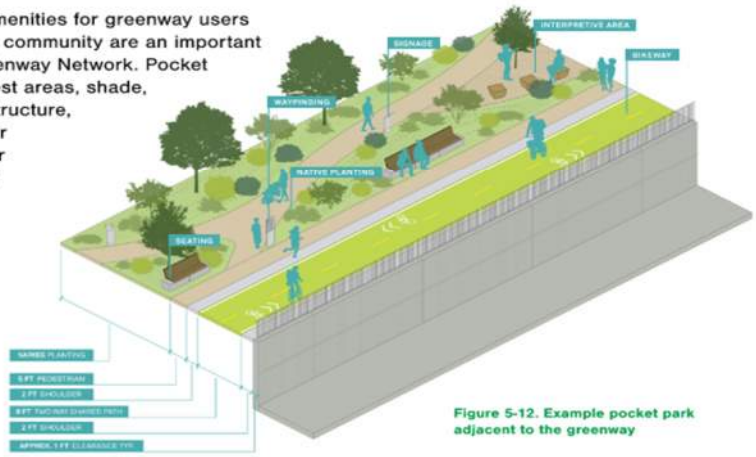


Figure 5-12. Example pocket park adjacent to the greenway

SPREADING BASIN FITNESS LOOP

Many spreading basins and other types of water infrastructure exist in the SGV adjacent to tributary channels. When possible, activating these areas can create amenities for greenway users and the surrounding community. Spreading basins and water infrastructure in general have very specific maintenance and operation requirements that should not be hindered. Refer to design guidelines for more details.

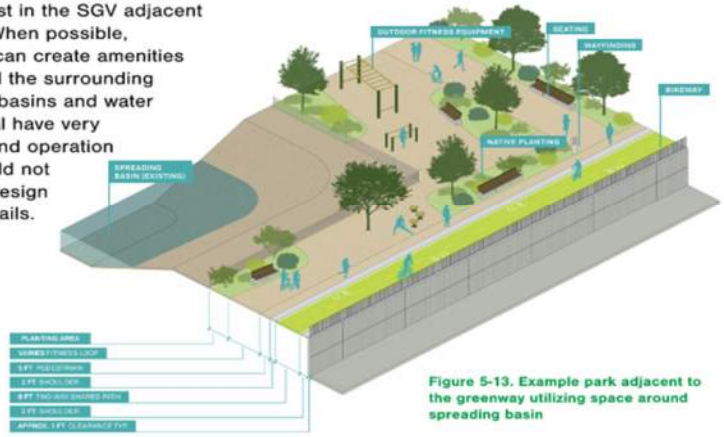


Figure 5-13. Example park adjacent to the greenway utilizing space around spreading basin

TWO-STAGE CROSSING

This diagram shows the typical configuration for two-stage, at grade crossings. Safe crossings are critical to greenway implementation. See the safe crossings appendix and design guidelines for further details.

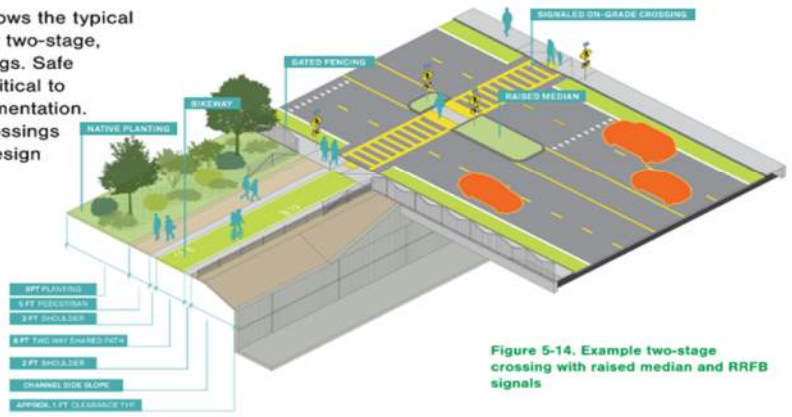


Figure 5-14. Example two-stage crossing with raised median and RRFB signals

ADJACENT DEMONSTRATION GARDEN

There are many opportunities to implement green infrastructure as part of the SGV Greenway Network. Areas that capture water can decrease runoff, educate people about water systems, and provide habitat and landscaping. Refer to design guidelines for further details.

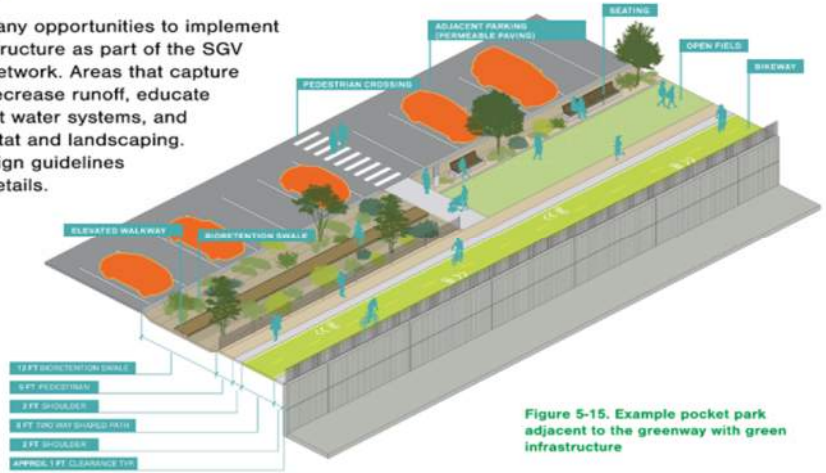
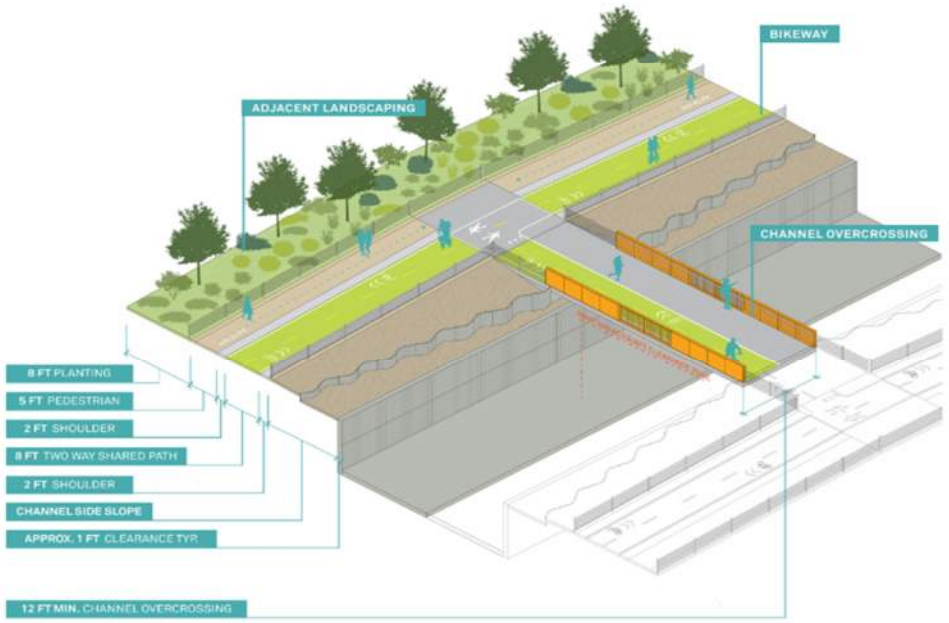


Figure 5-15. Example pocket park adjacent to the greenway with green infrastructure

CHANNEL OVERCROSSING

Tributary channels in the SGV are sometimes difficult to cross, or existing bridges are not accessible. Adding or upgrading bridge crossings can greatly enhance the Greenway Network. This diagram shows a typical crossing with requisite slope considerations. See design guidelines for further details.



Over-crossings may connect to amenties on the opposite side of channel such as greenways, trails, parks, etc. They may also be used to connect to neighborhood destinations such as schools or commercial areas.

Figure 5-16. Example channel overcrossing with accessible grading and landscaping

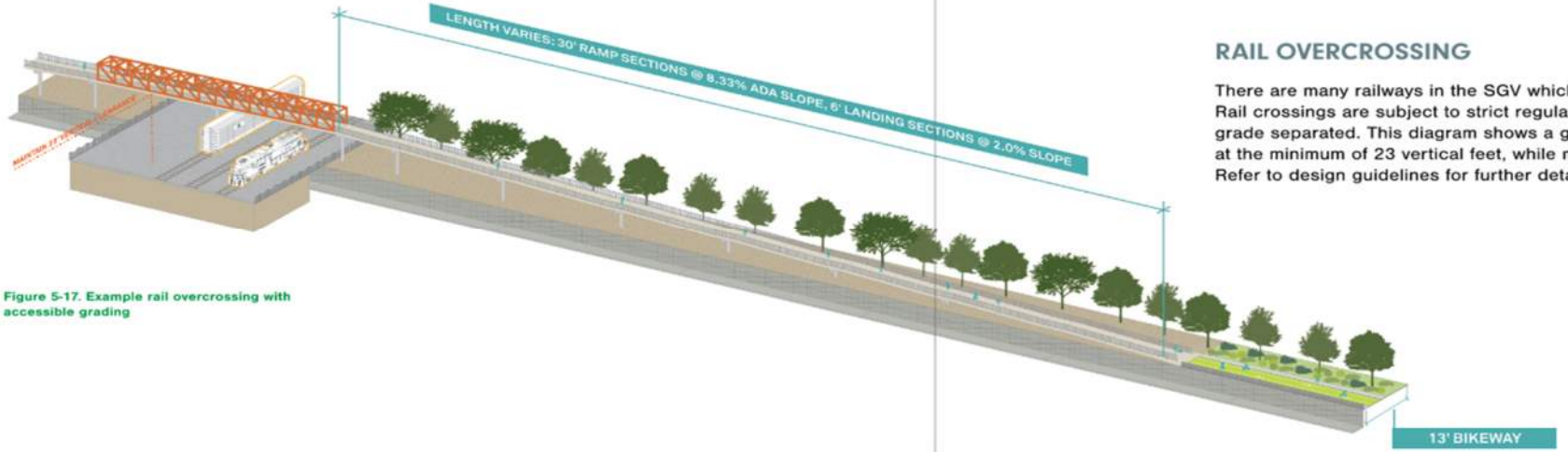


Figure 5-17. Example rail overcrossing with accessible grading

RAIL OVERCROSSING

There are many railways in the SGV which a greenway may need to cross. Rail crossings are subject to strict regulations and are often required to be grade separated. This diagram shows a greenway crossing over a rail line at the minimum of 23 vertical feet, while maintaining an accessible slope. Refer to design guidelines for further details.

CHANNEL UNDERCROSSING

Safe crossings are critical to the SGV Greenway Network. Where possible, undercrossings can provide a safe and uninterrupted crossing of busy roadways. This diagram shows a greenway crossing under a roadway while maintaining an accessible slope. Refer to the safe crossings appendix and design guidelines for further details.

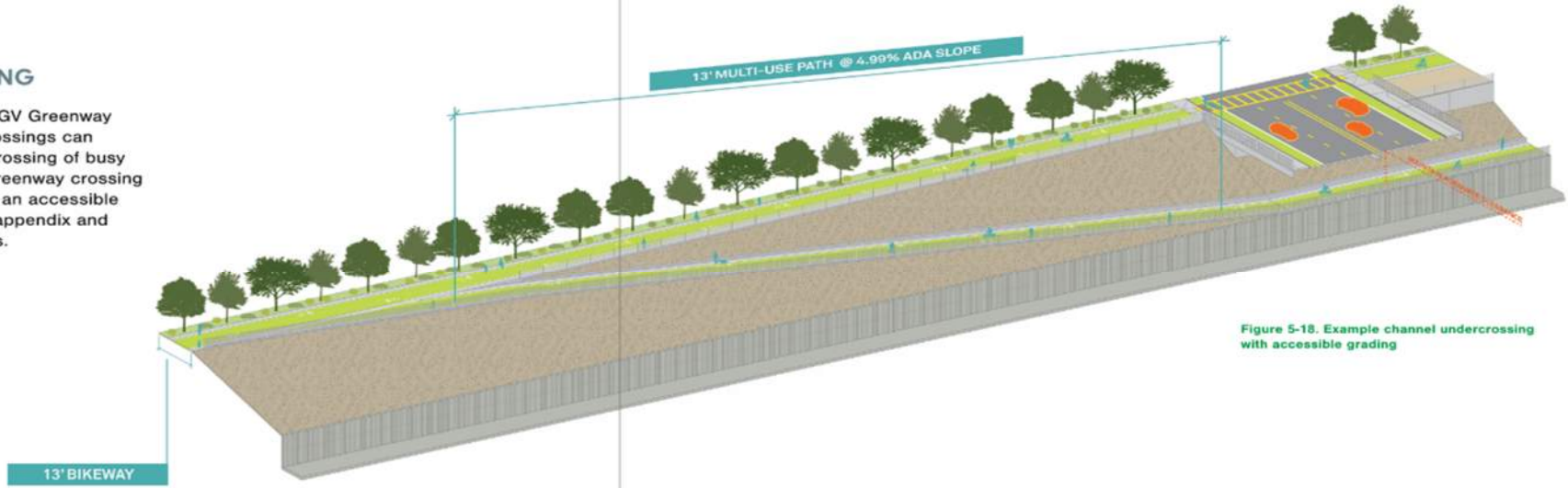


Figure 5-18. Example channel undercrossing with accessible grading

SECTION 6

IMPLEMENTATION STRATEGIES

SGVGN Plan Overview – Section 6

6. Implementation Strategies

6.1 Plan Implementation

6.2 Greenway Project Description

6.3 Project Implementation

6.4 Plan Resources for Project Implementation

6.5 Permitting and Approvals

6.6 Advancing Partnerships

6.7 Community Engagement Mechanisms

6.8 Funding Sources

A community bike ride in the SGV

Source: Active-SGV

6.3 Project Implementation

Achieving successful project implementation begins with thorough planning, preparation, and active engagement during the project's initial phases. It is critical to (1) identify project goals, objectives, and critical success factors in collaboration with stakeholders, (2) define site conditions, opportunities, and constraints, and (3) coordinate with LA County, regulatory agencies, property owners, and other stakeholders, as applicable, to understand project requirements and needed approvals to develop an achievable project plan and schedule.

Multiple parties should be engaged at the appropriate stages throughout project development. Key roles that should be defined at project inception include:

- **Project proponent.** The project proponent is the lead entity responsible for project development and implementation. This will generally be either LA County or a city or community but could be an NGO or other legal entity.
- **Technical consultants.** Technical consultants include professional consultants and other service providers retained by the project proponent to assist in project development and implementation, such as planning, environmental/CEQA, survey and subsurface utility engineering, architecture, landscape architecture, engineering design, geotechnical services, and bidding and construction phase services.
- **Regulatory liaisons.** Regulatory liaisons include departments within LA County (LA County Public Works, DPR), and other local, state, and/or federal entities to ensure the project is properly planned, designed, reviewed, permitted, and approved. For more information about the roles of individual departments and agencies, refer to Section 6.5 Permitting and Approvals and Section 6.6 Advancing Partnerships.
- **Stakeholders.** Stakeholders include interested or affected parties whose support is important for project success, such as the community or residents, community organizations, local businesses, and neighboring communities. Community organizations may include national, state, or local advocacy groups related to arts and culture, education, or the environment, or interest groups composed of residents.

Project implementation is divided into five primary phases: planning, design and permitting, bidding, construction, and operation and maintenance as described in the following section. All implementation phases must be thoughtfully completed to implement a successful greenway project.

PHASE	KEY ACTIVITIES	INVOLVED PARTIES
PLANNING	• Partner/roles identification • Goals and objectives definition, critical success factors • Data collection, identify data gaps • Opportunities and constraints analysis • Stakeholder and agency engagement • Feasibility analysis, concept development and cost estimating ROW/property ownership/use • Permitting and approval requirements and engagement	• Project proponent responsible with technical consultants assisting • Key regulatory liaisons engaged to understand approval requirements • Early stakeholder engagement essential to project success • LA County Implementation Team
DESIGN AND PERMITTING	• Finalize greenway alignment/sections • Project subcomponent and beneficial elements selection/configuration • Conceptual design • O&M plan/use agreement, and cost estimating • Permit applications (including LACFCD Flood Permit) and environmental documentation submitted, respond to comments • Plan Design Guidelines and Standards Used	• Project proponent responsible with technical consultants assisting • Adjacent projects/communities coordination • Regulatory liaisons for project review and approval • Stakeholder coordination on design (public and advocacy groups)
BIDDING	• Bid package preparation (final construction and bid documents) • Bid advertisement and pre-bid meeting • Bid addenda issued • Bid opening • Bid assessment and award	• Project proponent responsible with assistance from technical consultants • Adjacent projects/communities coordination • Stakeholder coordination on construction expectations and support (public and advocacy groups)
CONSTRUCTION	• Construction • Administration and inspections • Submittal and pay application reviews • Periodic meetings • Design amendments/change orders, if needed • Final inspections and close-out • Permit clearances	• Project proponent is Owner • Technical consultants provides services per Owner • Adjacent projects/communities coordination • Regulatory liaison coordination • Stakeholder coordination, progress and addressing issues
OPERATIONS & MAINTENANCE	• O&M Plan finalized with responsibilities • Post-construction activities maintain greenway project to level of service • O&M reporting as required • Follows LACFCD Flood Permit Use Agreement (Except LACPW projects)	• Project proponent responsible • Project partners if performing some O&M activities • Contractors, if responsible for O&M • Regulatory liaisons if permitting requirements • Stakeholder feedback on O&M needs or general issues

Community and stakeholder engagement should occur throughout the project life.

Figure 6-3. Summary of Plan greenway project implementation phases; key activities and involved parties

6.4 Plan Resources for Project Implementation

Extensive resources were prepared to aid project proponents in executing greenway projects. A summarized overview is presented below offering details such as relevant project phases, geographic relevance, and Appendices with further details. Below are summaries for the following SGV Greenway Network Plan resources:

- 6.4.1 Design Guidelines and Standards
- 6.4.2 Tributary Narratives and Opportunities and Constraints
- 6.4.3 Greenway Alignments
- 6.4.4 Project Subcomponent Opportunities
- 6.4.5 Safe Crossings
- 6.4.6 Example Conceptual Designs and Kit of Parts
- 6.4.7 GIS Datasets
- 6.4.8 Summary of the Plan's Technical Resources

Additional resources are provided in the following Appendices:

- Appendix A: Compilation of Efforts and Studies
- Appendix B: GIS Analysis, Database, and Mapping
- Appendix C: Tributary Narratives
- Appendix D: Steering Committee Meeting Materials
- Appendix E: Community Engagement Plan and Report
- Appendix F: Channel Adjacent and Safe Crossing Subcomponent Opportunities
- Appendix G: Greenway Alignment Alternatives
- Appendix H: Design Guidelines and Standards

6.4.1 Design Guidelines and Standards

Applicable project phases:

Geographic applicability: SGV Greenway Network

Section with more information: N/A

Appendix with more information: Appendix H (Design Guidelines and Standards)

The SGV Greenway Network Plan Design Guidelines and Standards is a companion document that provides greenway project requirements and guidance. Following the guidelines will enable project proponents to customize their initiatives to match the community's needs and the District requirements. The overall goal is to build smart projects that provide a secure and uniform visual identity and user experience across the SGV Greenway Network. The purpose of the Design Guidelines and Standards is to describe the types of greenway projects and subcomponents to be considered, and to provide a framework for good and consistent project development. Most project proponents will require a Flood Permit from the District and following the Design Guidelines and Standards will help streamline and simplify the Permit process. See Section 6.5.3 for details on this permit process.

Design priorities documented in the Design Guidelines and Standards intentionally incorporate community values and priorities identified through the community engagement process described in Section 3. Based on the feedback received from the public, the following design considerations are priorities: safety, vector control, comfort, welcoming and inclusive, community engagement, connectivity, and environmental benefits.

The Design Guidelines and Standards are organized by design topics and associated standards. Each section compiles applicable requirements and guidance for bikeways and multi-use greenways, subcomponents and beneficial elements from local, state, and federal sources. They also draw from similar plans and best practices developed locally, including the LA River Master Plan and LA County Public Works Green Streets Design Standards, and examples from around the country. All of the resources were used to develop the required SGV Greenway Network standards, community character opportunities for customization, and design precedents.

Figure 6-4 provides an overview of the Design Guidelines and Standards by section. The following also provides a summary of the design topics addressed in the Design Guidelines and Standards:

- **Section 2, Greenway Uses and Project Design:** This section summarizes the design priorities for the SGV Greenway Network, technical resources, and project success factors.
- **Section 3, Potential Users:** This section documents design considerations for potential users of greenways, including pedestrians, different types of bicyclists, equestrians, and maintenance/emergency vehicles, and considerations for greenway design based on users, continuity, destinations, and traffic.
- **Section 4, Class I Bikeway and Multi-Use Greenway Design Criteria:** This section includes design criteria for Class I bikeways and multi-use greenways, including horizontal and vertical clearance, surface types, drainage and slopes, and alignment characteristics. It provides examples of greenway configurations in narrow (13 to 19 ft), medium (19 to 24 ft), and wide (greater than 24 ft) ROW areas. It also includes guidance for greenway grade-separated overpasses and underpasses, railroad crossings, and cantilever sections.

6.8 Funding Sources

Promoting equitable funding to improve environmental justice outcomes was specifically mentioned in the BOS motion and must be maintained throughout plan implementation. Many of the SGV Greenway Network Plan tasks related directly to understanding the people and communities of the SGV and distributing the benefits of greenway project implementation throughout. Example Conceptual Designs and the components and elements included in the SGV Greenway Network Plan and the Design Guidelines and Standards are applicable to areas throughout the SGV Greenway Network Plan. The SGV Greenway Network Plan was also developed to allow flexibility to meet diverse needs and priorities of the communities.

Creation and maintenance of an extensive greenway network throughout the SGV will require substantial and sustained financial resources. Project proponents will need to leverage a range of local, state, and federal funding sources to achieve the goals of the plan.

Grants are an excellent opportunity for a one-time influx of funds to enable project implementation. Due to their proximity to the Los Angeles population center and the innate relationship of the greenways with flood control channels, SGV Greenway Network projects are inherently multi-benefit. The strategic selection of project subcomponents including pocket parks and greenspaces, stormwater management, and greenway amenities can further strengthen the argument that in addition to recreation and transportation, greenway projects provide a broad range of environmental, health, social, and climate resilience benefits. These benefits can be used to apply for grant funds from a variety of agencies and programs.

Examples of potential local, state, and federal funding sources for SGV Greenway Network projects are provided in Figure 6-9 and the following subsections. Before preparing an application, project proponents should first meet with the Implementation Team as discussed in Sections 6.1 and 6.5. They should also review the individual grant program criteria requirements with respect to their project, and verify funding is available and proposed project alignment and/or subcomponents are eligible. Specific grant funding will often be tied to specific project subcomponents. An example is including stormwater management improvements as part of the greenway project for stormwater that currently discharges to the wash.

Local	Measure W (also known as the Los Angeles County Flood Control District's Safe Clean Water Program): Funds stormwater projects that increase capture and reuse and reduce stormwater pollution.
	Measure A: Safe Clean Neighborhood Parks and Beaches Protection Measure
	Measure M: Funds mobility and transportation projects, including active transportation
	Agency funds from LACFCD, LA County Board of Supervisors, Congressional representatives
	Net Toll Revenue Grant Programs to fund active transportation projects.
	Measure H: Funds services, rental subsidies, and housing to help people experiencing homelessness in LA County
State	Proposition funds: Propositions 1 and 68 to fund ecosystem and watershed protection and parks.
	Active Transportation Program (ATP) to encourage biking and walking.
	State conservancies administer additional grant programs that benefit climate resilience and waterways.
	Affordable Housing and Sustainable Communities Program to support walking, biking, and use of public transportation.
	Caltrans grants
	Recreational Trail Program
	CAL FIRE Urban and Community Forestry Program
	Wildlife Conservation Board
Federal	US Army Corps of Engineers
	US Fish and Wildlife Service
	National Parks Service
	US Bureau of Reclamation WaterSMART
	USDOT grants, including new grant programs from the Bipartisan Infrastructure Law

Figure 6-9. Potential SGV Greenway Network funding options at the local, state, and federal scale

Greenway Design Elements

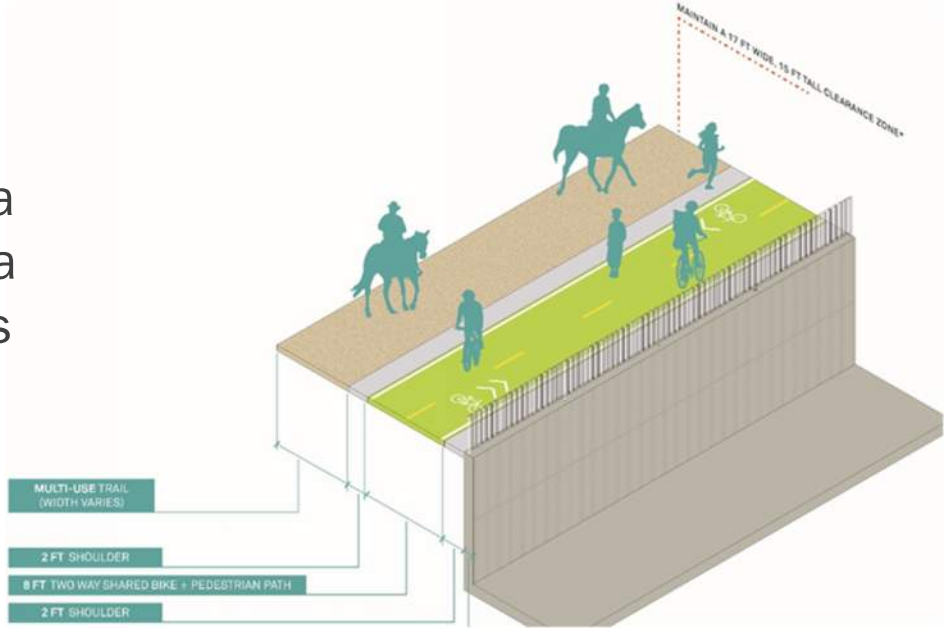
Design Guidelines and Standards Overview

Design Guidelines and Standards Priorities

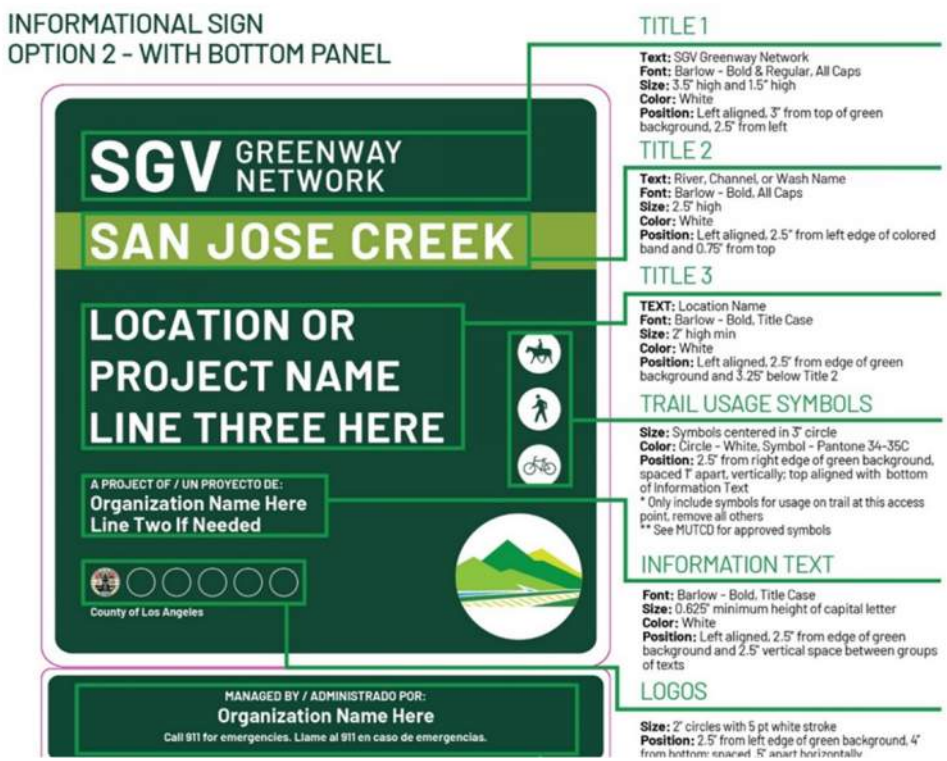
- Provide requirements and guidance
- Preserve a cohesive identify, and promote best practices and resilience
- Maintain safe user experience and flood conveyance
- Provide framework for good and consistent project development

Design Guidelines and Standards Summary

- Section 1: Introduction/Permitting Process
- Section 2: Greenway Uses and Project Design
- Section 3: Potential Users
- Section 4: Class I Bikeway and Multi-Use Greenway Design Criteria
- Section 5: Class II Bikeway Design Criteria
- Section 6: Class III Bikeway Design Criteria
- Section 7: Class IV Bikeway Design Criteria
- Section 8: Signage Graphics and Markings
- Section 9: Safe Crossing Design
- Section 10: Architectural and Safety Elements
- Section 11: Stormwater Management
- Section 12: Operations and Maintenance



Planning and Design Detail

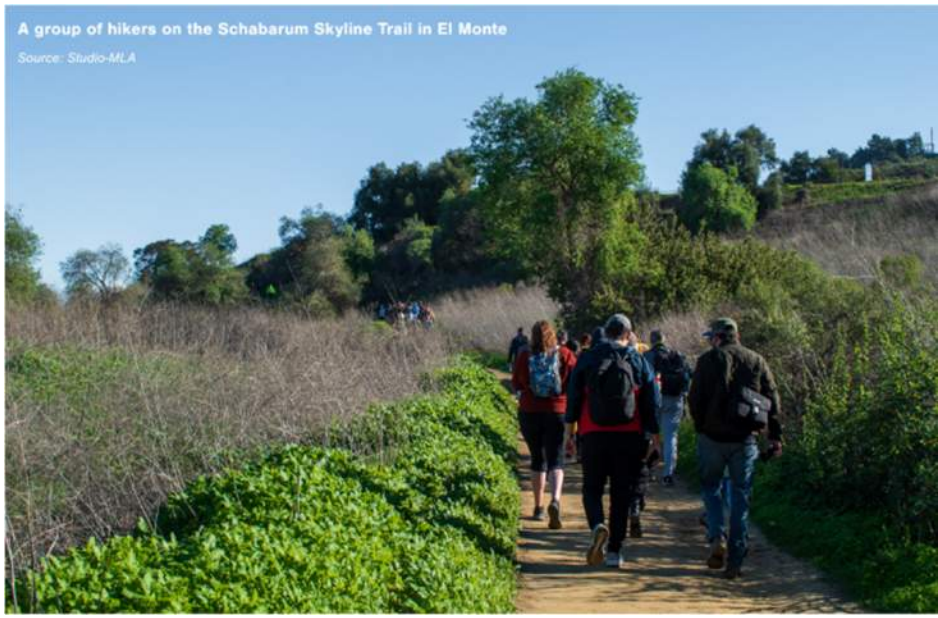


PEIR Overview

PEIR Overview

Current Status and Upcoming Milestones

- Administrative Draft PEIR Sections reviewed by Public Works – February to August 2024
- Compiled Administrative Draft PEIR currently being reviewed by Public Works
- Draft Final PEIR ready for publication – January 2025


A group of hikers on the Schabarum Skyline Trail in El Monte

Source: Studio-MLA

PEIR Overview

Significance Determinations for Construction and Operation of Projects Implemented under the PEIR

Significant and Unavoidable Impacts

- Aesthetics
- Agriculture and Forestry
- Air Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Recreation
- Transportation
- Wildfire

Less than Significant (with or without mitigation) Impacts

- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Tribal Cultural Resources
- Utilities and Service Systems

Community Engagement for Plan Development

Engagement by the Numbers

8 Community Workshops

19 Municipal Stakeholder Presentations

89 Community events

2,300 Completed Surveys

4,000 In-Person Interactions

212,000 Social Media Impressions

January 8, 2022
Peter Schabarum Regional Park

December 18, 2021
Whittier Narrows Recreation Area

Key Findings: Workshops, Surveys, and Pop-Up Events

Amenities

- Shading
- Bicycle and Equestrian features
- Dog features
- Wayfinding and safety signage
- Cultural resources
- Recreation
- Online resources

Environmental Justice

- Avoid green gentrification
- Native plantings
- Restore habitat

Safety & Security

- Lighting & signage
- Privacy for neighbors
- Unhoused neighbors

Connectivity

- Existing Active transportation
- Seamless gateway points at Schools, Local and regional parks
- Continuous paths
- Equestrian paths
- Public transit.

Key Findings: Workshops, Surveys, and Pop-Up Events

Accessible to All Ages

- Use network for commuting to school or work
- Bike skills
- Older users and users with different abilities
- Neighbors and tourists

Maintenance

- Waste management
- Vandalism and property damage
- Reporting users and greenway issues

Multimodal Use

- Walking, biking, running, rollerblading, and skateboarding
- Ensure safe road crossings
- Resting spaces
- Gateway spaces

Community Workshops

Series 1 – Fall 2021

- 4 Workshops – 87 Participants
- Virtual – Breakout Rooms & Polling

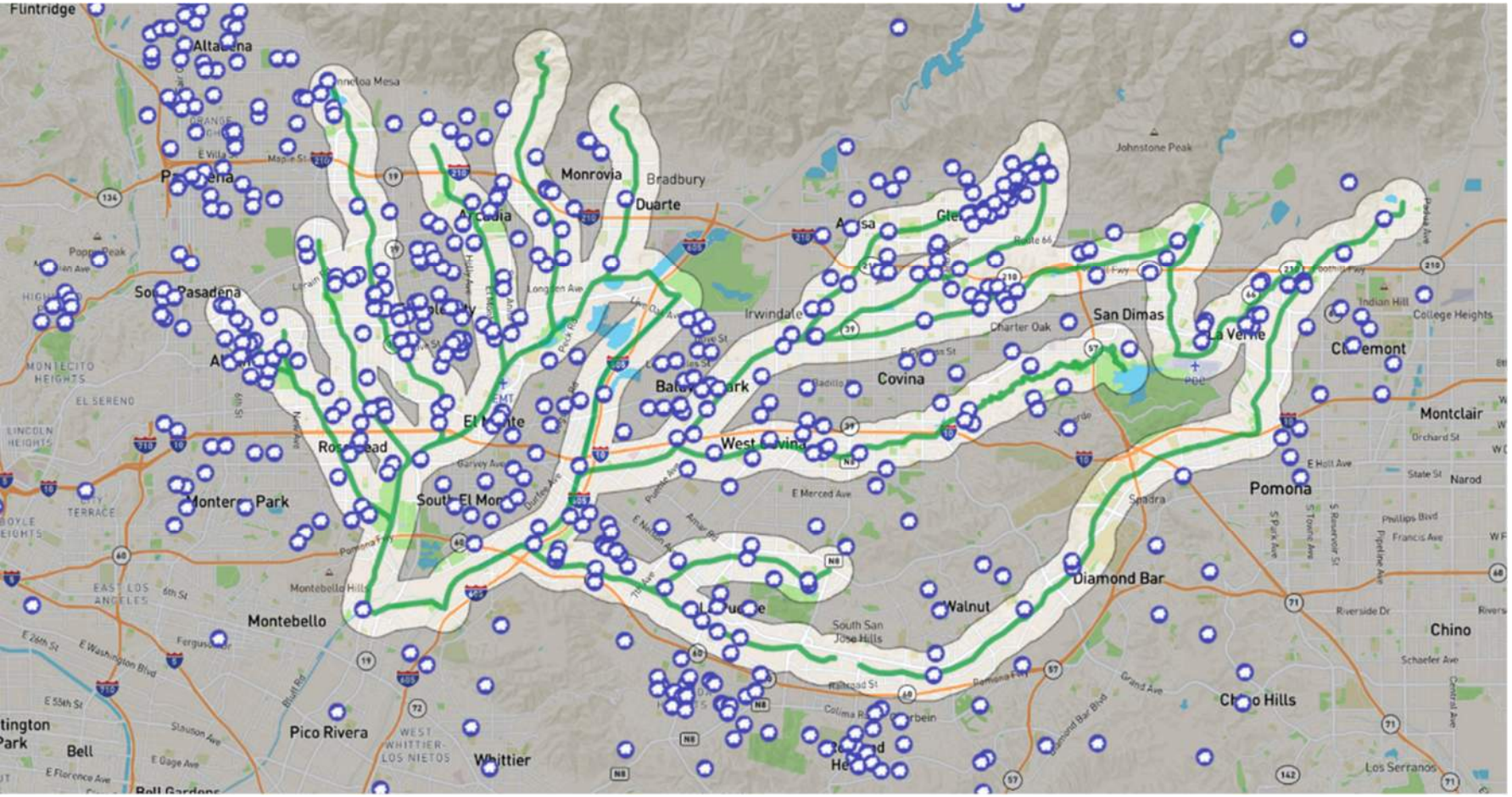
Series 2 – Winter 2022

- 2 Workshops – 30 Participants
- Virtual – Breakout Rooms

Series 3 – Summer 2022

- 2 Workshops – 17 Participants
- In person – Open House and Large Room Discussions

Map-Based Survey



Launched: October 14, 2021 – July 30, 2022

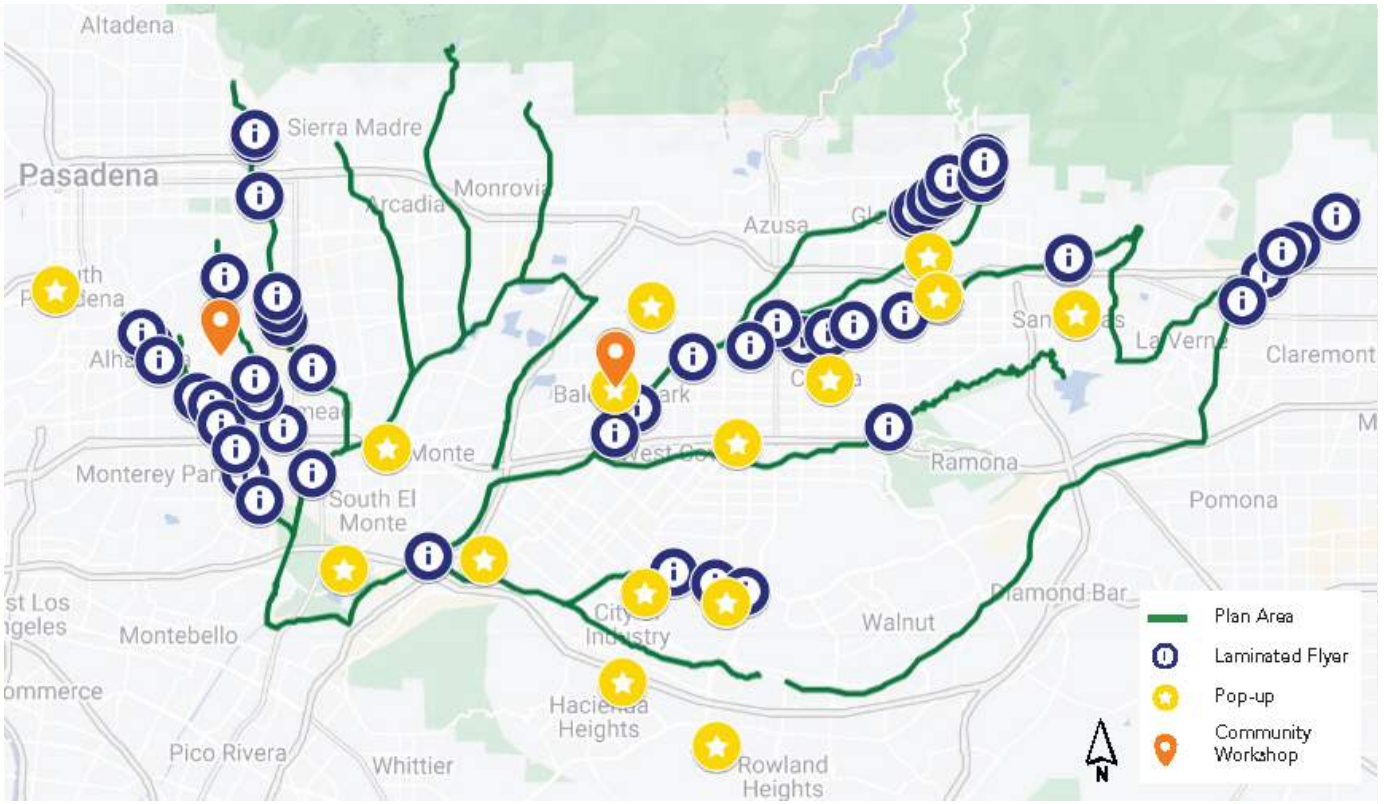
Total Submissions: 1546

Paper Submissions: 507

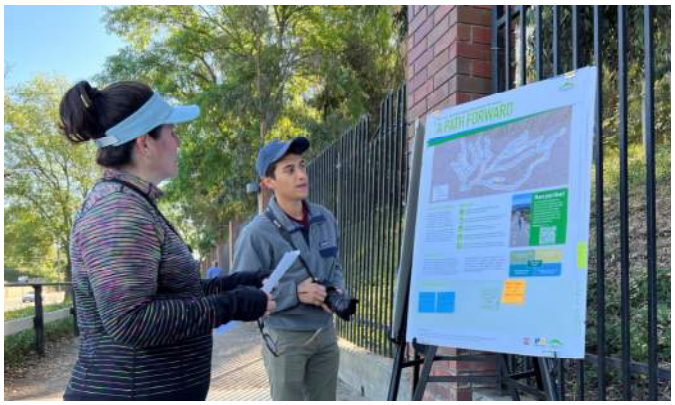
Online Submissions: 1039

Language	Count
English	1496
Chinese	13
Spanish	37

Posting Notices Along the Channels



Pop-Up Events



Pop-Up Events

Watershed Conservation Authority (WCA)

Partnered with:

- Active SGV
- Amigos de Los Rios
- Nature for All
- Women's Clubs

Engagement

- 71 Completed Workshops and Events
- 826 Documented Responses
- 3,428 Estimated In-Person Interactions
- More than 174,077 Digital Impressions through social media and mailing lists
- Presented in Spanish, Chinese, and Vietnamese in addition to primarily English-speaking audiences

Community Outreach for Draft Plan Public Release

Community Outreach for Draft Plan Public Release

Prior to Draft Plan Release

- Social Media and Email Communications
  - August 2024 – January 2025
  - estimated 170,000 impressions
- Public Project Website Updates
  - August 2024 – January 2025
- Media Kit
  - August 2024 – January 2025
- Flyer Postings within SGV Plan area
  - September 2024 – December 2024
  - minimum of 50 locations

Community Outreach for Draft Plan Public Release

During Public Comment Period

- Presentations to Local Community Groups
  - January 2025 – March 2025
  - minimum of 15 meetings
- Pop-up Events/Tabling Events
  - January 2025 – March 2025
  - minimum of 30 events
- Community Meetings for Q&A
  - estimated 2 meetings
- Community Bike Rides
  - estimated 3 bike rides
- Presentation to City Stakeholders within Plan Area
  - January 2025 – March 2025
- Optional Community Survey

Community Outreach for Draft Plan Public Release

Social Media Graphics

Schedule Update

Planned Schedule

January 2025

- Public Release of Draft Plan
- Public Release of Draft PEIR

Summer 2025

- Public Release of Final Plan
- Public Release of Final PEIR

Asks of the Steering Committee

Distribute social media graphics prior to draft Plan public release

Continue promoting the SGV Greenway Network.

Open Discussion

Next Steps

- Prepare meeting minutes summary to be sent after the meeting
- Final internal reviews and touchups to draft Plan and draft PEIR
- Public outreach prior to Plan release
- Public release of draft Plan and draft PEIR