

# Appendix A:

## Compilation of Efforts and Studies

Existing reports and data, including planned stormwater, active transportation, and greenway projects within the SGV, were reviewed, summarized, and mapped. These investigations were summarized in the Compilation of Efforts and Studies Technical Memorandum (TM). The TM includes a document summary with descriptions; key outcomes; proposed, planned, or completed stormwater, active transportation, park, trail, and greenway projects; and potentially relevant greenway design standards. In addition, the geolocation, implementation agency, project status, and the funding status for each plan, project, or study were identified and consolidated into a master summary and map.

# **SAN GABRIEL VALLEY GREENWAY NETWORK STRATEGIC IMPLEMENTATION PLAN**

## **APPENDIX A: COMPILATION OF EFFORTS AND STUDIES**



January 2025

**PREPARED FOR:**  
**LOS ANGELES COUNTY AND LOS ANGELES COUNTY PUBLIC WORKS**



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**THIS BOOK IS APPENDIX A FOR THE SAN GABRIEL VALLEY GREENWAY NETWORK STRATEGIC  
IMPLEMENTATION PLAN**

This technical memorandum summarizes investigations of existing reports and data, including planned stormwater, active transportation, and greenway projects within the SGV, which were reviewed, summarized, and mapped.

The technical memorandum includes a document summary with descriptions; key outcomes; proposed, planned, or completed stormwater, active transportation, park, trail, and greenway projects; and potentially relevant greenway design standards.

PREPARED BY:



## Table of Contents

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Section 1: Introduction.....	1
Section 2: Document Review and Compilation .....	1
2.1 Document Review and Summaries .....	1
2.2 Design Standards and Guidelines.....	3
2.3 Best Practices in Greenway Development.....	4
2.4 Regulatory Review.....	4
2.5 Summary Map .....	5
Section 3: Gap Analysis.....	6
3.1 Overview of the Task .....	6
3.2 Mapping Gap Analysis.....	6
3.3 Regulatory Gaps or Conflicts .....	8
3.4 Design Guidelines and Standards Gaps and Overlaps .....	8
Section 4: Gap Reconciliation.....	11
Attachment A: Reference Documents.....	A-1
Attachment B: Greenway Best Practices Summary.....	B-1
Attachment C: Relevant Design Standards and Guidelines .....	C-1
Attachment D: Regulatory Summaries.....	D-1
Attachment E: Summary Map.....	E-1
Attachment F: Summary Map & Planning Gap Illustration .....	F-1



## List of Figures

Figure 2-1. Existing Planning Efforts and Studies Summaries .....	2
Figure 2-2. Existing Planning Efforts and Studies Summaries Database .....	3
Figure 2-3. Summary of Relevant Design Guidelines and Standards.....	4
Figure 2-4. Greenway Regulatory Summaries .....	5
Figure 2-5. Summary Map of Existing Plans, Studies, and Projects Reviewed .....	6
Figure 3-1 Summary Map and Planning Gap Illustration.....	7
Figure 3-2. Outline of Relevant Design Guidelines and Standards Gaps and Overlaps .....	9
Figure 3-3. Web Viewer Tool as of June 30, 2020 .....	10

## List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials	KMZ	Keyhole Markup Language
ATSP	Active Transportation Strategic Plan	LACPW	Los Angeles County Public Works
BC	Brown and Caldwell	NEPA	National Environmental Policy Act
CA MUTCD	California Manual on Uniform Traffic Control Devices	RTP	Regional Transportation Plan
CEQA	California Environmental Quality Act	rWMP	Revised Watershed Management Plan
EIR	Environmental Impact Report	SCAG	Southern California Association of Governments
EWMP	Enhances Watershed Management Programs	SGVCOG	San Gabriel Valley Council of Governments
GIS	geographic information system	TM	Technical Memorandum
HDM	Highway Design Manual	TMDL	Total Maximum Daily Load
		USACE	United States Army Corps of Engineers

## Section 1: Introduction

The San Gabriel Valley Greenway Implementation Strategy integrates multiple previous planning and design efforts focusing on parks and open space, flood control, green infrastructure and water quality and transportation projects. The strategy expands on the San Gabriel Valley Council of Governments' (SGVCOG) Active Transportation Planning Initiative - Greenway Feasibility Study and prioritizes planned projects, proposes new projects and creates an implementation framework for creating multi benefit projects that advances the goals of the various stakeholder and partner agencies.

For Task 301, the Compilation of Studies for the San Gabriel Valley Greenway Implementation Plan, the Brown and Caldwell (BC) Team reviewed the existing and in-development planning studies, projects, design standards and guidelines including bike trails, multiuse trails, landscaping, lighting, signage, etc. relevant to the Greenway Network. The team summarized best practices on greenway development; created an inventory of planned Greenway infrastructure and catalogued each project and plan according to its status of design and construction funding. The team listed and assessed relevant design standards and policies and identified gaps where found in each of these materials. The team also catalogued permitting requirements including both United States Army Corps of Engineers (USACE) 408 permits and California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) issues.

The BC team also reviewed, summarized and mapped projects from various documents using materials provided by Public Works and from online research, and feedback from the Steering Committee and members. The reference documentation is provided in Attachment A. This draft document summarizes the team's work for review and direction on next steps by the Greenway Steering Committee.

This technical memorandum (TM) is organized as follows:

- **Section 2 – Document Review and Compilation**
- **Section 3 – Gap Analysis**
- **Section 4 –Gap Reconciliation**

## Section 2: Document Review and Compilation

The BC team reviewed, summarized and mapped existing planned projects in the Greenway project area. Each document summary includes a brief description, lists the key outcomes, lists any proposed or planned projects and potentially relevant design standards. In addition, the team geo-located each plan, identified the implementation agency, the status of the project, funding status and studies to create a master summary map and library of the planned projects.

### 2.1 Document Review and Summaries

The Los Angeles County Public Works (LACPW) provided the following plans and studies for the team to review.

- San Gabriel River Corridor Master Plan (Los Angeles County)
- Emerald Necklace Implementation Plan (Los Angeles County)
- Comprehensive Parks and Recreation Needs Assessment (Los Angeles County)
- Regional Trail System (Los Angeles County)
- 2012 Bicycle Master Plan (Los Angeles County)

- 2012-2035 Regional Transportation Plan (Southern California Association of Governments)
- Active Transportation Strategic Plan (Los Angeles County Metropolitan Transportation Association)
- San Gabriel Valley Greenway Network Feasibility Study
- Open Channel Condition Inspections (Los Angeles County)
- County of Los Angeles Enhances Watershed Management Programs (EWMP) Programmatic Environmental Impact Report (EIR)
- City of Los Angeles EWMP Programmatic EIR
- City of Los Angeles Ballona Creek Greenway Bacteria EIR
- Rio Hondo/San Gabriel River Revised Watershed Management Plan (rWMP)
- San Gabriel River Watershed Management Plan
- East San Gabriel Valley Watershed Management Plan
- Upper San Gabriel River Enhanced Watershed Management Plan
- San Gabriel Valley Regional Bicycle Master Plan (Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte)
- San Gabriel River Trail Summary Report
- Our County Los Angeles Countywide Sustainability Plan
- Transit to Parks Strategic Plan
- LA County Trails Enrichment Program
- East San Gabriel Valley Active Transportation Plan

The team summarized each document and described the key outcomes and listed the projects planned or described. Where relevant, the team listed any design standards, mapped the extent of the plan or study and described the potential impacts of the plan under review on the San Gabriel Valley Greenway Plan.

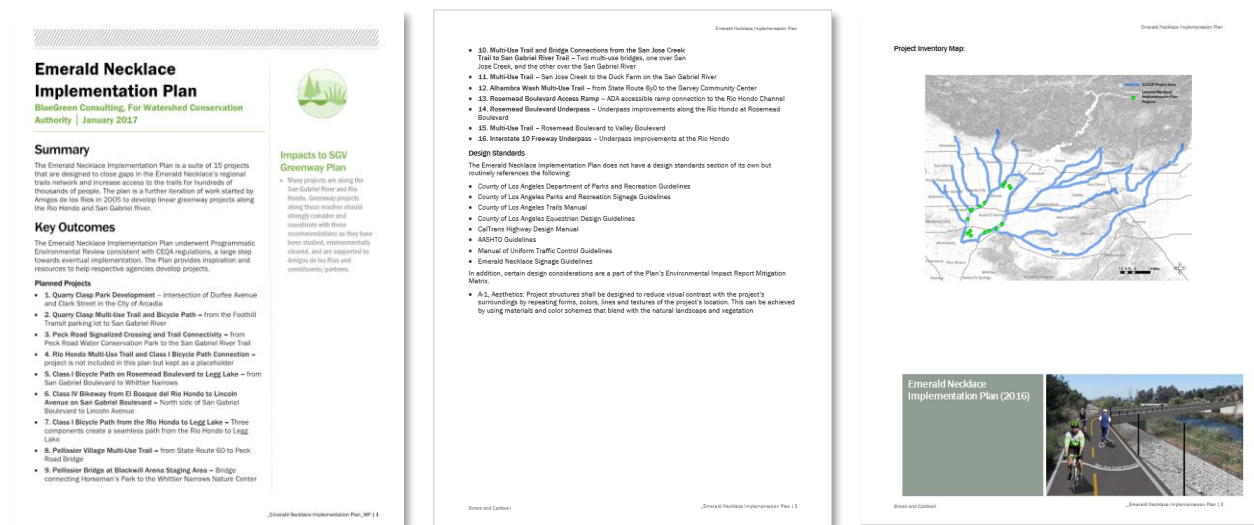


Figure 2-1. Existing Planning Efforts and Studies Summaries

Attachment A contains the collection of the summarized plans and studies. In addition to reviewing the existing plans and studies, each project listed in the planning efforts and studies was entered into a searchable excel database allowing the user to sort by the plan's title, the individual project, the implementing agency, the project type, status and budget. The San Gabriel Valley Existing Planning Efforts and Studies Database can be found in Attachment A.

Project Inventory      2012 County Bike Master Plan

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	OID
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	San Jose Creek Proposed Bicycle Path	San Jose Creek Proposed Bicycle Path From San Gabriel River to Workman Mill Avenue (0.7 mi)	Avocado Heights and Whittier Narrows	Bike Path	Planning	Varies	67
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Puente Creek Proposed Bicycle Path	Puente Creek Proposed Bicycle Path From N. Azuza Avenue to N. Hacienda Blvd (2.2 mi)	Avocado Heights, Valinda and Cities of I	Bike Path	Planning	Varies	81
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Thompson Creek Proposed Bicycle Path	Thompson Creek Proposed Bicycle Path From Lockhaven Way to White Avenue (2.3 mi)	City of Pomona	Bike Path	Planning	Varies	94
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	San Jose Creek Proposed Bicycle Path	San Jose Creek Proposed Bicycle Path From 7th Avenue to Murchison Avenue (15.7 mi)	Cities of Industry and Pomona, Hacienda	Bike Path	Planning	Varies	95
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Eaton Wash Channel Proposed Bicycle Path	Eaton Wash Channel Proposed Bicycle Path From Del Mar Blvd to Rio Hondo Bikeway (6 mi)	East Pasadena-East San Gabriel, City of	Bike Path	Planning	Varies	237
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Santa Anita Wash Proposed Bicycle Path	Santa Anita Wash Proposed Bicycle Path From Longden Avenue to Live Oak Avenue (0.3 mi)	South Monrovia Islands	Bike Path	Planning	Varies	247
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Emerald Necklace Gateway Proposed Bicycle Path	Emerald Necklace Gateway Proposed Bicycle Path From San Gabriel River Path to Park entrance parking lot (1.1 mi)	Santa Fe Dam Recreational Area	Bike Path	Planning	Varies	0
2013 Los Angeles County Bicycle Master Plan	2013 Los Angeles County Bicycle Master Plan	Puente Creek Proposed Bicycle Path	Puente Creek Proposed Bicycle Path From Temple Avenue to Sunset Avenue (San Jose Creek) (1.7 mi)	Avocado Heights, Valinda and Cities of I	Bike Path	Planning	Varies	81
2014 Los Angeles County Bicycle Master Plan	2014 Los Angeles County Bicycle Master Plan	Big Dalton Wash Proposed Bicycle Path	Big Dalton Wash Proposed Bicycle Path From Irwindale Avenue to N. Lake Ellen Ave (1 mi)	Cities of Azusa and Irwindale; Covina Is	Bike Path	Planning	Varies	87
2015 Los Angeles County Bicycle Master Plan	2015 Los Angeles County Bicycle Master Plan	Big Dalton Wash Proposed Bicycle Path	Big Dalton Wash Proposed Bicycle Path From W. Arrow Hwy to Barranca Ave (1.6 mi)	Cities of Azusa and Irwindale; Covina Is	Bike Path	Planning	Varies	87
2016 Los Angeles County Bicycle Master Plan	2016 Los Angeles County Bicycle Master Plan	Eaton Wash Channel Proposed Bicycle Path	Eaton Wash Channel Proposed Bicycle Path From New York Drive to E. Foothill Blvd (1.7 mi)	East Pasadena-East San Gabriel, City of	Bike Path	Planning	Varies	237

Figure 2-2. Existing Planning Efforts and Studies Summaries Database

## 2.2 Design Standards and Guidelines

In the review of existing plans, studies and projects, the BC Project Team catalogued relevant design guidelines or standards referenced in the plans that would impact the San Gabriel Valley Greenway implementation. These were compiled into another searchable database for use in development of guidelines for the project. Figure 2-3 is a screenshot of the summary of the relevant standards that is included in Attachment C.

Plans and studies that mention design standards and guidelines include:

- San Gabriel River Corridor Master Plan (Los Angeles County)
- Emerald Necklace Implementation Plan (Los Angeles County)
- 2012 Bicycle Master Plan (Los Angeles County)
- 2012-2035 Regional Transportation Plan (Southern California Association of Governments)
- Active Transportation Strategic Plan (Los Angeles County Metropolitan Transportation Authority)
- San Gabriel Valley Greenway Network Feasibility Study (San Gabriel Valley Council of Governments)
- County of Los Angeles EWMP Programmatic EIR (Los Angeles County)
- City of Los Angeles EWMP Programmatic EIR (City of Los Angeles)
- Los Angeles County Trails Manual

## Relevant Standards

Reference Document	Mon-Yr	Relevant Design Guidelines and Standards
San Gabriel River Corridor Master Plan (Los Angeles County)	Jun-06	Wayfinding and Signage, Branding and Identity, Maintenance, Safety and Security, Materials (for aesthetics), Forms (for aesthetics), Colors (for aesthetics), Native Plants (for aesthetics). References to the following for Guidelines: Los Angeles River Design Guidelines.
Emerald Necklace Implementation Plan (Los Angeles County)	Jan-17	References the following for guidelines: County of Los Angeles Department of Parks and Recreation Guidelines, County of Los Angeles Parks and Recreation Signage Guidelines, County of Los Angeles Trails Manual, County of Los Angeles Equestrian Design Guidelines, Caltrans Highway Design Manual, American Association of State Highway and Transportation Officials (AASHTO) Guidelines, Manual of Uniform Traffic Control Guidelines, and Emerald Necklace
Comprehensive Parks and Recreation Needs Assessment (Los Angeles County)	May-16	N/A
Regional Trail System (Los Angeles County)	Oct-16	N/A
2012 Bicycle Master Plan (Los Angeles County)	Mar-12	including: AASHTO Policy on Geometric Design of Streets and Highways, AASHTO Guide for the Development of Bicycle Facilities, Manual on Uniform Traffic Control Devices (MUTCD), Public Rights-of-Way Accessibility Guidelines (PROWAG), California Manual on Uniform Traffic Control Devices (CA MUTCD) Part 9: Traffic Controls for Bicycle Facilities, California Highway Design Manual (HDM) Chapter 1000: Bikeway Planning and Design, CA DOT Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers, Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes.
2012-2035 Regional Transportation Plan (Southern California Association of Governments)	Apr-12	References the following for guidelines: Highway Design Manual, Deputy Directive on Accommodating Non-motorized Transportation (DD64), Director's Policy on Context Sensitive Solutions (DP22), Main Streets: Flexibility in Design and Operations Assembly Concurrent Resolution 211, California Supplement to the MUTCD, California Blueprint for Bicycling and Walking, California Bicycle Transportation Act, California Vehicle Code, California Streets and Highway Code, and California Access Compliance Reference Manual.
Active Transportation Strategic Plan (Los Angeles County Metropolitan Transportation Authority)	Apr-16	Policy on Geometric Design of Streets and Highways, AASHTO Guide for the Development of Bicycle Facilities, National Association of City Transportation Officials (NACTO) Urban Design Guide, NACTO Urban Street Design Guide, California Manual on Uniform Traffic Control Devices (CA MUTCD), California Highway Design Manual (HDM), Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians, Caltrans Design Information Bulletin 89: Class IV Bikeway Guidance, Assembly Bill No. 1096, The Caltrans Memo: Design Flexibility in Multimodal Design.
San Gabriel Valley Greenway Network Feasibility Study (San Gabriel Valley Council of Governments)	Jun-16	design guidelines including: AASHTO Guidelines, National Association of City Transportation Officials (NACTO) Urban Street Design, AASHTO's Policy on Geometric Design of Highways and Streets, FHWA's Small Town and Rural Multimodal Networks Report, California Manual on Uniform Traffic Control Devices (CA MUTCD), California Highway Design Manual (HDM), Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians, Main Street, California: A Guide for Improving Community and Transportation Vitality, and The Caltrans Memo: Design Flexibility in Multimodal Design.
Open Channel Condition Inspections (Los Angeles County)	Varied	N/A
County of Los Angeles EWMP Programmatic EIR (Los Angeles County)	Apr-15	Aesthetic Guidance to follow local zoning codes and applicable design guidelines to minimize features contrast with neighboring development.
City of Los Angeles EWMP Programmatic EIR (City of Los Angeles)	May-15	Aesthetic Guidance to follow local zoning codes and applicable design guidelines to minimize features contrast with neighboring development.
City of Los Angeles Ballona Creek Greenway Bacteria EIR (City of Los Angeles)	Apr-18	N/A
Rio Hondo/San Gabriel River Enhanced Watershed Management Plan (City of Los Angeles)	Apr-16	N/A
East San Gabriel Valley Watershed Management Plan	Jun-15	N/A
Lower San Gabriel River Watershed Management Plan	Jun-15	N/A
Upper San Gabriel River Enhanced Watershed Management Plan	Jan-16	N/A

Figure 2-3. Summary of Relevant Design Guidelines and Standards

## 2.3 Best Practices in Greenway Development

The BC Team also reviewed best practices in Greenway Development: The Conceptual Design Report for the LA River Path, a case study from Mumbai, Jerusalem's Railway Park and a review of three case studies from Australia on how to link water management to greenspaces. The LA River Path Report is the most local and comprehensive and provides a great deal of relevant approaches that the team can build off for this project. The other case studies link important considerations about community participation, economic development, ecology, and watershed management for the team to integrate. Attachment B includes the written summary.

## 2.4 Regulatory Review

The BC Team also reviewed the available EIRs listed for proposed project plans that include bikeways, pedestrian paths, and recreational areas. The team identified the permitting processes that would be required for the identified projects and whether the projects had been reviewed at a programmatic or project level analysis for CEQA. Each of the specific project maps were geocoded to develop a Keyhole Markup Language (KMZ) file that could be projected onto Google Earth in order to facilitate the mapping exercise

later in the task and are included in the summary map described below. Attachment D includes the SGV Greenway Regulatory Summaries.

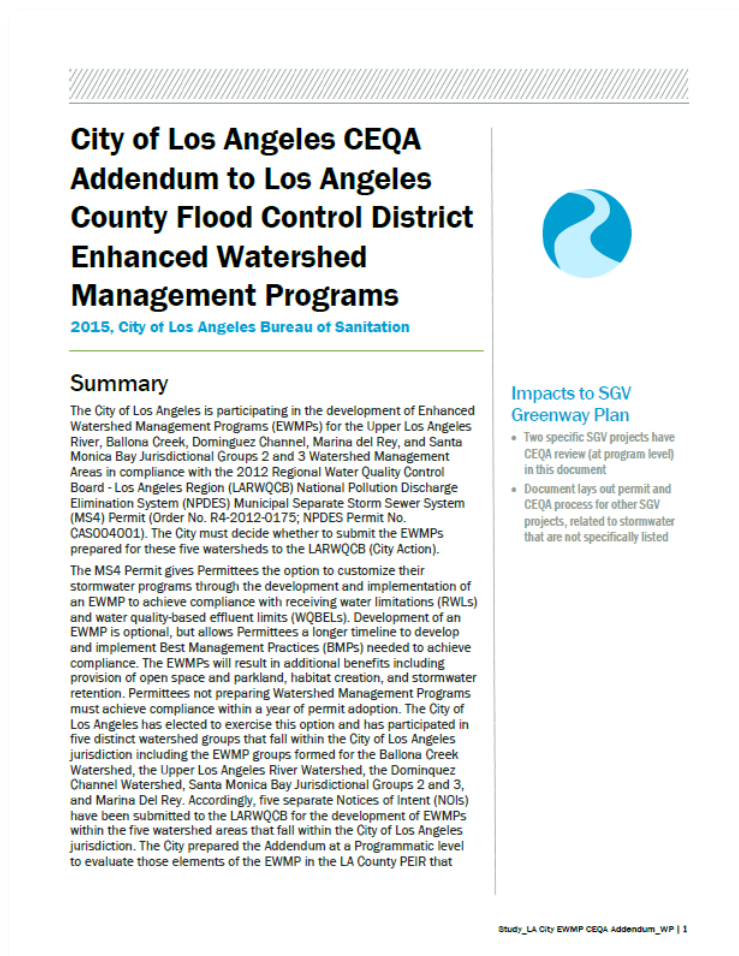
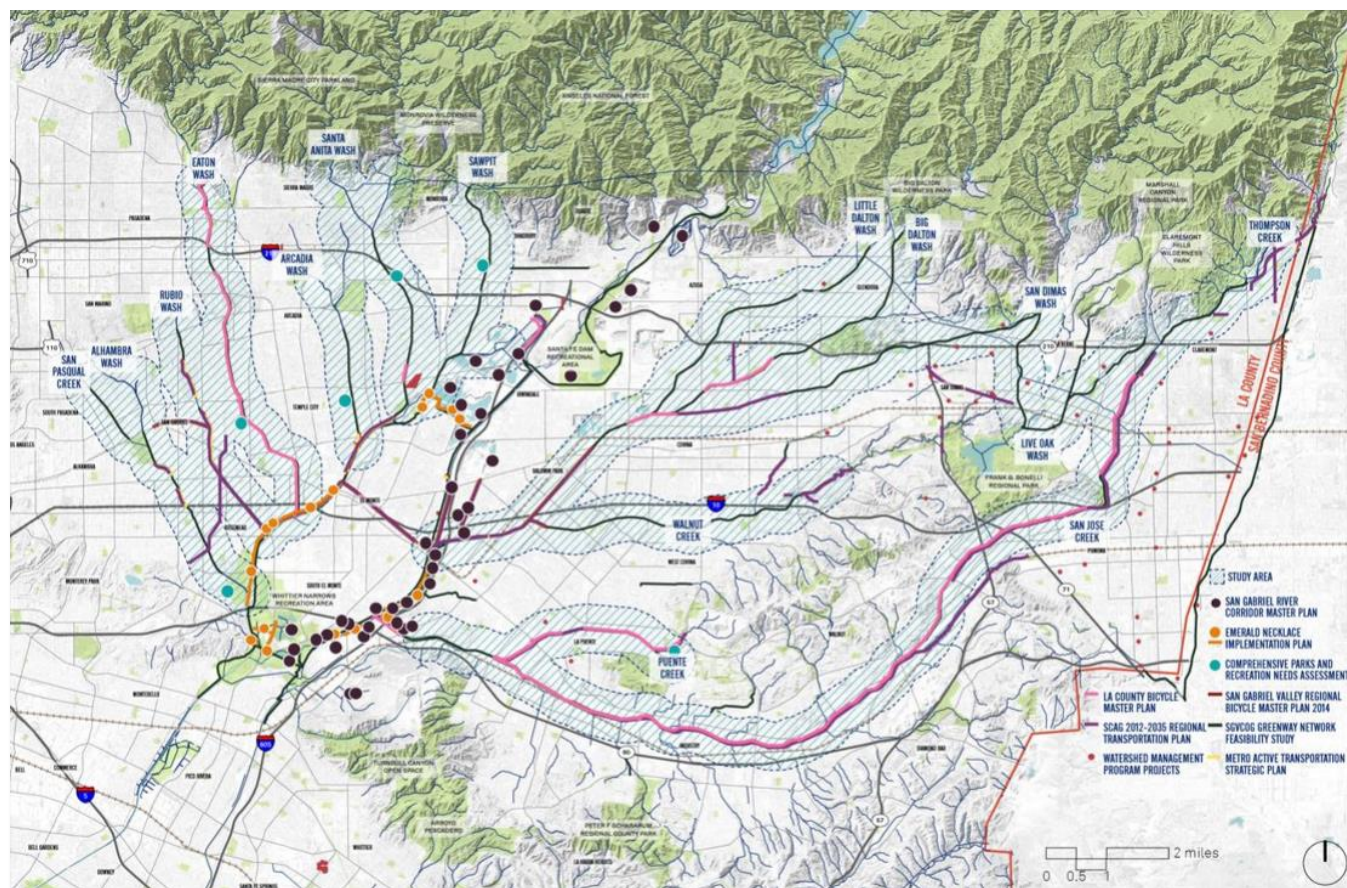


Figure 2-4. Greenway Regulatory Summaries

## 2.5 Summary Map

For this task, the team reviewed the plans and geolocated each planned and existing, where available, project onto a geographic information system (GIS) based summary map to identify the spatial extent of the areas with planned projects. This physical overlay will allow the team to identify those places where extensive planning has already been completed and those areas that will require more investigation and planning as well as gather more information on any missing projects. The summary map is below. Attachment E includes a larger version of the summary map that can also be viewed and commented upon online.





**Figure 2-5. Summary Map of Existing Plans, Studies, and Projects Reviewed**

## Section 3: Gap Analysis

### 3.1 Overview of the Task

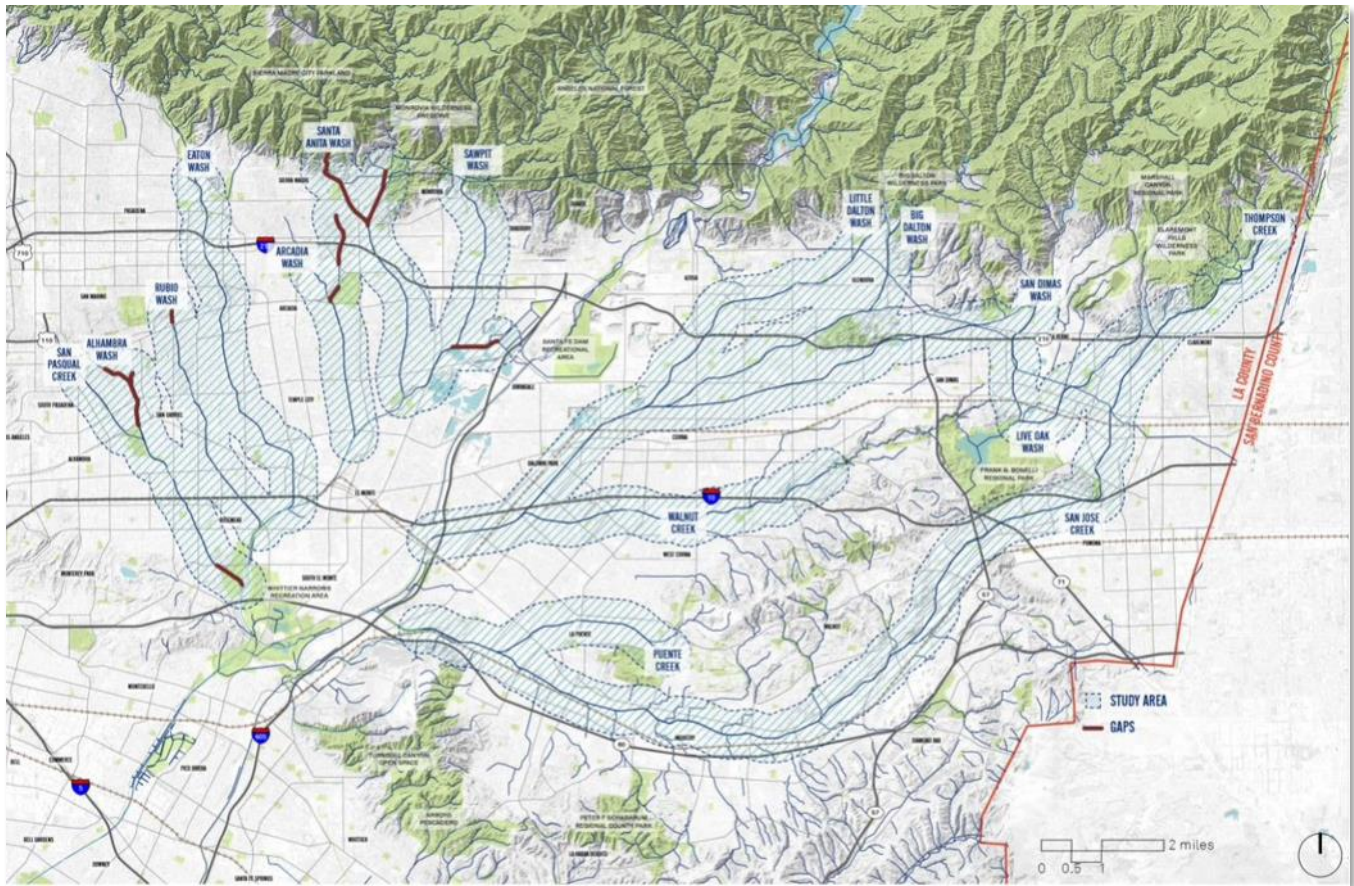
By reviewing the plans, studies and projects in the area of San Gabriel Valley greenways and flood control right-of-way, the team obtained a clearer understanding of the current gaps and opportunities and where this effort should prioritize its resources and next steps. The team's assessment included a review and mapping of the physical extent of the projects, the regulatory contexts of these projects. The guidelines and standards and a general discussion follow.

### 3.2 Mapping Gap Analysis

The project team completed the following steps to understand the locations of unmapped and unplanned areas within the project's areas. During the literature review, the BC Team catalogued, geocoded and mapped the planned projects. The geocoded data was combined into a master heat-map of projects. See Figure 2-6 and Attachment F. This map illustrated the reviewed projects and thus highlights the remaining gaps in previous planning efforts. Working with the Steering Committee, the team will share the maps and collaboratively validate the mapping effort and identify which remaining gaps exist and where the team should focus its efforts next. The Steering Committee will assist the project team and validate which projects



are “real” and as well as add any additional projects that the team may have missed. Once the team receives direction on the extents, location and types of gaps, the team will finalize an illustrated map that depicts those where the team should focus its efforts.



### Figure 3-1 Summary Map and Planning Gap Illustration

This summary diagram and map illustrates the outstanding physical planning gaps that is intended to support a conversation with the stakeholders about where the project team invests its time. The team observed the following potential planning gaps and opportunities for this discussion.

- The lower section of Arcadia Wash was recommended for a Class 1 Bike Path by the SGVCOG study, but the upper section was not. Studying the feasibility of an extension north could make valuable connections to Arcadia, Monrovia, Pasadena, and the San Gabriel Mountains.
- The lower section of Santa Anita Wash was recommended for a Class 1 Bike Path by the SGVCOG study, but the upper section was not. Studying the feasibility of an extension north could make valuable connections to northern Arcadia, and the San Gabriel Mountains.
- Gaps in the Emerald Necklace “loop” are likely due to existing Greenways, however possible enhancement opportunities and gap closures may exist.
- Gaps in proposed projects on San Jose Creek are likely due to existing Greenways, however possible enhancement opportunities and gap closures may exist.



- None of the planning documents the team reviewed recommended a Greenway on the eastern side of Walnut Creek. This is likely due to the creek being mostly naturalized in this area, however potential recreational and/or Greenway development opportunities may exist with connections to Puddingstone Reservoir.
- Gaps in proposed projects along Thompson Creek are likely due to existing infrastructure, however possible enhancement opportunities and gap closures may exist.

The team also identified redundancies in the planning documents:

- The San Jose Creek and Eaton Wash are both proposed for Greenway development in multiple plans including the Metro Active Transportation Strategic Plan (ATSP), the SGVCOG study, Southern California Council of Governments (SCAG) Regional Transportation Plan (RTP), and the LA County Bicycle Master Plan, and Greenways along Rubio Wash have been proposed in the Metro ATSP, The SGVCOG study, and the SCAG RTP.
- The Emerald Necklace Area has received a significant amount of attention from documents such as the San Gabriel River Master Plan and the Emerald Necklace Implementation Plan.

### 3.3 Regulatory Gaps or Conflicts

Of the relevant plans and projects that the team reviewed, three included CEQA review – the Los Angeles County Enhanced Watershed Management Plan, the Ballona Creek Bacteria Total Maximum Daily Load (TMDL) Project, and one project specifically focused on bicycle and pedestrian pathways in the San Gabriel Valley, the Emerald Necklace project. Any additional projects identified as a result of this process will require their own CEQA review and all will require permitting, as determined necessary. For each of the three CEQA documents reviewed, the team documented the level of CEQA review and permitting requirements outlined for the specific project or program and where further coordination will be needed. The Emerald Necklace included a project-level review but does not indicate which agency would implement each of identified projects. The Enhanced Watershed Management Plan is a Countywide programmatic Environmental Impact Report (EIR) that describes stormwater projects that could provide multiple benefits, including potential recreation paths. As a Programmatic CEQA review was conducted, as projects are developed in greater detail it is likely that each would require subsequent CEQA review tiered from the Programmatic document. The Ballona Creek Bacteria TMDL Project, EIR includes a project specific CEQA analysis of a specific project identified in the Programmatic EWMP EIR that was proposed within the channelized river in Los Angeles County and lays out the permit and CEQA process for working within a floodplain channel.

### 3.4 Design Guidelines and Standards Gaps and Overlaps

The plans and studies reviewed contain numerous traffic/transportations, bike path, and wayfinding/signage standards and guidelines. Most plans and studies reviewed referred to the California Manual on Uniform Traffic Control Devices (CA MUTCD) for bicycle guide signage, wayfinding standards, and signage colors. They also commonly referred to the American Association of State Highway and Transportation Officials' (AASHTO's) Guide for the Development of Bicycle Facilities which provides guidance on dimensions, use, and layout of specific bicycle facilities. AASHTO's A Policy on Geometric Design of Highways and Streets which provides current design research and practices for highway and street geometric design, and The California Highway Design Manual (HDM) which establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Plans and studies that mentioned aesthetics and branding noted that structures and branding should be consistent throughout the length of the project and should be designed to reduce visual contrast with the project's surroundings by repeating forms, colors, lines and textures.

The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study (November 2018) prepared by the San Gabriel Valley Council of Governments provide the most comprehensive design standards. The San Gabriel River Master Plan and the Emerald Necklace Implementation Plan referred additionally to the Los Angeles River Design Guidelines for greenway and bikeway design standards. Additionally, Emerald Necklace Implementation Plan specifically mentions to follow standards laid out in the 2012 Bicycle Master Plan.

None of the documents reference flood control design guidelines or requirements, habitat connectivity, parks design standards, or green infrastructure or water quality design guidelines in the plans and studies reviewed which would need to be addressed or created for this project. Figure 2-7 is an image of Attachment C which identifies which elements the guidelines and standards include and for assessing gaps and overlapping standards.

Reference Document	Wayfinding Standards								Bicycle Guide Signs	
	Wayfinding Colors	Community Wayfinding Standards	Map Kiosks Per ADA Standards	Pavement Markings	Emerald Necklace Signage Guidelines	Branding and Identity (to be included in signage)	Sign Programming (messages that appear on signage)	Bike Route Signage and Pavement Markings	California Manual on Uniform Traffic Control Devices (CA MUTCD)	Federal Highway Administration Manual on Uniform Traffic Control Devices (FHWA MUTCD)
San Gabriel Valley Greenway Network Feasibility Study (SGVCOG)	•	•	•	•		•	•		•	•
San Gabriel River Corridor Master Plan						•				
Emerald Necklace Implementation Plan (to follow Bicycle MP)					•				•	•
2012 Bicycle Master Plan	•							•	•	•
Metro Active Transportation Strategic Plan									•	
2012-2035 Regional Transportation Plan									•	

**Figure 3-2. Outline of Relevant Design Guidelines and Standards Gaps and Overlaps**

Building toward the next phase of this project, the prioritization and adoption of specific plans' design standards will continue based on direction and insights gleaned from the stakeholders.

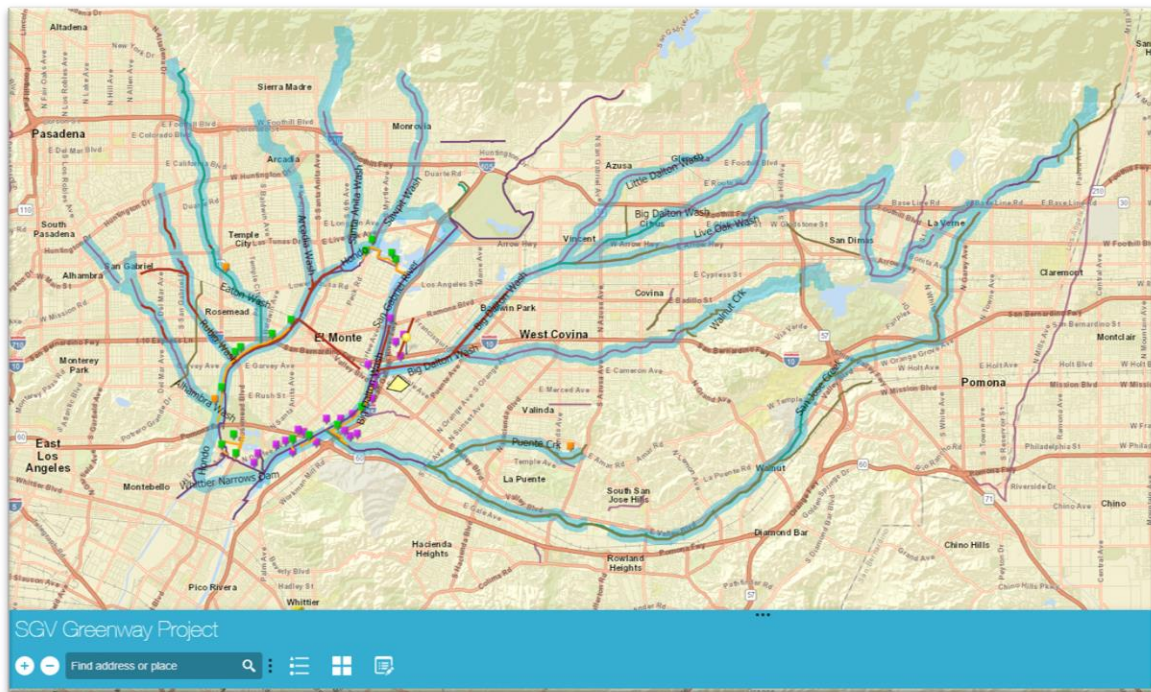


Figure 3-3. Web Viewer Tool as of June 30, 2020

## Section 4: Gap Reconciliation

The final step in this task is the collaborative review of the mapped projects with the Steering Committee and the County. The goal is to help the project team to identify and map any overlooked additional projects. By gathering information about the project's status and their degree of development, the team can set the stage for project prioritization. The following link directs the reviewer to the web viewer for review.

<https://pace.maps.arcgis.com/apps/webappviewer/index.html?id=ad34512a41444372838eb37ca5de1dce>

## Attachment A: Reference Documents

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## Attachment A: Reference Documents

1. San Gabriel River Corridor Master Plan (Los Angeles County)  
<https://www.ladpw.org/wmd/watershed/sg/mp/mp.cfm> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/SGR%20Corridor%20MP.pdf?csf=1&e=A8oKme>)
2. Emerald Necklace Implementation Plan (Los Angeles County)  
[https://www.wca.ca.gov/emerald\\_necklace\\_greening\\_and\\_trails](https://www.wca.ca.gov/emerald_necklace_greening_and_trails) (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/Emerald%20Necklace%20Plan.pdf?csf=1&e=sbfOyt>)
3. Comprehensive Parks and Recreation Needs Assessment (Los Angeles County)  
<https://lacountyparkneeds.org/final-report/> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/PR%20Needs%20Assessment.pdf?csf=1&e=e1aR04>)
4. Regional Trail System (Los Angeles County) <https://parks.lacounty.gov/trail-planning-and-maps/>  
 (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/LA%20County%20Trail%20System%20Map.pdf?csf=1&e=MaSOXc>)
5. 2012 Bicycle Master Plan (Los Angeles County)  
<https://dpw.lacounty.gov/pdd/bike/docs/bmp/FINAL%20Bicycle%20Master%20Plan.pdf> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/2012%20Bicycle%20MP.pdf?csf=1&e=Tnija0>)
6. 2012-2035 Regional Transportation Plan (Southern California Association of Governments)  
<http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/2012-2035%20RTP.pdf?csf=1&e=7qo9ph>)
7. Active Transportation Strategic Plan (Los Angeles County Metropolitan Transportation Association)  
<https://www.metro.net/projects/active-transportation-strategic-plan/> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/Active%20Transport%20Strategic%20Plan.pdf?csf=1&e=cfYKuy>)
8. San Gabriel Valley Greenway Network Feasibility Study (SGV COG) <https://www.activesgv.org/sgv-greenway-network.html> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/SGV%20Regional%20Active%20Transportation%20Plan%20and%20Greenway%20Network.pdf?csf=1&e=iOedLu>)
9. Open Channel Condition Inspections (Los Angeles County) Provided by LA County
10. County of Los Angeles EWMP Programmatic EIR <https://dpw.lacounty.gov/LACFCD/ewmppeir/>  
 (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/County%20EWMP%20PEIR.pdf?csf=1&e=V71Jec>)



11. City of Los Angeles EWMP Programmatic EIR [http://www.lastormwater.org/wp-content/files\\_mf/finallasanewmpaddendumpeir.pdf](http://www.lastormwater.org/wp-content/files_mf/finallasanewmpaddendumpeir.pdf) (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/City%20EWMP%20EIR.pdf?csf=1&e=4liIVs>)
12. City of Los Angeles Ballona Creek Greenway Bacteria EIR [https://www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-wp-ewmp-bc?\\_adf.ctrl-state=75772g347\\_5&\\_afLoop=16573439445470296#!](https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-wp-ewmp-bc?_adf.ctrl-state=75772g347_5&_afLoop=16573439445470296#!) (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/Ballona%20Creek%20EIR.pdf?csf=1&e=9Fabda>)
13. Rio Hondo/San Gabriel River Enhanced Watershed Management Plan (EWMP) Provided by CA Water Board (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/Rio%20Hondo-SGR%20EWMP.pdf?csf=1&e=kjShav>)
14. Upper San Gabriel River EWMP [https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/stormwater/municipal/watershed\\_management/san\\_gabriel/upper\\_san\\_gabriel/index.html](https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/san_gabriel/upper_san_gabriel/index.html) (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/Upper%20SGR%20EWMP.pdf?csf=1&e=hByCLa>)
15. East San Gabriel Valley WMP [https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/stormwater/municipal/watershed\\_management/san\\_gabriel/east\\_san\\_gabriel/index.html](https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/san_gabriel/east_san_gabriel/index.html) (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/East%20SGR%20Valley%20WMP.pdf?csf=1&e=pOTxRi>)
16. San Gabriel Valley Regional Bicycle Master Plan (Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte) <https://www.baldwinpark.com/index.php/docssidemenu/public-notices/175-sgv-bike-master-plan/file> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/PWPROJSGVGNSIP/Shared%20Documents/General/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/SGV%20Regional%20Bike%20Master%20Plan.pdf?csf=1&web=1&e=jh4mwd>)
17. County of Los Angeles Trails Manual <https://trails.lacounty.gov/Files/Documents/1138/LA%20County%20Trails%20Manual%20%28Revised%2020171031%29.pdf> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/PWPROJSGVGNSIP/Shared%20Documents/General/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/LA%20County%20Trails%20Manual.pdf?csf=1&web=1&e=9KOKVN>)
18. San Gabriel River Trail (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/PWPROJSGVGNSIP/Shared%20Documents/General/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/San%20Gabriel%20River%20Trail-June2015.pdf?csf=1&web=1&e=XHbryX>)
19. Our County Los Angeles Countywide Sustainability Plan <https://ourcountyla.lacounty.gov/wp-content/uploads/2019/07/OurCounty-Final-Plan.pdf> (SharePoint Location: <https://lacounty.sharepoint.com/:b:/r/sites/PWPROJSGVGNSIP/Shared%20Documents/General/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/OurCounty%20Sustainability%20Plan.pdf?csf=1&web=1&e=9KOKVN>)

[%20Efforts%20and%20Studies/Documents%20Reviewed/OurCounty%20Sustainability.pdf?csf=1&web=1&e=hgNiay\)](#)

20. Transit to Parks Strategic Plan

[http://media.metro.net/projects\\_studies/toc/images/nextStop\\_transitToParks\\_05-2019.pdf](http://media.metro.net/projects_studies/toc/images/nextStop_transitToParks_05-2019.pdf) (SharePoint Location:

<https://lacounty.sharepoint.com/:b:/r/sites/PWPROJSGVGNSIP/Shared%20Documents/General/Task%203%20->

[%20Efforts%20and%20Studies/Documents%20Reviewed/Transit%20To%20Parks.pdf?csf=1&web=1&e=2T6qWM\)](#)

21. LA County Trails Enrichment Program (SharePoint Location:

[22. SGV Regional Active Transportation Plan and Greenway Network Provided by LA County \(SharePoint](https://lacounty.sharepoint.com/:b:/r/sites/PWPROJSGVGNSIP/Shared%20Documents/LACountyTrailsEnrichmentProgramFinal%20Memorandum06262019.pdf?csf=1&web=1&e=jcOMwl)</a></p></div><div data-bbox=)

Location: [SAN GABRIEL VALLEY  
\*\*GREENWAY\*\*  
NETWORK](https://lacounty.sharepoint.com/:b:/r/sites/dpw-SGVGN/Shared%20Documents/Task%203%20-%20Efforts%20and%20Studies/Documents%20Reviewed/SGV%20Regional%20Active%20Transportation%20Plan%20and%20Greenway%20Network.pdf?csf=1&e=iOedLu)</a></p></div><div data-bbox=)



# San Gabriel Valley Corridor Master Plan

Moore Iacofano Goltsman, for County Department of  
Public Works | June 2006



## Summary

This plan looks at the complete San Gabriel River from its headwaters at Cogswell Dam to its outflow in Long Beach. The four-year planning process involved a steering committee consisting of many stakeholders and representative agencies from throughout the watershed. The main objective of the plan is to look beyond flood control and single-use planning to find opportunities for recreation and habitat restoration along the San Gabriel River—while maintaining its flood control capabilities.

## Key Outcomes

This plan is designed to catalyze and coordinate existing planning efforts along the San Gabriel River as well as put forward new and inspiring concepts for future projects. The plan includes 134 projects that are either entirely new, or an enhancement of an existing project. In addition, eight inspiration river enhancement concepts, 4 corridor wide projects, 19 policy recommendations, design guidelines, five concept design studies, and 11 future master plan project opportunities. The Plan was adopted in June 2006.

## Planned Projects

The Plan identified 134 new/enhancement projects, the following 21 are within the project area. Details about the following projects can be found in the project inventory:

- **Durfee School Recreation Zone** – El Monte (Implementing Agency: El Monte)
- **Caltrans ROW Open Space and Trail** – Baldwin Park (Implementing Agency: Baldwin Park, Caltrans)
- **Nature Center Multi-Use Trail** – South El Monte (Implementing Agency: LADPR)
- **San Jose Creek Bike Trail Bridge Phase II** – Varies (Implementing Agency: LADPW, MTA, Pomona, Claremont)
- **Woodland Duck Farm** – unincorporated (Implementing Agency: TPL, WCA, RMC)
- **Whittier Narrows Dam Water Conservation Pool** – Unincorporated (Implementing Agency: WRD, LADPR)

## Impacts to SGV Greenway Plan

- Useful contextual information about history/demographics/hydrology/etc. of the San Gabriel River
- Design Standards established for the River and meant to influence all trail projects in the region
- Specific San Gabriel River projects that fall within the project area should be incorporated into SGVGNSIP

- **Inflatable Rubber Dams** – Unincorporated (Implementing Agency: LADPW)
- **Lario Creek/Zone 1 Ditch Enhancement Project** – Unincorporated (Implementing Agency: North East Trees, DWR, LADPW)
- **San Jose Creek Habitat and Trails Restoration** – Unincorporated (Implementing Agency: North East Trees, DWR, LADPW)
- **Whittier Narrows Wildlife Lakes** – Unincorporated (Implementing Agency: LADPR, WRD)
- **Whittier Narrows Nature Center Ecosystem Restoration** – Unincorporated (Implementing Agency: LADPR, COE)
- **Equestrian Facilities Enhancement** – Unincorporated (Implementing Agency: LAPDR, Pico Rivera)
- **Horseman's Park** – Unincorporated (Implementing Agency: HBT, FSGR, RMC)
- **Walnut Creek Nature Park and Nature Center** – Baldwin Park (Implementing Agency: Baldwin Park)
- **Barnes Park** – Baldwin Park (Implementing Agency: Baldwin Park)
- **Ramona Boulevard Gateway** – Baldwin Park/Irwindale (Implementing Agency: El Monte, Baldwin Park)
- **Valley Boulevard Gateway** – Baldwin Park/El Monte (Implementing Agency: El Monte)
- **Thienes Gateway** – Unincorporated (Implementing Agency: South El Monte, HBT, Friends of the San Gabriel River, LAOSD)
- **San Gabriel River Bike Trail Bridge** – Varies (Implementing Agency: LADPW, MTA)
- **San Jose Creek Bike Trail Bridge** – Varies (Implementing Agency: LADPW, MTA)
- **San Gabriel River Discovery Center at Whittier Narrows Regional Park** – South El Monte (Implementing Agency: USGMWD, Sierra Club, LADPR)

Additionally, the Plan identifies four Corridor Wide Projects:

- CW1 Wayfinding System
- CW2 River Identity
- CW3 Integrated Regional Trail System
- CW4 Multi-Objective Use of Corridor Rights-of-Way

River Corridor Policies and Programs:

- PP1 Design Guidelines
- PP2 Access
- PP3 Use
- PP4 ADA
- PP5 Operational Access
- PP6 Maintenance
- PP7 Exotic Plants Removal
- PP8 Safety and Security
- PP9 Vector Control
- PP10 Water Quality
- PP11 Stormwater Retention/Recharge
- PP12 Water Rights
- PP13 Water Conservation Education
- PP14 Reclaimed Water Usage
- PP15 Habitat Integration
- PP16 Wildlife

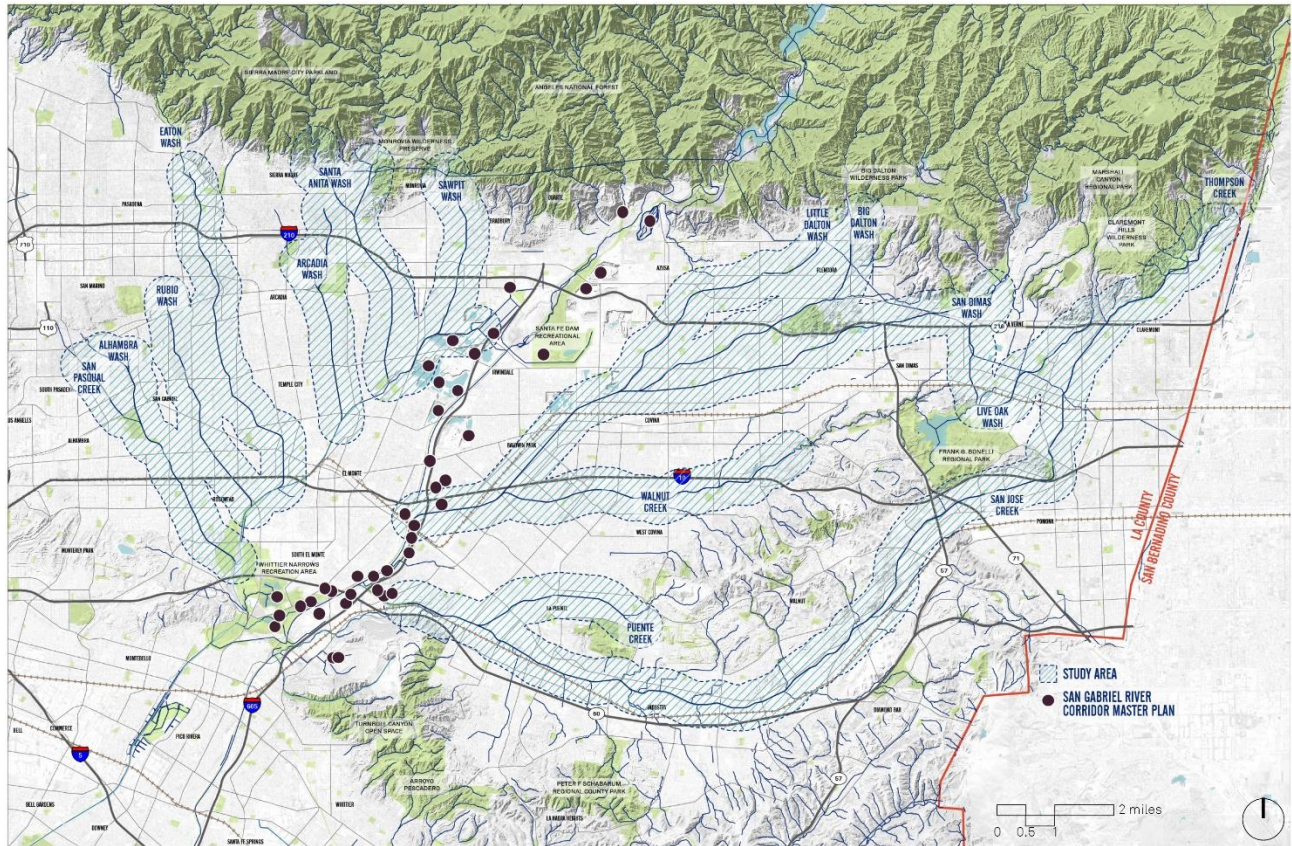
- PP17 Public Information and Education
- PP18 Economic Development
- PP19 Open Space Acquisition

### **Design Standards**

The Plan defines Design Standards based on Reach. Most applicable to the project area are Reach 5 and Reach 6.

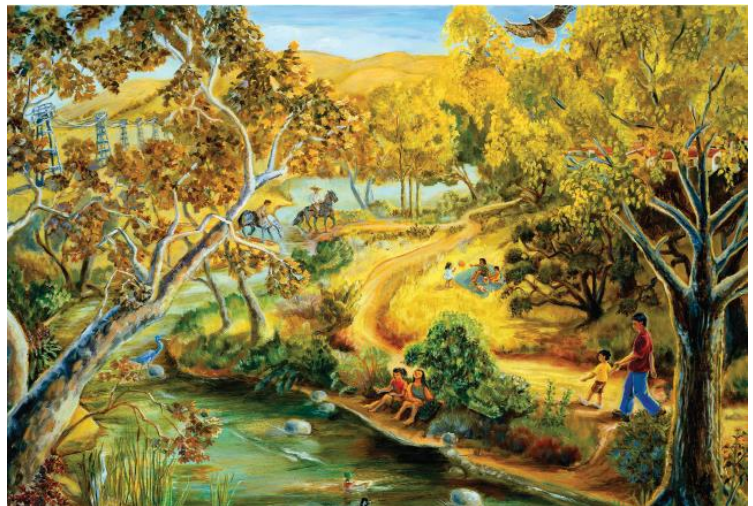
- Materials
- Forms
- Colors
- Native Plants

## Project Inventory Map:



## SAN GABRIEL RIVER CORRIDOR MASTER PLAN

## San Gabriel River Master Plan (2006)





# Emerald Necklace Implementation Plan

BlueGreen Consulting, For Watershed Conservation  
Authority | January 2017



## Summary

The Emerald Necklace Implementation Plan is a suite of 15 projects that are designed to close gaps in the Emerald Necklace's regional trails network and increase access to the trails for hundreds of thousands of people. The plan is a further iteration of work started by Amigos de los Rios in 2005 to develop linear greenway projects along the Rio Hondo and San Gabriel River.

## Key Outcomes

The Emerald Necklace Implementation Plan underwent Programmatic Environmental Review consistent with CEQA regulations, a large step towards eventual implementation. The Plan provides inspiration and resources to help respective agencies develop projects.

### Planned Projects

- **1. Quarry Clasp Park Development** – intersection of Durfee Avenue and Clark Street in the City of Arcadia
- **2. Quarry Clasp Multi-Use Trail and Bicycle Path** – from the Foothill Transit parking lot to San Gabriel River
- **3. Peck Road Signalized Crossing and Trail Connectivity** – from Peck Road Water Conservation Park to the San Gabriel River Trail
- **4. Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection** – project is not included in this plan but kept as a placeholder
- **5. Class I Bicycle Path on Rosemead Boulevard to Legg Lake** – from San Gabriel Boulevard to Whittier Narrows
- **6. Class IV Bikeway from El Bosque del Rio Hondo to Lincoln Avenue on San Gabriel Boulevard** – North side of San Gabriel Boulevard to Lincoln Avenue
- **7. Class I Bicycle Path from the Rio Hondo to Legg Lake** – Three components create a seamless path from the Rio Hondo to Legg Lake
- **8. Pellissier Village Multi-Use Trail** – from State Route 60 to Peck Road Bridge
- **9. Pellissier Bridge at Blackwill Arena Staging Area** – Bridge connecting Horseman's Park to the Whittier Narrows Nature Center

## Impacts to SGV Greenway Plan

- Many projects are along the San Gabriel River and Rio Hondo. Greenway projects along these reaches should strongly consider and coordinate with these recommendations as they have been studied, environmentally cleared, and are supported by Amigos de los Rios and constituents/partners.

- **10. Multi-Use Trail and Bridge Connections from the San Jose Creek Trail to San Gabriel River Trail** – Two multi-use bridges, one over San Jose Creek, and the other over the San Gabriel River
- **11. Multi-Use Trail** – San Jose Creek to the Duck Farm on the San Gabriel River
- **12. Alhambra Wash Multi-Use Trail** – from State Route 6y0 to the Garvey Community Center
- **13. Rosemead Boulevard Access Ramp** – ADA accessible ramp connection to the Rio Hondo Channel
- **14. Rosemead Boulevard Underpass** – Underpass improvements along the Rio Hondo at Rosemead Boulevard
- **15. Multi-Use Trail** – Rosemead Boulevard to Valley Boulevard
- **16. Interstate 10 Freeway Underpass** – Underpass improvements at the Rio Hondo

## Design Standards

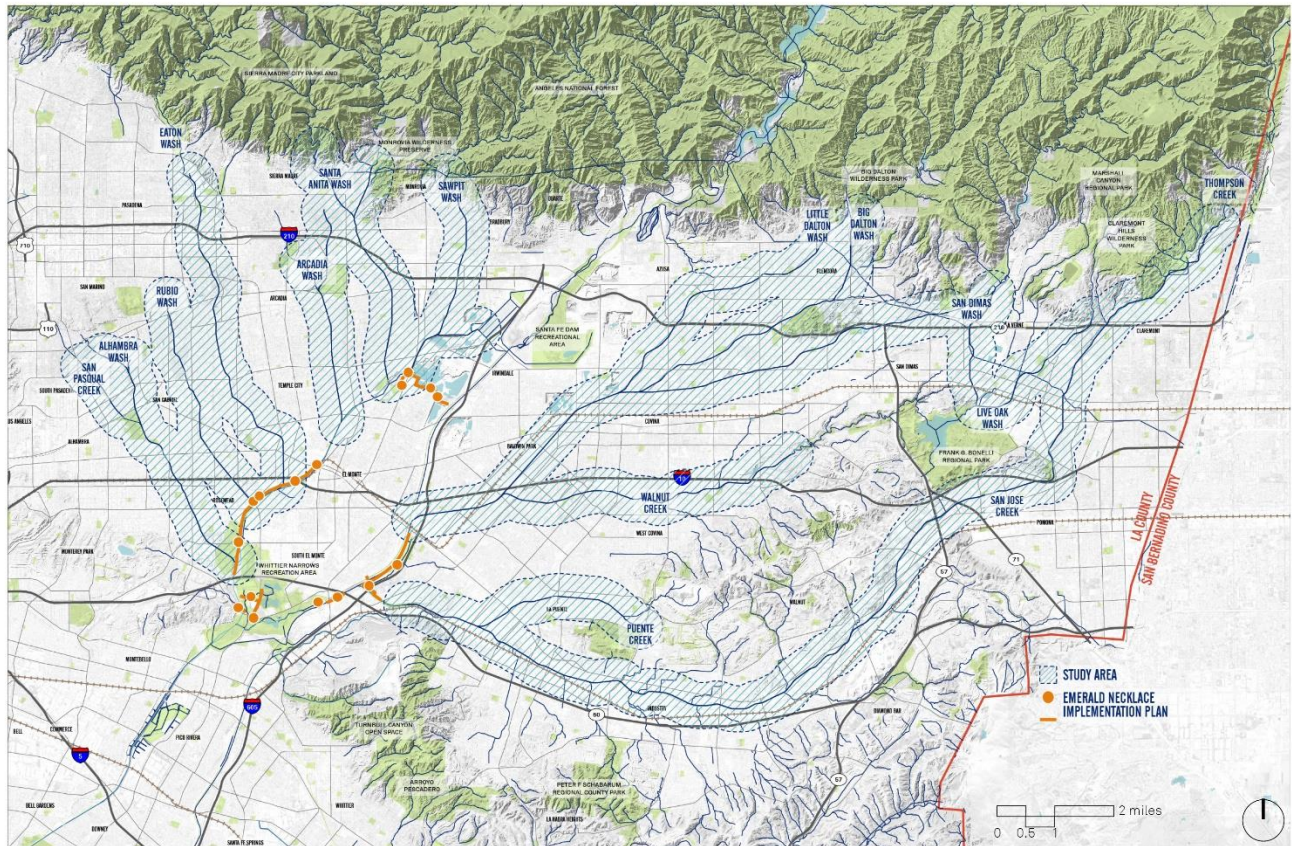
The Emerald Necklace Implementation Plan does not have a design standards section of its own but routinely references the following:

- County of Los Angeles Department of Parks and Recreation Guidelines
- County of Los Angeles Parks and Recreation Signage Guidelines
- County of Los Angeles Trails Manual
- County of Los Angeles Equestrian Design Guidelines
- CalTrans Highway Design Manual
- AASHTO Guidelines
- Manual of Uniform Traffic Control Guidelines
- Emerald Necklace Signage Guidelines

In addition, certain design considerations are a part of the Plan's Environmental Impact Report Mitigation Matrix.

- **A-1, Aesthetics:** Project structures shall be designed to reduce visual contrast with the project's surroundings by repeating forms, colors, lines and textures of the project's location. This can be achieved by using materials and color schemes that blend with the natural landscape and vegetation

## Project Inventory Map:



## EMERALD NECKLACE IMPLEMENTATION PLAN

### Emerald Necklace Implementation Plan (2016)





# Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment

PlaceWorks, For Los Angeles County Department of Parks and Recreation | May 2016



## Summary

In March 2015, the Los Angeles County Board of Supervisors approved a motion to initiate the Countywide Comprehensive Parks and Recreation Needs Assessment. The assessment is a comprehensive inventory of parks in Los Angeles, their usage, and amenities. The assessment then used a variety of metrics to measure park need in all parts of the County. The outcome is a map of project defined study areas and their relative park need. The study also looked at other factors including demographics and pollution burden.

## Key Outcomes

The Parks Needs Assessment will help local officials, park agencies, and residents understand the future steps that need to be taken to ensure all communities have adequate access to thriving parks. The needs assessment gives direction on where to best focus resources in support of this goal.

## Planned Projects

Each community planning area identified 10 top priorities for improving parks in their area. These priorities are opportunities and should be used to as a starting point for localized park improvement projects but are not necessarily 'planned' projects at this time. The following community requests were identified and mapped as relevant to the SGVGIP effort in showing a community need for Greenway/Active Transportation projects in specific areas:

- Project would include development and construction of multi-purpose trails along the County Flood Control Channels throughout the City limits.
- Multipurpose Trail in Flood Control Wash
- Add new trail system at Whittier Narrows: Trailhead and multi-use trail with lighting, separate trails, and connections for walking, jogging, and biking

## Impacts to SGV Greenway Plan

- The analysis done by this report can help prioritize projects and guide implementation



- Add rubberized trail for walking, jogging—include lighting at Rimgrove Park
- Build new multi-purpose urban walking trail along the Gold Line tracks in Glendora. The trail will begin at Barranca Avenue and will run parallel to the Gold Line Tracks to Lone Hill Avenue. Trail will not include any infrastructure, easements are required. Approximately 4 miles long.
- Add walking trails at Del Norte Park, approximate distance 1 mile

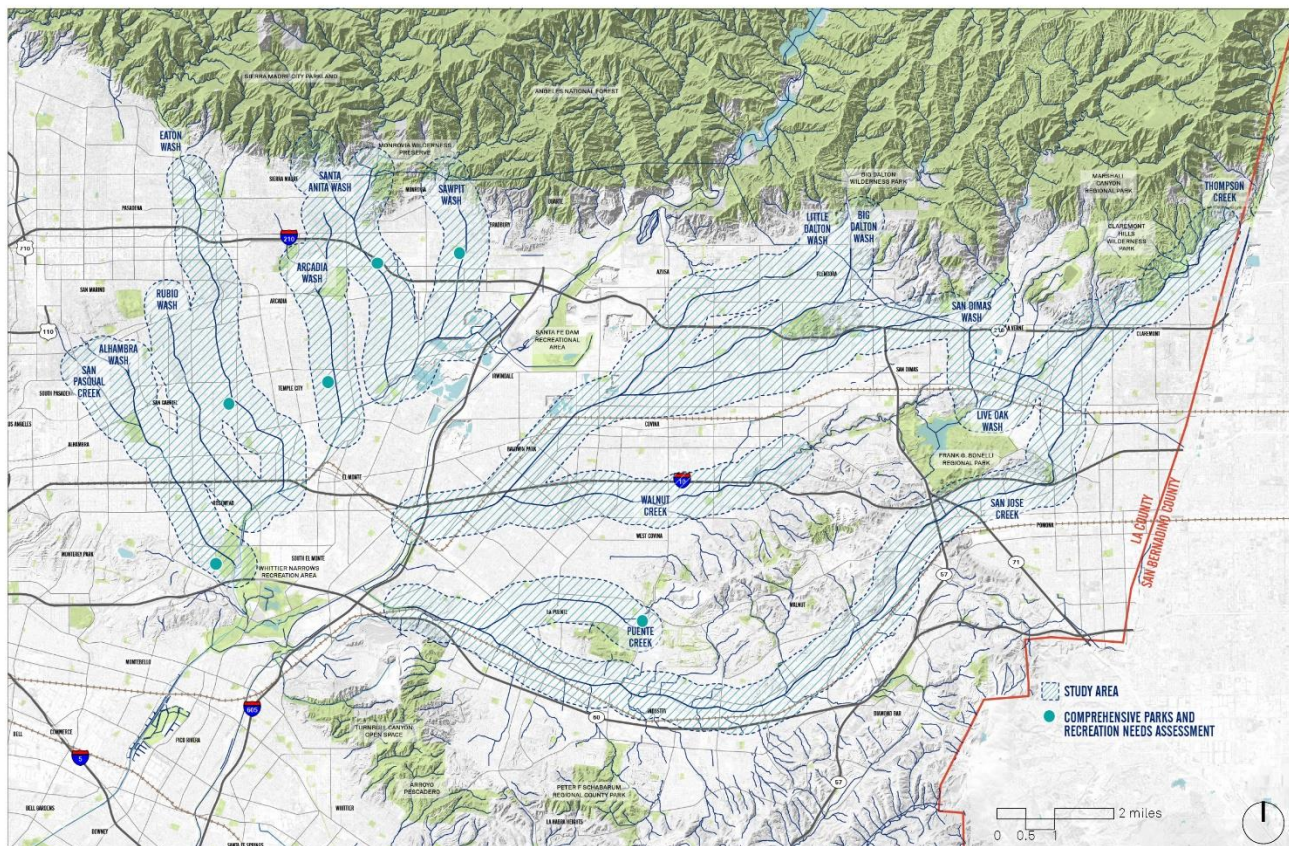
## Design Standards

Not Applicable

## Information Gaps

To Be Determined

## Project Inventory Map:



# Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (2016)



# Los Angeles County Bicycle Master Plan

Alta Planning + Design, for County Department of Public Works | March 2018



## Summary

This plan is an update to the 1975 County Bikeway Plan and meant to guide the planning and implementation of a regional bikeway system and supporting programs. The plan is especially important for unincorporated areas that do not have localized Bikeway Plans. This Plan is a sub-element of the Transportation Element of the Los Angeles County General Plan. The General Plan is the long-range policy document that guides growth and development in the unincorporated County.

## Key Outcomes

As an adopted regional planning document, the Bicycle Master Plan guides the Bikeways Unit in implementing proposed bikeways as well as various bicycle-friendly policies and programs to promote bicycle ridership. The plan included a total of 32 public workshops as well as extensive outreach through online and printed media. The Plan proposes to build on the existing 144 miles of bikeways throughout the County, and install approximately 831 miles of new bikeways in the next 20 years. Along with the proposed bikeway network, the Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips for all purposes.

## Planned Projects

The following seven projects are directly within the San Gabriel Valley Greenway Implementation Plan project area:

- **San Jose Creek Proposed Bicycle Path** – from San Gabriel River Bicycle Path to Workman Mill Avenue (0.7 mi)
- **Puente Creek Proposed Bicycle Path** - from N. Azuza Avenue to N. Hacienda Boulevard (2.2 mi)
- **Thompson Creek Proposed Bicycle Path** - from Lockhaven Way to White Avenue (2.3 mi)
- **San Jose Creek Proposed Bicycle Path** - from 7th Avenue to Murchison Avenue (15.7 mi)
- **Eaton Wash Channel Proposed Bicycle Path** - from Del Mar Boulevard to Rio Hondo Bikeway (6 mi)

## Impacts to SGV Greenway Plan

- Greenway projects were studied and prioritized as part of this effort
- Many on-street facilities that provide vital connections to Greenways were proposed and studied
- Specific San Gabriel River Projects that fall within the project area should be incorporated into SGVNSIP
- Plan was formally adopted, giving political weight to specific projects

- **Santa Anita Wash proposed Bicycle Path** - from Longden Avenue to Live Oak Avenue (0.3 mi)
- **Emerald Necklace Gateway Proposed Bicycle Path** - from San Gabriel river Path to Park entrance parking lot (1.1 mi)
- **Puente Creek Proposed Bicycle Path** - from Temple Avenue to Sunset Avenue (San Jose Creek) (1.7 mi)
- **Big Dalton Wash Proposed Bicycle Path** - from Irwindale Avenue to N. Lake Ellen Avenue (1 mi)
- **Big Dalton Wash Proposed Bicycle Path** - from W. Arrow Highway to Barranca Avenue (1.6 mi)
- **Eaton Wash Channel Proposed Bicycle Path** - from New York Drive to E. Foothill Boulevard (1.7 mi)

## Design Standards

Appendix F provides a thorough summary of federal, state, and local design standards. Section F.5.1 provides guidance and standards for Class I Bikeways and is attached to this document as an appendix. Design Considerations for Class I Bike Paths along waterway corridors is as follows:

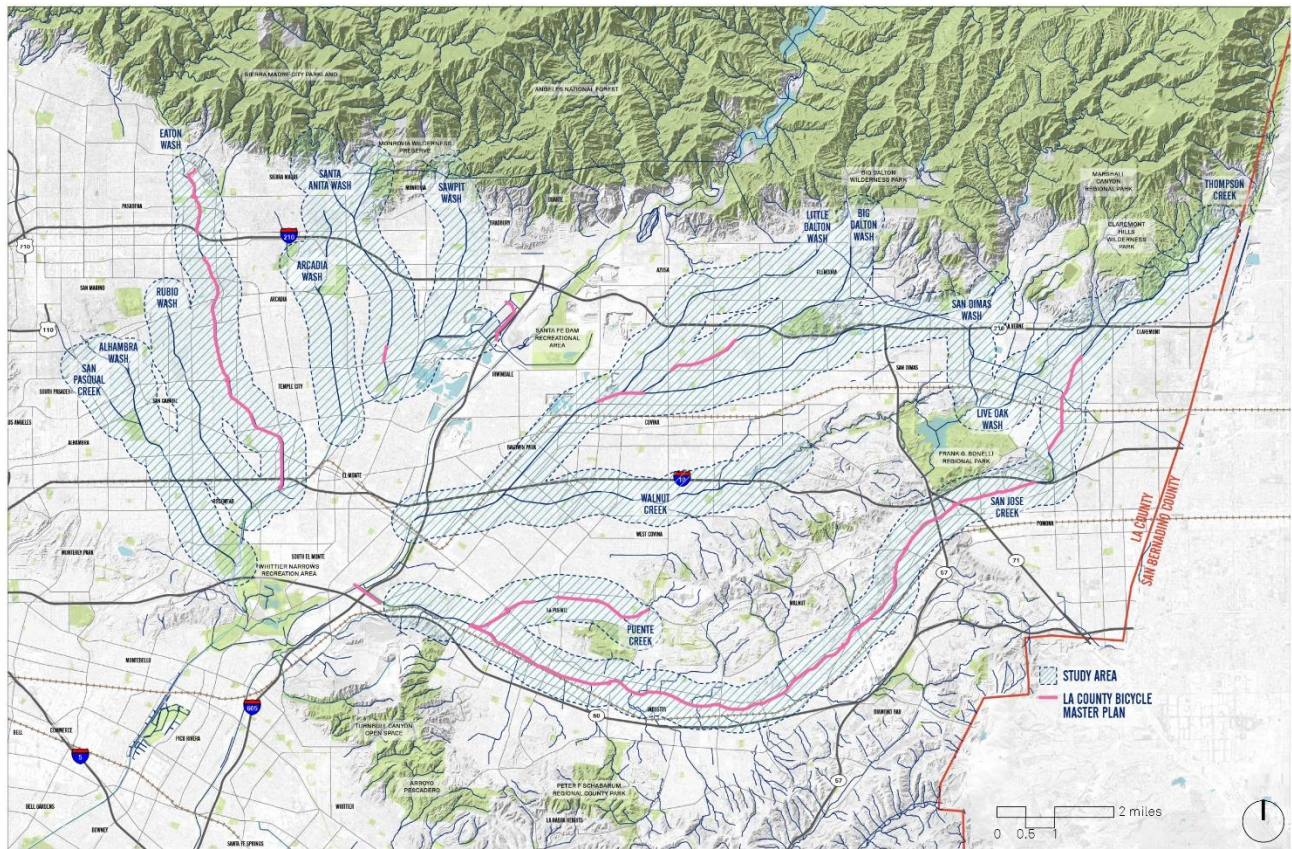
- Meet or exceed Caltrans standards
- Use permeable surfacing where possible; where asphalt is required, grade towards infiltration strips Meet ADA standards to the maximum extent feasible
- 12' minimum vertical clearance to permit passage of maintenance and emergency vehicles
- Operators of bike paths shall indemnify the Los Angeles County Flood Control District (LACFCD) for liability associated with Bike Paths usage within LACFCD right-of-way
- Operators of bike paths are to fund landscaping and landscaping maintenance at their cost.
- Bike path landscaping is to be non-invasive. The plant palette in the LA River Master Plan is a good source for selecting low maintenance California Native Plants that are well suited to the environment
- Bike paths and landscaping along rivers and channels are to be compatible with existing and future flood control and maintenance uses
- Operators of Bike paths are to assume all responsibility for opening and closing access points

## Information Gaps

To Be Determined



## Project Inventory Map:



## LA COUNTY BICYCLE MASTER PLAN

### Los Angeles County Bicycle Master Plan (2012)



# SCAG Regional Transportation Plan 2012-2035

Southern California Association of Governments |  
April 2012



## Summary

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. The SCAG 2012-2035 includes an Active Transportation Appendix that specifically addresses Active Transportation needs in the region.

## Key Outcomes

Class I and Class IV projects that are within ½ mile of the study area have been identified and mapped to show potential synergies and redundancies with other plans. The SCAG RTP also defines funding strategies and potential allocations for Active Transportation projects.

### Planned Projects

The following proposed projects from the 2012 SCAG RTP were identified because they are within ½ mile of the SGVGIP study area. The projects are either Class I or Class IV Bikeways which represent potential connections to Greenways that are safe and accessible to users of all skill and comfort levels.

- **Thompson Creek Path** - from N Indian Hill Blvd to Forbes Ave (0.33 mi)
- **Puente St Path** - from Starglen Dr to Walnut Creek channel (0.27 mi)
- **Workman Ave Path** - from 400' e/o Workman St/Ln to 600' e/o Workman St/Ln (0.53 mi)
- **San Dimas Wash Path** - from Big Dalton Wash to Arrow Hwy (2.45 mi)
- **Charter Oak Wash Path** - from Workman Ave to Badillo St (0.97 mi)
- **Rio Hondo West Bank Path** - from Railroad Right-of-Way to Rosemead Boulevard (1.88 mi)

## Impacts to SGV Greenway Plan

- Overarching goal of BMP selection is to reduce the impact of stormwater and non-stormwater on receiving water quality.



# METRO Los Angeles Active Transportation Strategic Plan

Fehr & Peers, For Los Angeles County Metropolitan Transportation Authority | April 2016



## Summary

The ATSP is part of Metro's overall goal of improving mobility options, air quality, health, safety, access to goods and services, and quality of life. The Plan has three main components: First last mile station area access improvements, Regional Active Transportation Network, and Support Programs, including performance metrics and monitoring. Since Metro does not control the local roadways in most instances, Metro is dependent on partnerships and collaboration with local agencies to implement Active Transportation projects. The Plan serves as a roadmap for stakeholders and partners to help identify transportation concepts and changes they'd like to see in their community. Active Transportation projects directly support Metro's transit projects and can help maximize their return on investment.

## Key Outcomes

Main objectives/outcomes of the Plan are as follows: Identify improvements that increase first last mile access to transit by active modes; Provide guidance for setting regional active transportation policies and guidelines to guide future investment; Work with partners to create a regional active transportation network; Develop supporting programs and policies related to education, enforcement, encouragement, and evaluation; and develop a funding strategy & explore opportunities to expedite implementation. The ATSP also included a relatively comprehensive inventory of existing active transportation infrastructure.

## Planned Projects

The following proposed projects from the 2016 Metro ATSP were identified because they are within ½ mile of the SGVGIP study area. The projects are either Class I or Class IV Bikeways which represent potential connections to Greenways that are safe and accessible to users of all skill and comfort levels.

- **Class I Bike Path: Rio Hondo Bike Path West Bank** - from Railroad Right-of-Way to Rosemead Boulevard (1.9 mi)
- **Class I Bike Path: Rio Hondo Bike Path West Bank** - from City Limit (Existing Rio Hondo Bike Path) to Rio Vista Park (1.5 mi)
- **Class I Bike Path: Arcadia Wash** - from City Limit (North of Lower Azusa Road) to Rio Hondo Bike Path (0.2 mi)

## Impacts to SGV Greenway Plan

- Valuable Existing Conditions Assessment
- Represents a collection of many smaller local plans
- Adopted by Metro Board of Directors, giving more political weight to identified projects

- **Class I Bike Path: El Monte Avenue** - from Ranger Avenue to Rio Hondo Bike Path West Bank (0.1 mi)
- **Class I Bike Path: Metrolink Right-of-Way** - Path from Rio Hondo Bike Path to Durfee Avenue (2 mi)
- **Class I Bike Path: Rio Vista Park Bridge** - from Rio Hondo Bike Path East Bank to Rio Hondo Bike Path West Bank (0.1 mi)
- **Class I Bike Path: Star Street Extension Trail** - from Star Street (Eastern Terminus) to San Gabriel River Trail (0.1 mi)
- **Class I Bike Path: Rubio Wash** - from North City Limit to South City Limit (1.4 mi)
- **Class I Bike Path: Big Dalton Wash** - from Ramona Boulevard to Walnut Creek (2.1 mi)
- **Class I Bike Path: Arlington Dr.** - from Garey Ave. to Ridgefield Dr. (0.51 mi)
- **Class I Bike Path: Mills Ave.** - from Mt Baldy Rd. to End of Mills (0.69 mi)
- **Class I Bike Path: Mills Ave.** - from Alamosa Dr. to Pomello Dr. (0.18 mi)
- **Class I Bike Path: Mt Baldy Rd** - from Claremont City Limits to Padua Ave. (0.79 mi)
- **Class I Bike Path: Padua Ave.** - from Mt Baldy Rd. to Via Padova (0.52 mi)
- **Class I Bike Path: Padua Ave.** - from Alamosa Dr. to Pomello Dr. (0.16 mi)
- **Class I Bike Path: San Gabriel River Trail (East Bank)** - from Walnut Creek Trail to Ramona Boulevard (1.3 mi)
- **Class I Bike Path: Walnut Creek** - from San Gabriel River Trail West Bank to City Limit (East of Puente Avenue) (2.6 mi)
- **Class I Bike Path: Utility Right-of-Way Trail** - from Ramona Boulevard to Garvey Avenue (1 mi)
- **Class I Bike Path: San Dimas Wash** - from Big Dalton Wash to Arrow Hwy (2.47 mi)
- **Class I Bike Path: Charter Oak Wash** - from Workman Ave to Badillo St (0.96 mi)
- **Class I Bike Path: Walnut Creek** - from Grand Ave to Puente St (2.18 mi)
- **Class I Bike Path: Skyline Trail** - from Oak Canyon Rd/Walnut Creek Rd to Forest Hills Dr (0.36 mi)
- **Class I Bike Path: Azusa Ave (west side)** - from Cypress St to Edna Pl (0.18 mi)
- **Class I Bike Path: Cypress St (south side)** - from Homerest Ave to Azusa Ave (0.25 mi)
- **Class I Bike Path: Puente St** - from Starglen Dr to Walnut Creek channel (0.19 mi)
- **Class I Bike Path: Puente St** - from 400' e/o Shouse Ave to 300' w/o Starglen Dr (0.09 mi)
- **Class I Bike Path: Workman Ave** - from 400' e/o Workman St/Ln to 600' e/o Workman St/Ln (0.19 mi)
- **Class I Bike Path: Santa Anita Wash** - from Live Oak Avenue to Longden Avenue (0.3 mi)
- **Class I Bike Path: San Jose Creek** - from Workman Mill Rd to San Gabriel River Bikeway (0.7 mi)
- **Class I Bike Path: San Jose Creek** - from 7th Avenue to Murchison Avenue (15.6 mi)
- **Class I Bike Path: Eaton Wash Channel** - from New York Drive to Rio Hondo Bikeway (8.3 mi)
- **Class I Bike Path: Puente Creek** - from San Jose Creek to Azusa Avenue (4.3 mi)
- **Class I Bike Path: Thompson Creek** - from Lockhaven Way to White Avenue (3.7 mi)
- **Class I Bike Path: Rockvale Avenue** - from N County Border S of I-210 (cul-de-sac) to Woodcroft St (0.8 mi)
- **Class I Bike Path: Emerald Necklace Gateway** - from San Gabriel River Path to Park Entrance parking lot (1.1 mi)
- **Class I Bike Path: San Jose Creek (Construction)** - from Poly Vista to Murchison Ave (3.5 mi)
- **Class I Bike Path: Thompson Creek** - from I-10 to North City Limits (3 mi)
- **Class I Bike Path: Rosemead ROW Path** - from Graves Ave to Southern Pacific RR (3 mi)
- **Class I Bike Path: Canyon Vista Trail** - from San Dimas Ave. south of Avenida Loma Vista to Cypress Ave West of the 57 freeway (0.6 mi)

- **Class I Bike Path: Gold Line ROW** - from Gladstone St. to San Dimas Canyon Road (0 mi)
- **Class I Bike Path: Rubio Wash** - from San Gabriel Boulevard to Valley Boulevard (1.5 mi)
- **Class I Bike Path: Union Pacific Right-of-Way** - from West City Limit to East City Limit (1.5 mi)
- **Class I Bike Path: Rubio Wash** - from Rose Avenue to Elm Avenue (0.8 mi)
- **Class I Bike Path: Alhambra Wash** - from City Limit (near Ramona Street/Wells Street Intersection) to Hovey Avenue (0.5 mi)
- **Class I Bike Path: Alhambra Wash** - from Del Mar Avenue to I-10 Freeway (0.4 mi)
- **Class I Bike Path: Eaton Wash** - from City Limit (South of Hermosa Drive) to Elm Avenue (0.1 mi)
- **Class I Bike Path: Rubio Wash** - from North City Limit to Rio Hondo Bike Path (0.1 mi)

## Design Standards

Regional Active Transportation Network Guiding Principles:

- The facilities comprising the Regional Active Transportation Network meet a minimum standard of service, suitable for use by children and seniors.
- Metro encourages local jurisdictions to pursue facilities that best fit their communities. The Regional Active Transportation Network has been designed with local implementation in mind, and flexibility in design is a key aspect of this approach
- The ATSP includes an “Innovative Bikeway Design Primer” as an appendix

## Information Gaps

To Be Determined





- **Rubio Wash Path** - from North City Limit to South City Limit (3.99 mi)
- **Utility Easement Path** - from Graves Ave to RR Tracks (2.96 mi)
- **Union Pacific Right-of-Way Path** - from S Ramona St to Rubio Wash (1.22 mi)
- **Alhambra Wash Path** - from City Limit (near Ramona Street/Wells Street Intersection) to Hovey Ave (0.4 mi)
- **Alhambra Wash Path** - from Del Mar Avenue to I-10 Freeway (0.35 mi)
- **Metrolink Right-of-Way Path** - from Rio Hondo Bike Path to Durfee Avenue (2 mi)
- **Rio Hondo Bike Path** - from Rio Vista Park to Rio Hondo Bike Path West Bank (1.6 mi)
- **Big Dalton Wash Path** - from Ramona Boulevard to Walnut Creek (2.04 mi)
- **San Gabriel River (East Bank) Path** - from Walnut Creek Trail to Ramona Boulevard (1.21 mi)
- **Walnut Creek Path** - from San Gabriel River Trail West Bank to City Limit (East of Puente Avenue) (2.52 mi)
- **Utility Right-of-Way Path** - from Ramona Boulevard to Garvey Avenue (1.03 mi)
- **Thompson Creek Path** - from 250' S of Temple Ave to Lockhaven Way (8.53 mi)
- **Santa Anita Wash Path** - from Live Oak Avenue to Longden Avenue (0.36 mi)
- **San Jose Creek Path** - from Workman Mill Rd to San Gabriel River Bikeway (0.69 mi)
- **San Jose Creek Path** - from 7th Avenue to Roselawn Avenue (13.34 mi)
- **Rockvale Avenue Path** - from N County Border S of I-210 (cul-de-sac) to Woodcroft St (0.79 mi)
- **Emerald Necklace Gateway Path** - from San Gabriel River Path to Park Entrance parking lot (1.24 mi)
- **Canyon Vista Path** - from San Dimas Ave. south of Avenida Loma Vista to Cypress Ave West of the 57 freeway (0.46 mi)
- **Gold Line ROW Path** - from Gladstone St. to San Dimas Canyon Road (2.04 mi)
- **Puente Creek Path** - from San Jose Creek to Azusa Avenue (4.29 mi)
- **Padua Ave Path** - from Via Padova to Alamosa Dr (1.36 mi)
- **Mt Baldy Road Path** - from N Mills Ave to 1000' N of Palmer Evey Mtwy (2.96 mi)
- **Walnut Creek Path** - from Grand Ave to Puente St (1.19 mi)

## Design Standards

The Active Transportation Appendix references the following documents as design standards:

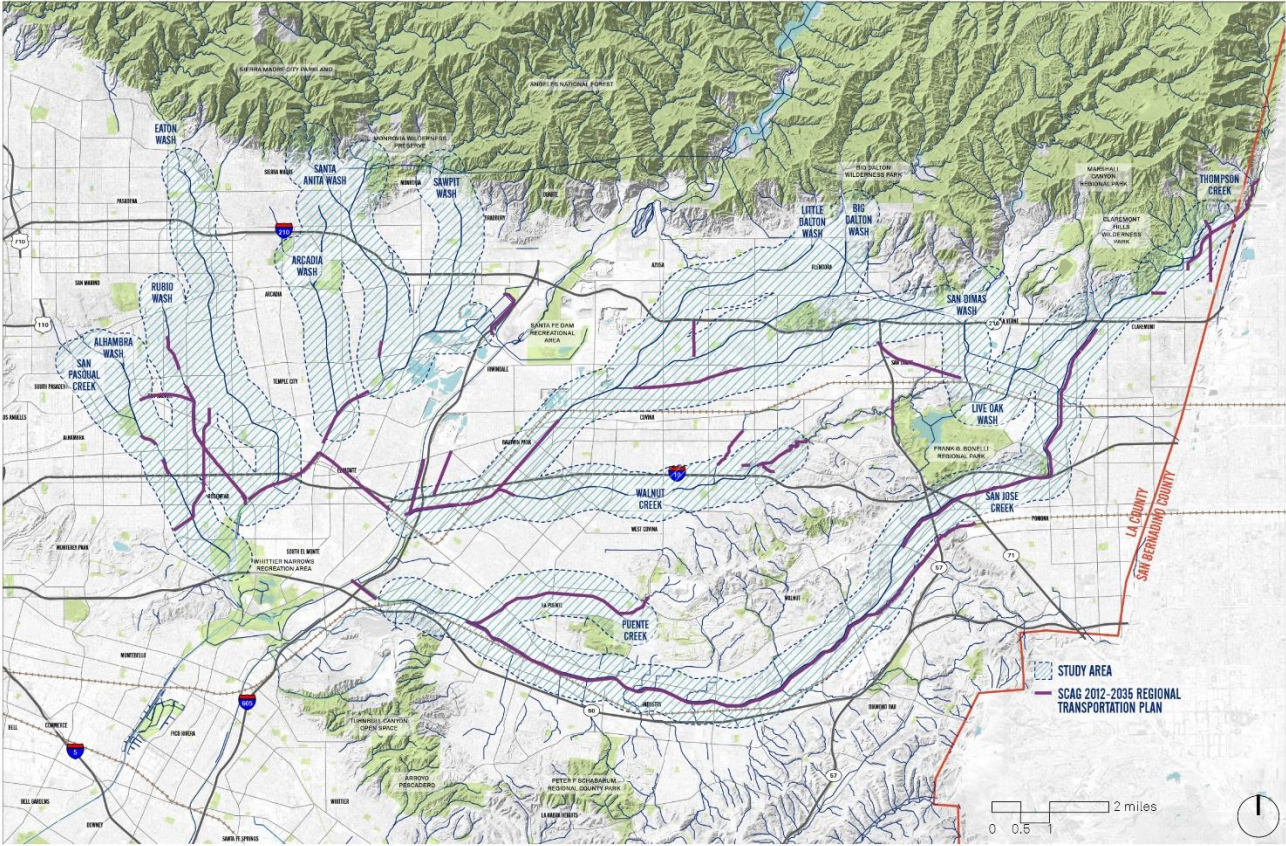
- Highway Design Manual
- Deputy Directive on Accommodating Non-motorized Transportation (DD64)
- Director's Policy on Context Sensitive Solutions (DP22)
- Main Streets: Flexibility in Design and Operations Assembly Concurrent Resolution 211
- California Supplement to the MUTCD
- California Blueprint for Bicycling and Walking
- California Bicycle Transportation Act
- California Vehicle Code
- California Streets and Highway Code
- California Access Compliance Reference Manual

## Information Gaps/Conflicts:

To Be Determined




Project Inventory Map:



SCAG 2012-2035 REGIONAL TRANSPORTATION PLAN

SCAG Regional Transportation Plan 2012-2035 (2012)



REGIONAL TRANSPORTATION PLAN  
2012-2035 RTP  
SUSTAINABLE COMMUNITIES STRATEGY  
Towards a Sustainable Future

# METRO Los Angeles Active Transportation Strategic Plan

Fehr & Peers, For Los Angeles County Metropolitan Transportation Authority | April 2016



## Summary

The ATSP is part of Metro's overall goal of improving mobility options, air quality, health, safety, access to goods and services, and quality of life. The Plan has three main components: First last mile station area access improvements, Regional Active Transportation Network, and Support Programs, including performance metrics and monitoring. Since Metro does not control the local roadways in most instances, Metro is dependent on partnerships and collaboration with local agencies to implement Active Transportation projects. The Plan serves as a roadmap for stakeholders and partners to help identify transportation concepts and changes they'd like to see in their community. Active Transportation projects directly support Metro's transit projects and can help maximize their return on investment.

## Key Outcomes

Main objectives/outcomes of the Plan are as follows: Identify improvements that increase first last mile access to transit by active modes; Provide guidance for setting regional active transportation policies and guidelines to guide future investment; Work with partners to create a regional active transportation network; Develop supporting programs and policies related to education, enforcement, encouragement, and evaluation; and develop a funding strategy & explore opportunities to expedite implementation. The ATSP also included a relatively comprehensive inventory of existing active transportation infrastructure.

## Planned Projects

The following proposed projects from the 2016 Metro ATSP were identified because they are within ½ mile of the SGVGIP study area. The projects are either Class I or Class IV Bikeways which represent potential connections to Greenways that are safe and accessible to users of all skill and comfort levels.

- **Class I Bike Path: Rio Hondo Bike Path West Bank** - from Railroad Right-of-Way to Rosemead Boulevard (1.9 mi)
- **Class I Bike Path: Rio Hondo Bike Path West Bank** - from City Limit (Existing Rio Hondo Bike Path) to Rio Vista Park (1.5 mi)
- **Class I Bike Path: Arcadia Wash** - from City Limit (North of Lower Azusa Road) to Rio Hondo Bike Path (0.2 mi)

## Impacts to SGV Greenway Plan

- Valuable Existing Conditions Assessment
- Represents a collection of many smaller local plans
- Adopted by Metro Board of Directors, giving more political weight to identified projects

- **Class I Bike Path: El Monte Avenue** - from Ranger Avenue to Rio Hondo Bike Path West Bank (0.1 mi)
- **Class I Bike Path: Metrolink Right-of-Way** - Path from Rio Hondo Bike Path to Durfee Avenue (2 mi)
- **Class I Bike Path: Rio Vista Park Bridge** - from Rio Hondo Bike Path East Bank to Rio Hondo Bike Path West Bank (0.1 mi)
- **Class I Bike Path: Star Street Extension Trail** - from Star Street (Eastern Terminus) to San Gabriel River Trail (0.1 mi)
- **Class I Bike Path: Rubio Wash** - from North City Limit to South City Limit (1.4 mi)
- **Class I Bike Path: Big Dalton Wash** - from Ramona Boulevard to Walnut Creek (2.1 mi)
- **Class I Bike Path: Arlington Dr.** - from Garey Ave. to Ridgefield Dr. (0.51 mi)
- **Class I Bike Path: Mills Ave.** - from Mt Baldy Rd. to End of Mills (0.69 mi)
- **Class I Bike Path: Mills Ave.** - from Alamosa Dr. to Pomello Dr. (0.18 mi)
- **Class I Bike Path: Mt Baldy Rd** - from Claremont City Limits to Padua Ave. (0.79 mi)
- **Class I Bike Path: Padua Ave.** - from Mt Baldy Rd. to Via Padova (0.52 mi)
- **Class I Bike Path: Padua Ave.** - from Alamosa Dr. to Pomello Dr. (0.16 mi)
- **Class I Bike Path: San Gabriel River Trail (East Bank)** - from Walnut Creek Trail to Ramona Boulevard (1.3 mi)
- **Class I Bike Path: Walnut Creek** - from San Gabriel River Trail West Bank to City Limit (East of Puente Avenue) (2.6 mi)
- **Class I Bike Path: Utility Right-of-Way Trail** - from Ramona Boulevard to Garvey Avenue (1 mi)
- **Class I Bike Path: San Dimas Wash** - from Big Dalton Wash to Arrow Hwy (2.47 mi)
- **Class I Bike Path: Charter Oak Wash** - from Workman Ave to Badillo St (0.96 mi)
- **Class I Bike Path: Walnut Creek** - from Grand Ave to Puente St (2.18 mi)
- **Class I Bike Path: Skyline Trail** - from Oak Canyon Rd/Walnut Creek Rd to Forest Hills Dr (0.36 mi)
- **Class I Bike Path: Azusa Ave (west side)** - from Cypress St to Edna Pl (0.18 mi)
- **Class I Bike Path: Cypress St (south side)** - from Homerest Ave to Azusa Ave (0.25 mi)
- **Class I Bike Path: Puente St** - from Starglen Dr to Walnut Creek channel (0.19 mi)
- **Class I Bike Path: Puente St** - from 400' e/o Shouse Ave to 300' w/o Starglen Dr (0.09 mi)
- **Class I Bike Path: Workman Ave** - from 400' e/o Workman St/Ln to 600' e/o Workman St/Ln (0.19 mi)
- **Class I Bike Path: Santa Anita Wash** - from Live Oak Avenue to Longden Avenue (0.3 mi)
- **Class I Bike Path: San Jose Creek** - from Workman Mill Rd to San Gabriel River Bikeway (0.7 mi)
- **Class I Bike Path: San Jose Creek** - from 7th Avenue to Murchison Avenue (15.6 mi)
- **Class I Bike Path: Eaton Wash Channel** - from New York Drive to Rio Hondo Bikeway (8.3 mi)
- **Class I Bike Path: Puente Creek** - from San Jose Creek to Azusa Avenue (4.3 mi)
- **Class I Bike Path: Thompson Creek** - from Lockhaven Way to White Avenue (3.7 mi)
- **Class I Bike Path: Rockvale Avenue** - from N County Border S of I-210 (cul-de-sac) to Woodcroft St (0.8 mi)
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- **Class I Bike Path: San Jose Creek (Construction)** - from Poly Vista to Murchison Ave (3.5 mi)
- **Class I Bike Path: Thompson Creek** - from I-10 to North City Limits (3 mi)
- **Class I Bike Path: Rosemead ROW Path** - from Graves Ave to Southern Pacific RR (3 mi)
- **Class I Bike Path: Canyon Vista Trail** - from San Dimas Ave. south of Avenida Loma Vista to Cypress Ave West of the 57 freeway (0.6 mi)



- **Class I Bike Path: Gold Line ROW** - from Gladstone St. to San Dimas Canyon Road (0 mi)
- **Class I Bike Path: Rubio Wash** - from San Gabriel Boulevard to Valley Boulevard (1.5 mi)
- **Class I Bike Path: Union Pacific Right-of-Way** - from West City Limit to East City Limit (1.5 mi)
- **Class I Bike Path: Rubio Wash** - from Rose Avenue to Elm Avenue (0.8 mi)
- **Class I Bike Path: Alhambra Wash** - from City Limit (near Ramona Street/Wells Street Intersection) to Hovey Avenue (0.5 mi)
- **Class I Bike Path: Alhambra Wash** - from Del Mar Avenue to I-10 Freeway (0.4 mi)
- **Class I Bike Path: Eaton Wash** - from City Limit (South of Hermosa Drive) to Elm Avenue (0.1 mi)
- **Class I Bike Path: Rubio Wash** - from North City Limit to Rio Hondo Bike Path (0.1 mi)

## Design Standards

Regional Active Transportation Network Guiding Principles:

- The facilities comprising the Regional Active Transportation Network meet a minimum standard of service, suitable for use by children and seniors.
- Metro encourages local jurisdictions to pursue facilities that best fit their communities. The Regional Active Transportation Network has been designed with local implementation in mind, and flexibility in design is a key aspect of this approach
- The ATSP includes an “Innovative Bikeway Design Primer” as an appendix

## Information Gaps

To Be Determined



# San Gabriel Valley (SGV) Regional Active Transportation Plan and Greenway Network Study

SGVCOG | November 2018



## Summary

The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study (“the Plan”) is intended to guide the development and maintenance of a comprehensive active transportation network and supportive non-infrastructure programs within the cities of Glendora, Irwindale, La Puente, Monrovia, and Montebello for the next 20 years, while identifying priority of-street greenway corridors for development throughout the entire San Gabriel Valley. Though over 55 miles of bikeways and many pedestrian facilities exist across the region, residents currently face several barriers to walking, bicycling, and using other wheeled devices.

## Key Outcomes

This Plan aims to be consistent with related planning, policy, and regulatory documents, including the partner cities’ own documents, such as General Plans and Municipal Codes. The partner cities also intend to implement an active transportation network that transitions well with infrastructure in other jurisdictions. Therefore, the planning context also includes active transportation master plans of neighboring jurisdictions, such as Duarte and West Covina. The Plan should also be consistent with regional plans, such as the Los Angeles County Bicycle Master Plan.

## Interests/Issues

- Every rail line, stormwater channel, utility corridor, and former Red Car route in the San Gabriel Valley was inventoried and analyzed as a potential greenway facility, weighing a range of factors, including demographics, connectivity, and planning context.
- The 50 highest-ranking miles of facilities identified in the regional analysis were then studied for feasibility, constructability, cost, and integration with other transportation facilities.

## Impacts to SGV Greenway Plan

- The Plan is intended to guide the development and maintenance of a comprehensive active transportation network

- The selected facilities have all appeared in some form in previous planning efforts and exclude those which have already received funding or been included in recent funding applications and those which have undergone previous feasibility review.
- This chapter primarily addresses bicycle wayfinding guidance, but the principles also largely apply to the pedestrian experience. Bicycle wayfinding signage provides information on direction and distance to key regional destinations and other routes. This chapter provides guidelines for localities within the San Gabriel Valley to develop their own wayfinding, including sign design and placement.

## Planned Projects

Projects identified as funded and/or undergoing other studies:

- Arroyo Seco (Pasadena)
- Big Dalton Wash (Azusa, Baldwin Park, Covina, Glendora, Irwindale, Unincorporated LA County)
- Eaton Wash (Temple City)
- Little Dalton Wash (Glendora, Irwindale, Puente Creek, City of Industry, La Puente)
- San Dimas Wash (Glendora)
- Walnut Creek (Baldwin Park)

Projects identified throughout this study:

- **Alhambra Subdivision** (4 mi) - Amtrak Parallel City of Industry (0.5 mi) El Monte (2 mi)
- **Arcadia Wash** (2.5 mi) - Arcadia (1.3 mi), El Monte (0.2 mi) Temple City (0.9 mi)
- **Bassett Channel** (1.3 mi) - City of Industry (0.3 mi) Unincorporated (1 mi)
- **Big Dalton Wash** (4 mi) - Baldwin Park (1.9 mi) Covina (0.4 mi) Irwindale (0.7 mi) Unincorporated (0.9 mi) West Covina (0.3 mi) - **Planned**
- **Buena Vista Channel** (1.8 mi) - Irwindale (1.8 mi)
- **Charter Oak Wash** (1.5 mi) - Covina (1.5 mi)
- **Eaton Wash** (4.6 mi) - Pasadena (2.1 mi) Temple City (0.6 mi) Unincorporated (1.8 mi) - **Planned**
- **Edison Right-of-Way** (0.7 mi) - Monterey Park (0.7 mi)
- **Little Dalton Wash** (3.3 mi) - Azusa (2 mi) Unincorporated (1.2 mi)
- **Puente Creek** (2.2 mi) - City of Industry (0.7 mi) La Puente (0.8 mi) Unincorporated (0.7 mi) - **Planned**
- **San Dimas Wash** (2.7 mi) - Covina (2.1 mi) Glendora (0.3 mi) Unincorporated (0.3 mi)
- **San Jose Creek** (16.8 mi) - City of Industry (9.5 mi) Pomona (5.1 mi) Unincorporated (2.2 mi) - **Planned**
- **San Jose Creek** - South Fork (2.6 mi) - Pomona (2.6 mi) City of Industry (0.1 mi)
- **Santa Anita Wash** (3.2 mi) - Arcadia (2 mi) Monrovia (0.8 mi) Unincorporated (0.4 mi) - **Planned**
- **Sawpit Wash** (2.2 mi) - Irwindale (0.8 mi) Monrovia (0.4 mi) Unincorporated (0.9 mi)
- **Thompson Creek** (3 mi) - Claremont (0.6 mi) Pomona (2.4 mi) - **Planned**
- **Utility** – Rosemead (0.3 mi)
- **Utility** - South Pasadena (1.3 mi)
- **Walnut Creek** (5.2 mi) - Covina (1.2 mi) Unincorporated (0.4 mi) West Covina (removed 3.6 mi)

Completed projects via ActiveSGV.com:

- San Gabriel River Path - 37.8 miles (San Gabriel River Parkway to Seal Beach)
- Rio Hondo River Path - 15.6 miles (Reck Road Water Conservation Park to Whittier Narrows Recreation Area)
- San Jose Creek Trail - 2.6 miles (5th Ave to San Gabriel River)



- Thompson Creek

## Design Standards

- Wayfinding Standards
- Branding and Identity Standards
- Sign Programming
- Maintenance Procedures
- National Design Guidelines:
  - American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)
  - AASHTO Guide for the Development of Bicycle Facilities (2012)
  - National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013)
  - Policy on Geometric Design of Highways and Streets (2011)
  - Small Town and Rural Multimodal Networks Report (2016)
- State Design Guidelines:
  - California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014)
  - California Highway Design Manual (HDM) (Updated 2015)
  - Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010)
  - Main Street, California: A Guide for Improving Community and Transportation Vitality (2013)
  - The Caltrans Memo: Design Flexibility in Multimodal Design (2014)

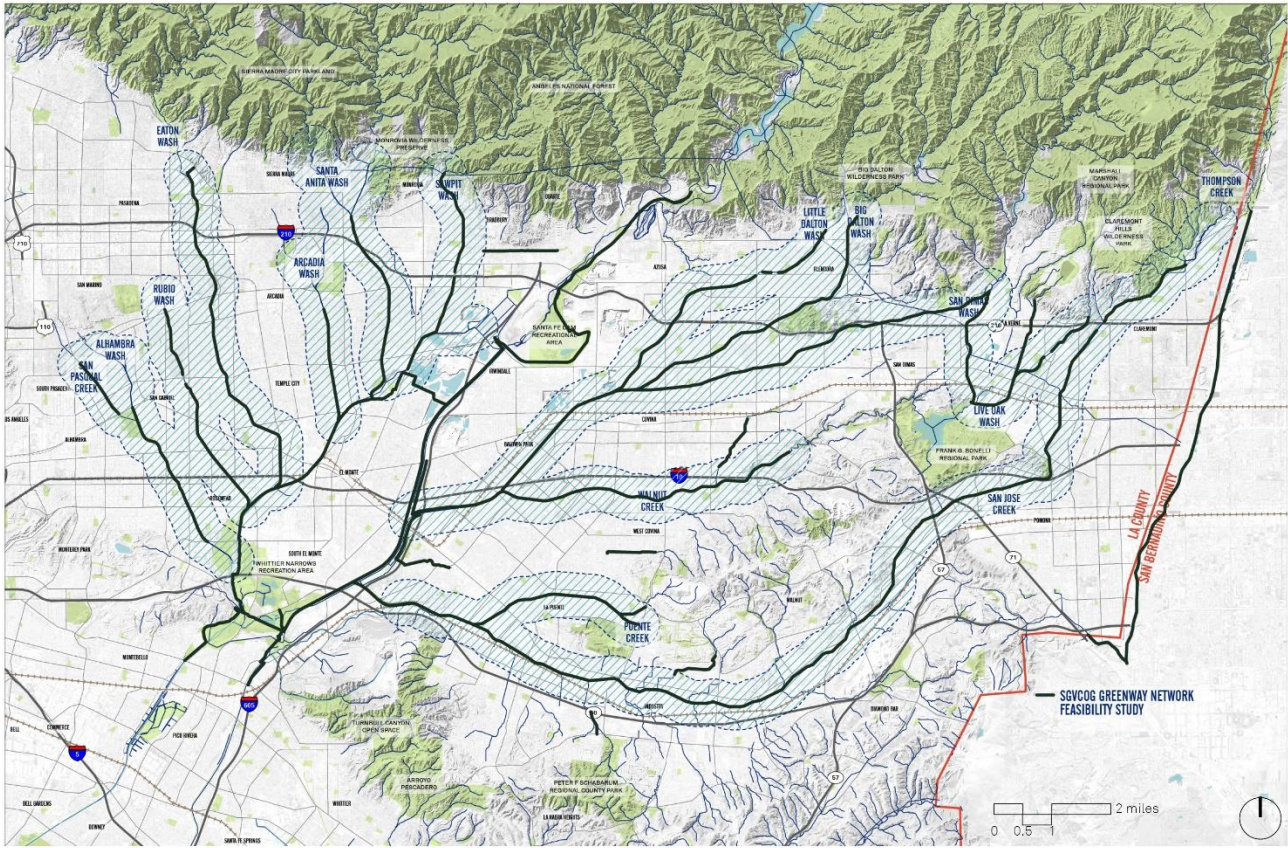


## Information Gaps

ActiveSGV.com has different distances for some projects:

- Big Dalton (3.8 mi) - (Irwindale Ave. to Barranca)
- Eaton Wash (8.3 mi) - (Rio Hondo Path to New York Dr.)
- Puente Creek (4.3 mi) - (San Jose Creek to Azusa Ave.)
- San Jose Creek (16.3 mi) - (7th Ave. to Murchison Ave.) and (SG River Path to Workman Mill Rd.)
- Santa Anita Wash (0.3 mi) - (Live Oak Ave. to Longden Ave.)
- Thompson Creek (3.7 mi) - (Lockhaven to White Ave)
- Little Dalton (no detail provided) - Connects Glendora, Azusa, and Vincent.
- Live Oak Wash (no detail provided)
- San Antonio Creek (no detail provided)
- Valinda Wash (no detail provided) - Connects Arcadia and Temple City.

Project Inventory Map:



SGVCOG GREENWAY NETWORK FEASIBILITY STUDY

# Rio Hondo/San Gabriel River Revised WMP

Rio Hondo/San Gabriel River Water Quality Group, LA  
Regional Water Quality Control Board | May 17, 2019



## Summary

The Rio Hondo/San Gabriel River rWMP provides an approachable description of the guiding principles and methods for developing the rWMP, and generally note how the original EWMP was updated using new data and improved watershed understanding; this document, together with the accompanying attachments and the 2016 EWMP, define the Water Quality Group's updated compliance plan.

## Key Outcomes

The Water Quality Group identified actionable projects that will achieve substantial water quality benefits, while also providing other value to the community. These projects provide the potential for augmenting local water supply, providing habitat restoration, and generating new recreational opportunities. The four projects are strategically located to manage runoff from the Water Quality Group's jurisdictions and improve water quality in the Rio Hondo and San Gabriel River. Modeling analysis was performed on these projects to take into consideration sizing, water quality benefit, and cost.

## Planned Projects

- **Arcadia Arboretum Ecosystem Restoration and Groundwater Recharge Project**
  - A treatment wetland system is proposed, which would consist of a vegetated channel with restored native habitat which will provide a natural treatment of the stormwater flowing in Arcadia Wash. This system will also infiltrate excess stormwater using groundwater recharge basins surrounding the wetland and recharge the Raymond Ground water Basin.
  - Stormwater that is cleansed by the wetland ecosystem will be conveyed to Baldwin Lake, which does not currently have a sustainable water supply.
  - 1,633-acre drainage area for Comprehensive Water Quality Improvement
  - 104 acre-feet/year infiltrated on average for Groundwater Recharge

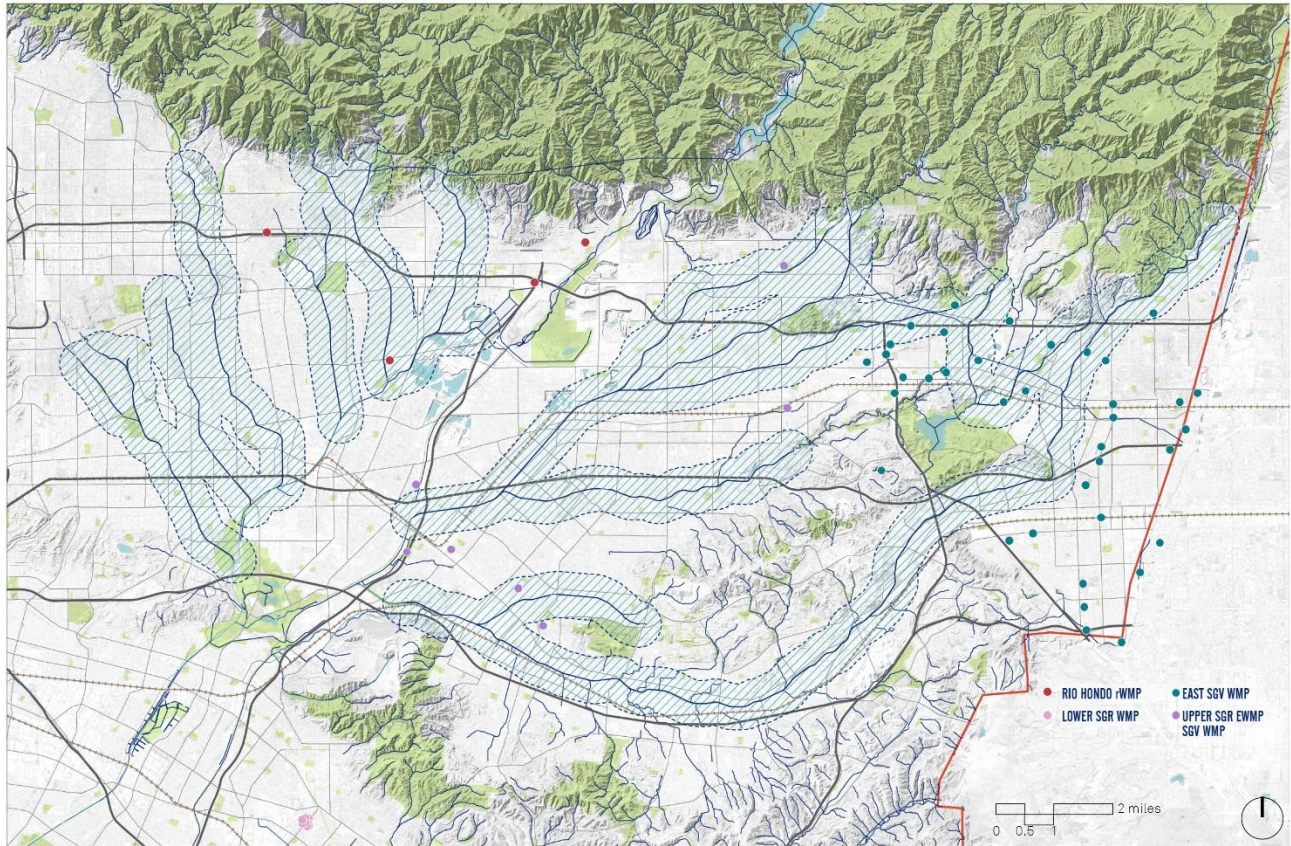
## Impacts to SGV Greenway Plan

- Water Quality Group identified actionable projects that will achieve substantial water quality benefits, while providing other value to the community.
- Potential to augment local water supply, providing habitat restoration, and generating new recreational opportunities.

- 68 acre-feet/year on average supplied to revitalization of Baldwin Lake
- 0.6 acres of new habitat
- **Rio Hondo Ecosystem Restoration Project and Arcadia Wash Water Conservation Diversion**
  - The proposed project would capture and treat stormwater flows from both Arcadia Wash and Sawpit Wash via diversion structures within each channel. The diversion structures would convey the flow to a treatment wetland and infiltration ponds before discharging to Peck Road Park Lake.
  - The system would improve the quality of water entering Peck Road Park Lake and would restore native wetland and riparian habitat.
  - 15,777-acre drainage area for Comprehensive Water Quality Improvement
  - 1,006 acre-feet/year infiltrated on average for Groundwater Recharge
  - 6.7 acres of conservation of developed land to new habitat
- **Encanto Park Stormwater Capture Project**
  - This project proposes a storm drain diversion to intercept stormwater and convey it to a subsurface infiltration gallery that will reduce pollutant loading to the San Gabriel River. The site's proximity to the San Gabriel River ensures favorable infiltration and groundwater recharge conditions.
  - There is also a potential for onsite treatment and reuse of captured stormwater to offset the irrigation demand of the park if onsite monitoring reveals a sufficient supply of dry weather runoff.
  - 180-acre drainage area for Comprehensive Water Quality Improvement
  - 18 acre-feet/year infiltrated on average for Groundwater Recharge
- **Basin 3E Enhancements at Santa Fe Spreading Grounds**
  - This project proposes dredging the bottom of the existing basin and constructing a sand filter basin. The facility would use sand filter media and a perforated underdrain to treat polluted water, infiltrate it into the ground and eliminate standing water between wet weather events.
  - A sediment forebay at the inlet to the facility would decrease maintenance needs in the future by pretreating the stormwater for sediment prior to entering Basin3E. The facility would also be designed to safely convey larger storms from Bradbury Channel to the San Gabriel River using baffles and energy dissipaters to reduce erosion and resuspension of captured pollutants.
  - 2,137-acre drainage area for Comprehensive Water Quality Improvement
  - 337 acre-feet/year infiltrated on average for Groundwater Recharge
- The Water Quality Group will conduct feasibility studies for each of the multi-benefit regional projects.



## Project Inventory Map:



## WATERSHED MANAGEMENT PROGRAM PROJECTS

Treatment wetland systems consisting of a vegetated channel with restored native habitat providing a natural treatment of the stormwater and infiltrating excess stormwater using groundwater recharge basins surrounding the wetland.



# East San Gabriel Valley WMP

East San Gabriel Valley Watershed Management Group,  
LA Regional Water Quality Control Board | June 2015



## Summary

The East San Gabriel Valley WMP The focus of the WMP is on the identification of sufficient amount and types of BMPs to meet receiving water and effluent limitations set forth in the Permit. BMPs vary in function and type, with each BMP providing unique design characteristics and benefits from implementation. The overarching goal of BMP selection is to reduce the impact of stormwater and non-stormwater on receiving water quality.

## Key Outcomes

This WMP identifies the level of effort and funding needed to implement the best management practices (BMPs) which represent a monumental challenge in stormwater management by the East San Gabriel Valley Group. The Cities of Claremont, La Verne, Pomona, and San Dimas, collectively referred to as the East San Gabriel Valley Watershed Management Group (ESGV Group or Group). Throughout the Los Angeles region, communities will need to support funding measures for stormwater capital improvements. The projected levels of expenditure to implement the WMP represent factor of 20-fold increases in annual budgets for stormwater management. Additional funding sources will be needed to maintain required budget levels now and decades into the future.

### Planned Projects

- **Citrus Glen at Pitzer Ranch** – Drywell/Filter - 3.31 acres
- **Clairemont Village Lofts** – Detention/Infiltration Tank, Trench Drain – 1.66 acres
- **Gilead** – Detention Basin (dry), Surface Grass-lined Basin that emptied after each storm
- **Charisma Life Church** – Infiltration Trench – 0.35 acres
- **Pomona Valley Hospital Medical Center** – Vegetated Swale, Filter Units – 9.1 acres
- **Metrolink** – Infiltration Basin, Drain Inserts – 3.25 acres
- **Pomona Valley Transfer Station** – Vegetated Swales, Infiltration Trenches, Clarifier, Grate Inlet/Media Filtration Devices – 10.2 acres
- **Mission 71 Buildings P, Q, R, S** – Vortex Separator, Infiltration Trenches – 23.4 acres
- **Jefferson Park (Phil & Nell Soto Park)** – Swales, Infiltration – 2 acres

## Impacts to SGV Greenway Plan

- Overarching goal of BMP selection is to reduce the impact of stormwater and non-stormwater on receiving water quality.

- **San Dimas Surgical Medical Center** – Infiltration Trench, Biofilter (grass swale), Water Quality Inlet (FloGard) – 0.56 acres
- **Care Meridian: Via Verde Rehab Center** – Bioswale Retention basin – 1.8 acres
- **Tract 71259** – Perforated Pipe, Retention – 1.03 acres
- **Brasada NJD Development** – Basin 7/8 Bioretention, Modular Wetlands Systems 1-13 – 270 acres
- **Lone Hill / Las Colinas Tract 60865** - Bioswale – 7.06 acres
- **Walburn Development** – Infiltration – 9.8 acres

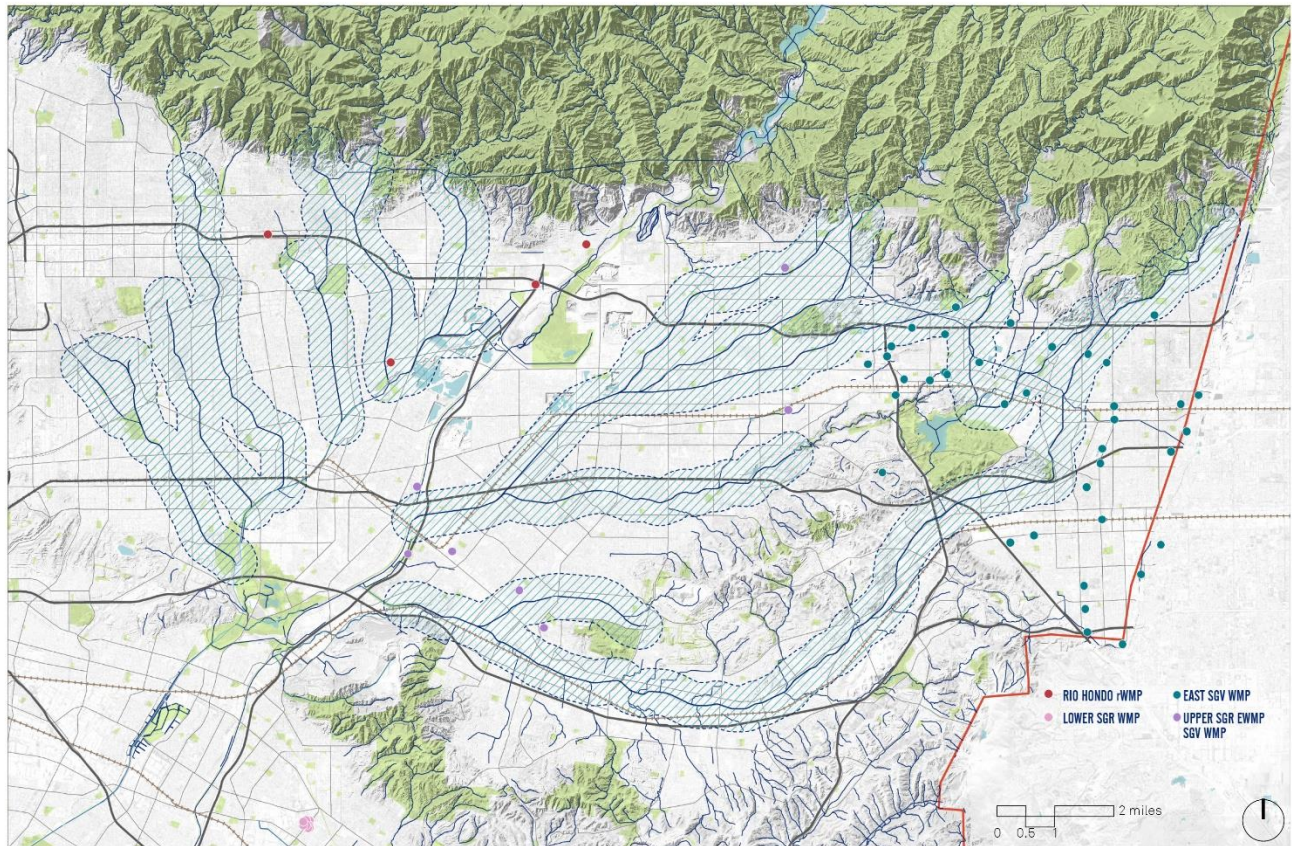
### Completed Projects

- **Pomona College 4th Street Walk** – Detention Basin, Vegetated Swale, Maxwell IV Drywell
- **Claremont Toyota Service Building** – Vegetated Swale – 0.2 acres
- **Indian Hill Blvd and Vista** – Drywell Infiltration System – 1.7 acres
- **Oak Grove Walk** – Bioretention, Drywell Infiltration System
- **ULV Campus West** – Vegetated Swale, Vertical Filter
- **Jack in the Box** - Drywell Infiltration System, Vertical Filter
- **ULA Parking Lot S** - Drywell Infiltration System, Vertical Filter
- **Village La Verne** – Dry Detention Basin, Surface Grass-lined Basin that emptied into Storm Drain
- **San Jose Elementary Parking Lot** – Cultech Retention System, Cultech Filter – 0.38 acres
- **The Southern California Dream Center** – Infiltration Trench – 1.23 acres
- **Fremont Middle School Modernization** – Infiltration Basins, Drain Inserts – 1.84 acres
- **Chase E Bank** – Pervious Pavement, Vegetated Buffer Strip, Drain Inserts – 0.09 acres
- **Rio Rancho Town Center** – Infiltration Basin, Vortex Separator – 21.1 acres
- **Mission 71 Business Building O** - Infiltration Basin, Vortex Separator, Drain Inserts – 11.1 acres
- **Home Depot Outparcel** – Bioretention Planters – 0.61 acres
- **Monterey Station** – Continuous Deflection Separator Unit – 6.71 acres
- **Pomona Ranch Plaza Lot 7** – Bioretention Facilities, Vegetated Swales – 10.78 acres
- **Mission 71 Business Building LMN** - Infiltration Basin, Vortex Separator, Drain Inserts – 10.12 acres
- **Bonita Canyon Gateway Shops Phase I** – Catch Basins piped to underground retention system – 2.25 acres
- **Bonita Canyon Gateway Residential Phase II** – Underground Retention System, Continuous Deflection Separator System – 6.27 acres
- **Grove Station Development Tract 66251 Phase II** – Catch Basin with Hydrodynamic Separators, Kristar Fossil Filters – 2.3 acres
- **Gigolla Raymond** – Biofilter, Vegetated Swale – 0.63 acres
- **San Dimas High Performing Arts Center** – Infiltration Trench, Catch Basin Filter Inserts, Roof Drain Boxes – 3.04 acres
- **San Dimas High Parking Lot** – Double Modular EcoRain Tank System – 0.6 acres
- **Proposed Warehouse/Office Building** – Underground Detention Trench, Vegetated Swale – 1.87 acres
- **Costco** – Infiltration Basin with Continuous Deflection Separation Pretreatment – 22.6 acres
- **Southern California Edison Parking Lot** – Infiltration Chamber – 5.1 acres

### Information Gaps

- Information regarding progress, status, and completion of projects



**Project Inventory Map:****WATERSHED MANAGEMENT PROGRAM PROJECTS**

Treatment wetland systems consisting of a vegetated channel with restored native habitat providing a natural treatment of the stormwater and infiltrating excess stormwater using groundwater recharge basins surrounding the wetland.





# Upper San Gabriel River EWMP

Upper San Gabriel River Watershed Management  
Program Group, LA Regional Water Quality Control  
Board | January 2016



## Summary

The Upper San Gabriel River EWMP is designed to address all the identified water quality priorities through a network of stormwater control measures. Low impact development, green streets, regional projects, and minimum control measures make up the EWMP.

## Key Outcomes

Based on the extensive initial screening process and through coordination with the Group Members, eight “signature” or example regional EWMP project sites were selected for conceptual design and inclusion in the EWMP plan. These “signature” regional EWMP projects are example projects that may be substituted with another multi-benefit project of equivalent capture volume as noted. These example regional EWMP projects retain and infiltrate or beneficially reuse all stormwater runoff from the 85th-percentile, 24-hour storm event for the drainage area tributary to the project.

## Planned Projects

- **Bassett Park** Design and permitting by December 2021; completion by December 2023
- **Kahler Russell Park** – Design and permitting by December 2018; completion by December 2023
- **San Angelo Park and Vacant Lot** – Design and permitting by December 2018; completion by 2020
- **Allen J Martin Park** – Design and permitting by December 2021; completion by December 2023
- **Barnes Park** – Design and permitting by December 2021; completion by December 2023
- **La Puente Park** – Feasibility determination of an alternative project at Bassett High School by June 2016; Design and permitting by December 2021; Completion by December 2023
- **Adventure Park (Gunn Ave. Park)** – Completion by December 2020
- **Downtown Properties** – Design and Permitting by December 2018; Completion by December 2023

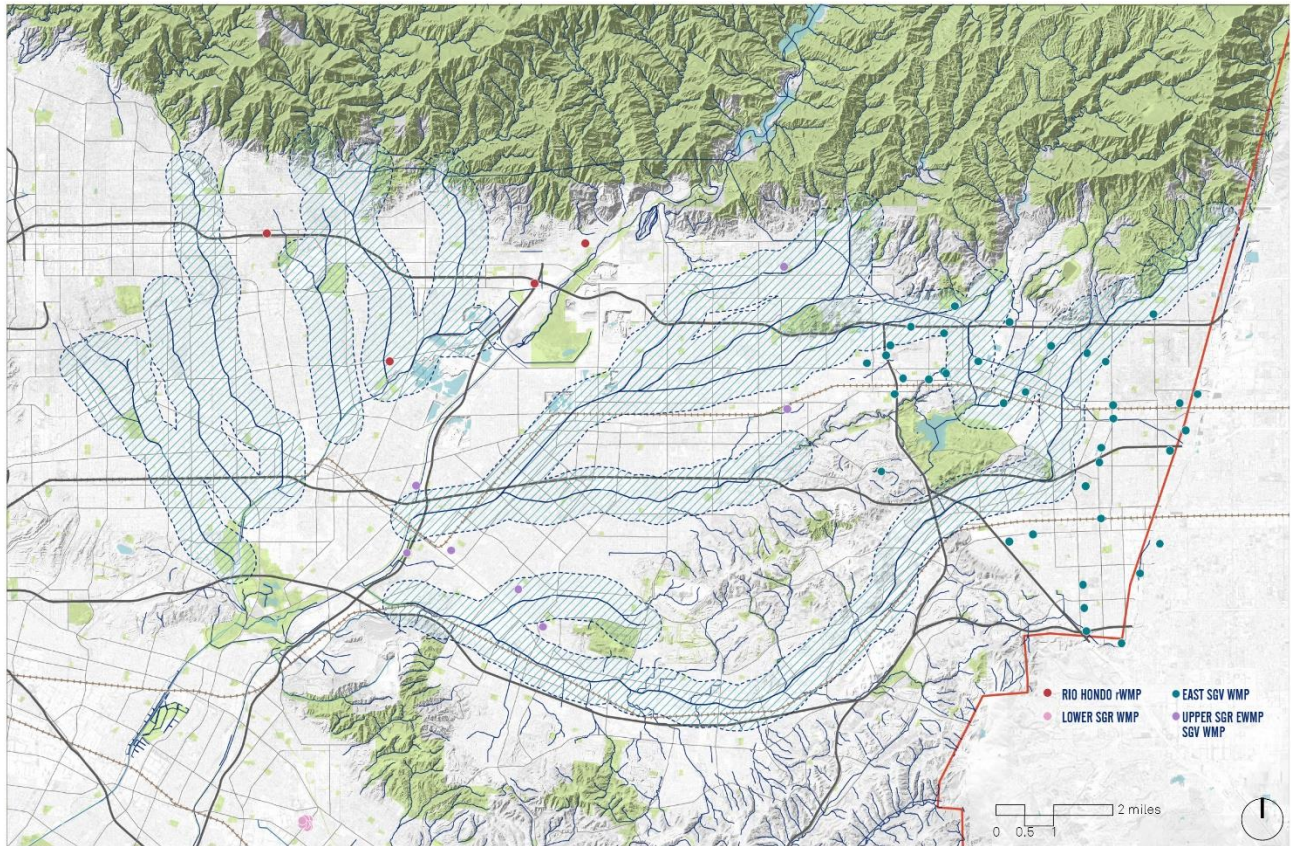
## Impacts to SGV Greenway Plan

- Designed to address all the identified water quality priorities through a network of stormwater control measures
- Will retain and infiltrate or beneficially reuse all stormwater runoff from the 85<sup>th</sup>-percentile, 24-hour storm event for the drainage area tributary to the project

## Information Gaps

- Project details or descriptions
- Information regarding progress, status, and completion of projects

## Project Inventory Map:



## WATERSHED MANAGEMENT PROGRAM PROJECTS

# Lower San Gabriel River WMP

Lower San Gabriel River Watershed Group, LA Regional  
Water Quality Control Board | June 2015



## Summary

The Lower San Gabriel River WMP is a long-term planning document that takes a comprehensive look at the Lower SGR Watershed, including its land uses, MS4 system, existing and planned control measures (both structural and nonstructural), existing storm water treatment systems, historical monitoring data and the various segments of the San Gabriel River and its tributaries that have been identified as impaired by various pollutants.

## Key Outcomes

This Lower SGV WMP identifies Watershed Control Measures (WCMs) to implement through the Participating Agencies' jurisdictional stormwater management programs, and collectively on a watershed scale. The WCMs are structural and/or nonstructural controls designed with the following objectives:

- Prevent or eliminate non-stormwater discharges to the MS4 that are a source of pollutants from the MS4 to receiving waters.
- Implement pollutant controls necessary to achieve all applicable interim and final water quality-based effluent limitations and/or receiving water limitations pursuant to corresponding compliance schedules.
- Ensure that discharges from the MS4 do not cause or contribute to exceedances of receiving water limitations.

## Planned Projects

- **Down LID BMPs** – 4 tree box filters and 1 bioswale – 29,032 cf and 11,741 cf anticipated treatment, respectively
- **Norwalk LID BMPs** – 2 tree box filters – 14,516 cf anticipated treatment
- **Santa Fe Springs LID BMPs** – 2 tree box filters – 14,516 cf anticipated treatment
- **Whittier LID BMPs** – 10 bioretention tree wells – 5,870 cf anticipated treatment

## Information Gaps

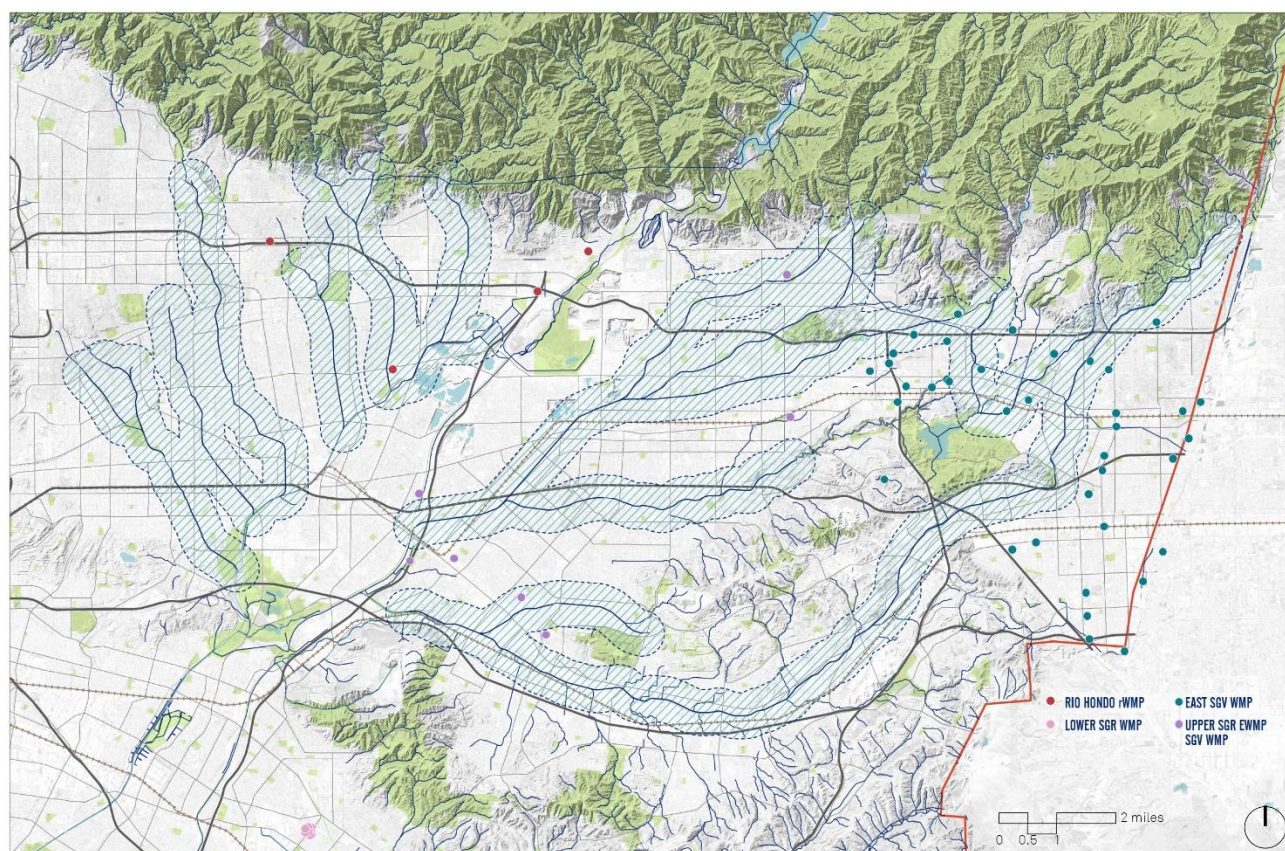
- Information regarding progress, status, and completion of projects

## Impacts to SGV Greenway Plan

- Includes potential site list for Coyote Creek Sub watershed



## Project Inventory Map:



## WATERSHED MANAGEMENT PROGRAM PROJECTS



# San Gabriel River Trail Summary Report

Los Angeles County Department of Parks and  
Recreation | June 2015

## Summary

San Gabriel River Trail follows the San Gabriel River corridor from Azusa to Seal Beach. Traveling from north to south, the trail transitions from a relatively natural traditional trail to a fire road and becomes primarily flood control channel shoulder as it passes through more urbanized areas. Portions of this trail in open space areas allow for expansive views and a variety of wildlife sightings. It passes through the communities of: Azusa, Baldwin Park, Bellflower, Cerritos, Downey, El Monte, Industry, Irwindale, Lakewood, Long Beach, Norwalk, Pico Rivera, Seal Beach, Unincorporated Los Angeles County, and Whittier.

## Key Outcomes

The trail includes 35.94 miles of Trail in 34 segments which are divided at official trail junctions and where there is a noticeable change in the character of the trail. Five of the segments are connector trails which link the main trail to trail access points.

### Planned Projects

- 34 segments planned with recommendations for signage, alignment and connectivity and identified the lists erosion and drainage needs per segment.

### Design Standards

- Refers to a Trail Signage Recommendations report for details

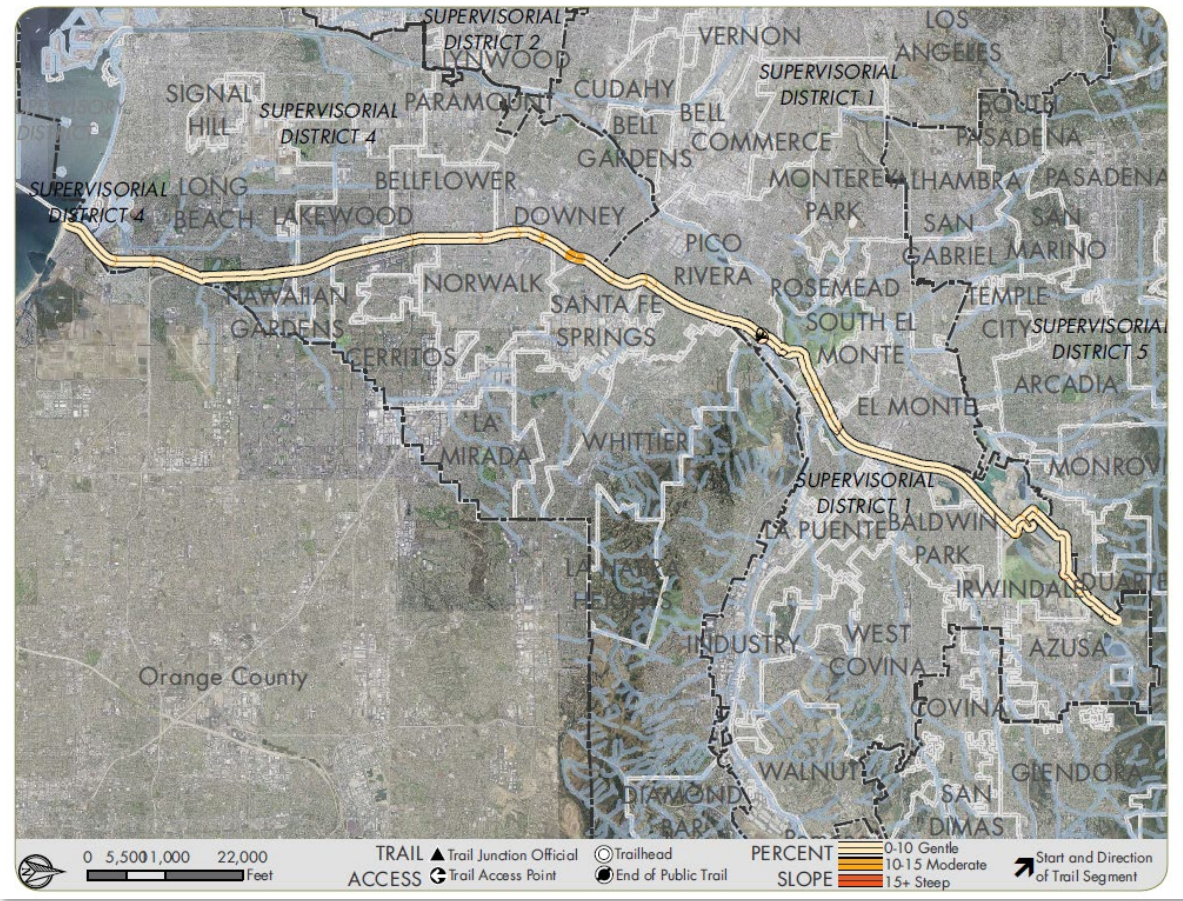
### Information Gaps

- There is not a funding component of this plan



## Impacts to SGV Greenway Plan

- Includes alignments and projects for the San Gabriel River from Azusa to Seal Beach
- The trail connects the San Gabriel River Trail with the Western Bank, Schabarum Connector Schabarum - Skyline Trail, trail networks in the Puente Hills, Frank G. Bonelli Regional Park in the City of San Dimas and the Rio Hondo Connector with the Los Angeles River Trail





# OurCounty: LA Countywide Sustainability Plan

Los Angeles County | August 2019



## Summary

OurCounty is regional sustainability plan that includes 12 goals and targets and implementation roles for a sustainable Los Angeles County. There is a dashboard that allows the community to track progress.

## Key Outcomes

OurCounty lists the following goals and implementation actions and targets and the reviewer has collected the relevant goals and targets for the SGV Greenway Implementation Plan:

### Goal 1: Resilient and healthy community environments where residents thrive in place

**Action 1:** Limit siting of new sensitive uses, such as playgrounds, daycare centers, schools, residences, or medical facilities at least 500 feet from freeways.

### Goal 2: Buildings and infrastructure that support human health and resilience

**Action 30:** Build shade structures at major transit stops, such as those identified in Metro's Active Transportation Strategic Plan, prioritizing communities with high heat vulnerability.

**Action 34:** Invest in multi-benefit water management solutions that diversify and increase reliability of the water supply, reduce dependency on imported water, prioritize solutions that mimic natural systems, and maximize benefits to Native and disadvantaged communities.

**Action 37:** Support efforts to maximize sustainable yield from local groundwater basins.

**Action 42:** Develop a plan to ensure effective, well-maintained flood risk mitigation infrastructure to communities and include a mechanism to facilitate reporting of incidents by residents/ municipalities to help identify and address any chronic local flooding issues.

**Action 43:** Create and implement a community-informed Urban Forest Management Plan that incorporates equitable urban forest practices, identifies County funding sources, and prioritizes:

- Tree- and park-poor communities;

## Impacts to SGV Greenway Plan

- The SGV Greenway Implementation Plan will assist the county in advancing multiple goals listed in the Sustainability Plan

- Climate and watershed-appropriate and drought/pest-resistant vegetation;
- Appropriate watering, maintenance, and disposal practices;
- Shading, and;
- Biodiversity.

### **Goal 3: Equitable and sustainable land use and development without displacement**

**Action 52:** Promote walkability through various tools, including zoning that enables a mix of uses, and pedestrian enhancements.

### **Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the Transition to a green economy**

### **Goal 5: Thriving ecosystems, habitats, and biodiversity**

**Action 69:** Make urban ecology a key consideration in municipal initiatives, including but not limited to open space plans, green infrastructure projects and development plans.

**Action 70:** Increase coordination amongst and expand training of County and affiliated personnel with regards to promoting native and climate-resilient species selection, biodiversity, habitat quality, and connectivity

**Strategy 5 B** Preserve and enhance open space, waterways, and priority ecological areas

**Action 73:** Develop and implement a strategy to preserve and protect priority ecological sites, supporting sites, and priority species (including but not limited to significant ecological areas, habitat connections, terrestrial streams, wetlands, and aquatic habitats).

### **Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities**

**Strategy 6A:** Improve access to parks, beaches, recreational waters, public lands, and public spaces

**Action 74:** Work with cities and across agencies to plan, implement, and maintain parks, greenways, plazas (and other public spaces), vacant lot adoptions, and joint-use green schoolyards in those neighborhoods with high park need and/or missing habitat linkages.

**Action 75:** Implement Community Parks and Recreation Plans, and park projects identified in the LA Countywide Comprehensive Parks and Recreation Needs Assessment, with priority given to those in Very High/High Need Study Areas.

**Action 76:** Increase and enhance the safety and comfort of transit, scooter, bicycle, pedestrian, and shared ride connectivity to open spaces, parks, beaches, mountains, and recreation facilities, especially in communities with high park need.

**Action 78:** Collaborate with local tribes to identify and address barriers to observance of traditional practices such as harvesting and gathering, particularly on County owned land.

**Action 81:** Adopt and implement the Principles of Universal Design for County parks, open space, natural areas, and recreation programs to be usable by all people of different ages and abilities without the need for adaptation or specialized design.

**Action 96:** Partner with local jurisdictions and transit agencies such as the City of Los Angeles and Metro to develop and implement a "Transit First" policy and mobility advocacy campaign that is consistent with and supportive of the County's Vision Zero Plan.



## **Goal 7: A fossil fuel-free LA County**

## **Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency**

## **Goal 9: Sustainable production and consumption of resources**

## **Goal 10: A sustainable and just food system that enhances access to affordable, local, and healthy food**

**Action 139:** Research options for supporting structured and inclusive participation of residents in all unincorporated areas, such as community-based organizations.

## **Goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities**

**Action 144:** Coordinate with local tribes on strategies to integrate their environmental management and development practices, acknowledging traditional sustainability practices, existing environmental knowledge, and commitment to equity principles.

## **Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships**

**Action 150:** Coordinate multi-jurisdictional efforts to seek local, state, federal, and philanthropic funding to support OurCounty initiatives, and provide technical assistance for smaller jurisdictions and tribal governments.

### **Planned Projects**

- There are no projects in this plan but there are targets that the SGV implementation Plan can contribute to advancing and are listed below:

### **Information Gaps**

- The plan was adopted in August of 2019 and since there are not built projects associated, it is not clear what information will be needed for the SGV. <https://ourcountyla.lacounty.gov/wp-content/uploads/2020/03/OurCounty-Data-Gap-Analysis.pdf> is a list of existing data gaps in the OurCounty Plan. The Appendix 1 Summary lists all of the goals, strategies, targets and timelines for the County's plan.

#	Action	Horizon	Sphere of Influence	Lead County Entity	Partners	Topic Tags
<b>Goal 1: Resilient and healthy community environments where residents thrive in place</b>						
<b>Strategy 1A: Minimize the exposure of vulnerable populations to pollution and reduce health disparities</b>						
Targets	Countywide	By 2025:	Decrease childhood asthma prevalence to 6.8% Decrease average on-road diesel PM emissions to 80% below 2017 levels Reach attainment status with the Federal and State annual PM2.5 standard (12.0 µg/m <sup>3</sup> )			
		By 2035:	Decrease childhood asthma prevalence to 6.0% Decrease average on-road diesel PM emissions to 100% below 2017 levels Reduce toxicity-weighted concentrations of emissions in disadvantaged communities by 40% Reach attainment status with the Federal and State 8-hour ozone standard (0.70 ppm)			
		By 2045:	Decrease childhood asthma prevalence to 5.0% Reduce toxicity-weighted concentrations of emissions in disadvantaged communities by 80%			
1	Limit siting of new sensitive uses, such as playgrounds, daycare centers, schools, residences, or medical facilities, at least 500 feet from freeways.	Medium Term	Direct	DRP	DPH, LACDA, DPR	AQ, EN, EQ, LE, PH, RE
2	Expand the minimum setback distance for oil and gas operations from sensitive land uses.	Medium Term	Direct	DRP	CARB, DOGGR, DPH, SCAQMD	EQ, LU, PH, RE
3	Conduct an inventory to identify all abandoned/idled oil and gas infrastructure in LA County, and work with DOGGR to develop and implement a closure plan, prioritized by condition and proximity to sensitive populations, that includes identification of potential funding sources.	Short Term	Direct	PW	DOGGR, DPH, DRP	AQ, EQ, LE, PH, RE, F&F
4	Require oil and gas facility operators to prepare and make available to the public a comprehensive Community Safety Plan, in coordination with County departments, including Fire, Public Works, and Law Enforcement.	Medium Term	Direct	DPH	DOGGR, FIRE, PW, Law enforcement agencies	AQ, EQ, PH, RE
5	Expand the role for DPH in the initial siting process and the ongoing enforcement of regulations for industrial facilities.	Medium Term	Direct	DPH	SCAQMD, CARB	AQ, EQ, PH, RE
6	Consider and prioritize recommendations from Metro's Countywide Strategic Truck Arterial Network (CSTAN) that minimize emissions exposure for vulnerable populations through County planning efforts.	Short-Medium-Long Term	Direct	PW	DPH, Caltrans, Metro and other transportation agencies	AQ, CL, EN, EQ, PH, TR
7	Utilize fence-line and community air monitoring data to improve emissions regulations on refineries and other industrial facilities, and expand enforcement resources for these regulations.	Medium Term	Direct & Indirect	DPH	AVAQMD, CARB, SCAQMD, Air pollution control districts	AQ, EN, EQ, PH, RE
8	Plan and implement a new lead-based paint hazard remediation program.	Short Term	Direct	DPH, LACDA	Cities	EQ, HS, PH
9	Partner with AQMD to monitor air quality in the vicinity of schools and identify measures to reduce pollution exposure.	Medium Term	Direct & Indirect	DPH	AQMD, CEO, School Districts	AQ, EQ, PH, RE

# Transit to Parks Strategic Plan

Los Angeles Metro | May 2019



## Summary

The Transit to Parks Strategic Plan is a vision for coordinating access goals and strategies at the local and County levels to improve access parks as well as funding for transit to parks. The goal is to find ways to increase access to parks and open spaces with an emphasis on communities of need including those not within walking or with adequate public transit to park. Expanding access is a key priority for both the Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment and the Southern California Association of Governments' Regional Transportation Plan. The plan is based on values, goals and from Metro's Vision 2028 Plan and includes the following:

- Equity
- Quality Access
- Innovation & Technology
- Fiscal Responsibility
- Team Work

Metro's goals for the T2p Strategic Plan are to:

- Showcase our agency's mobility-based definition of park access need.
- Analyze this need, focusing Countywide on issues and opportunities.
- Evaluate prior programs and pinpoint best practices that can be applied locally.
- Recommend cost effective strategies for both Metro and partner agencies.

## Key Outcomes

The transit to parks developed a framework for connecting high need communities to specific parks by layering together demographic data, transits needs and applying best practices from existing examples from the region and in the industry. The plan identifies the areas around each Regional Park and the communities from which each park draws visitors. They also did this for communities and the beaches and mountains. The plan develops five connector types for access solutions and recommends developing pilots and monitoring to demonstrate these solutions. In addition, the plan recommends supportive programs and initiatives to accompany the pilots and solutions. It ends with a roadmap for the various stakeholders in this effort on how to work together and fund this vision.

## Planned Pilot Projects

Four pilot projects recommended based on:

## Impacts to SGV Greenway Plan

This plan list contains prioritization criteria and develops 4 pilot projects and lists the communities of interest for implementing transit to parks and includes funding opportunities.

- Serve Communities of Interest, especially those with “high-need.”
- Provide access to highly desirable Parks of Interest.
- Connect to Parks of Interest within a reasonable amount of time.
- Capitalize on existing Metro or partner agency service.
- Respond to input from the advisory committee and the First 5 LA survey (e.g. indications of Parks of Interest and connections to focus on)
- Illustrate the appropriate application of the Access Solution Types
- Illustrate key takeaways from the Case Studies.
- Reinforce key tenants of the Plan

### Pilot Solutions Overview Map



#### Pilot Solutions

-  **1** “Metro Line 212 Extension”
-  **2** “Hansen Dam Circulator”
-  **3** “Beach Circulator”
-  **4** “Chantry Flat Connector”

#### Information Gaps

- There is no current information on progress, status, and completion of pilot projects as of May 2019.



# LA County Trails Enrichment Program

Placeworks, for the Los Angeles County Departments  
of Parks and Recreation | June 2019



## Summary

The LA County Trails Enrichment Program identifies which existing public trails networks could be expanded upon by the inclusion of trails owned or managed by other agencies to increase public access to the “official” countywide trails. The County evaluated existing trails mileage through information received from the Countywide Comprehensive Parks and Recreation Needs Assessment and developed selection criteria to prioritize jurisdictions in the County to incorporate into a near-term implementation strategy. Additionally, they developed individual scopes and fees for six agencies/jurisdictions that included Glendale, Long Beach, Los Angeles, Santa Clarita, as well as for the Santa Catalina Island Conservancy and the United States Forest Service.

## Key Outcomes

The memorandum includes the methodology for initial data review, the selection process of the top agencies/jurisdictions, and a detailed assessment of the trails data review for all agencies and jurisdictions in Los Angeles County. The scoring criteria were used to evaluate non-County trail-owning agencies and jurisdictions with the goal of identifying the ten highest scoring for potential collaboration and incorporation of trails data into the County’s trails website, <https://trails.lacounty.gov>. The project team recommends up to six of these agencies/jurisdictions for collaboration and trail data coordination. The program also produced individual scopes and fees developed for the top jurisdictions which were the City of Glendale, City of Long Beach, City of Los Angeles, Santa Catalina Island Conservancy, City of Santa Clarita, and the US Forest Service. The high priority agencies and trails identified first were those that:

- High number of confirmed trail miles
- Trails help close gaps in the regional network
- High usage of trails per information received from Strava Metro\*
- Trails are not yet mapped on [trails.lacounty.gov](https://trails.lacounty.gov) \*
- Provides data for key regional trails\*\*
- Covers multiple supervisorial districts in LA County\*\*
- Existing trails data in GIS and/or internal GIS staff available

## Impacts to SGV Greenway Plan

- This plan utilizes various project evaluation criteria that could be considered for prioritizing greenway projects.

- High or Very High Park Need ranking from the Needs Assessment
- Trails are proximate to areas of high population density
- The 25 remaining were narrowed to 6 using the following criteria:
- Range of agencies/jurisdictions selected countywide (for example, cities with both a high amount of population and medium amount of population are represented)
- Opportunity to evaluate another trail-owning/managing agency or jurisdiction due to prior work
- Proximity to high-density and disadvantaged communities
- Ease of trail access
- Diversity in geographic location/supervisory districts represented
- Support from City Staff/Officials for DPR to post trails data
- Range of scopes/fees to be developed

### Planned Projects

Not applicable for projects per se, but the plan prioritizes the agencies with trails that will be added to the County's website.

### Design Standards

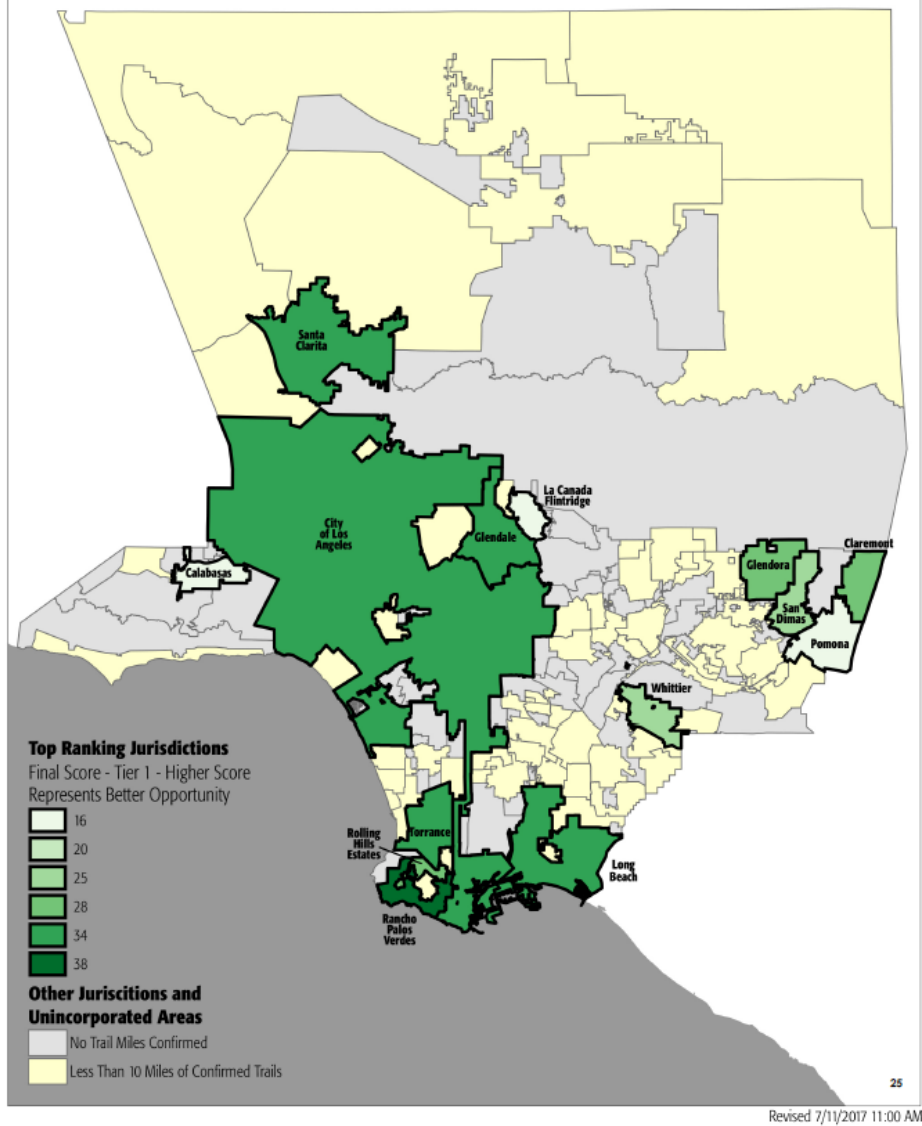
Not applicable.

Figure 3 - Scoring Matrix Ranking Criteria

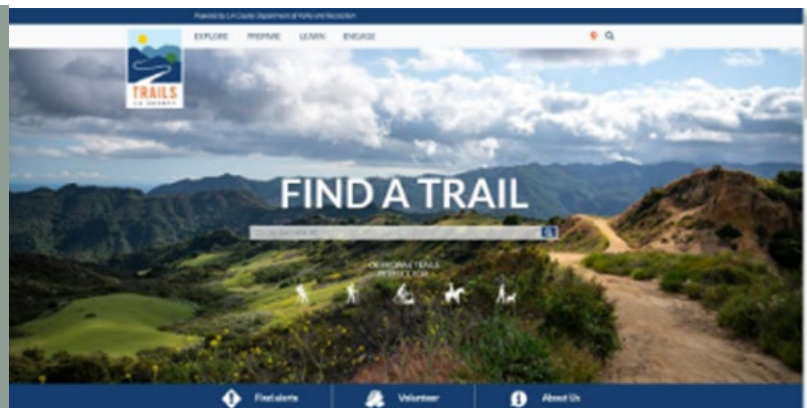
		WEIGHTING RATIO	JURISDICTION-BASED SCORING	AGENCY-BASED SCORING
			A higher value represents better opportunity	
TIER 1	Trail Usage via Strava Metro	1-1	6 categories: 1-6, very low to very high usage	N/A
	Confirmed Trail Miles	4-1	6 categories: 4-24	6 categories: 4-24
	Study Area Contains Mapped Trails on trails.lacounty.gov	1-1	Yes = 1, No = 6	N/A
	Do Trails Close gap in Regional Trail Network	1-1	No = 1, Yes = 6	No = 1, Yes = 6
	Agency provides data for key Regional Trails, including the Pacific Crest Trail and California Coastal Trail.	1-1	N/A	No = 1, Yes = 6
	Number of Supervisorial Districts involved	1-1	N/A	1 SD = 1, 2 SD = 3, 3 SD = 6
TIER 1 TOTAL			7 - 42	7 -42
TIER 2	Park need	1-1	6 categories: 1-6, very low to very high park need	N/A
	Population Density	1-1	6 categories: 1-6, very low to very high	N/A
	Existing GIS Data/Staff	1-1	No = 1, Partial = 3, Yes = 6	No = 1, Partial = 3, Yes = 6
TIER 2 TOTAL			3 - 18	1 - 6
TOTAL SCORE			10 - 60	8 - 48

## LA County Trails Enrichment Program - Jurisdiction Based Scoring

Figure 8 -Tier 1 Ranking Criteria Results, Top Ranking Jurisdictions



## LA County Trails Enrichment Program | (2019)



# San Gabriel Valley Regional Bicycle Master Plan

Alta Planning + Design, for Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte | November 2014



## Summary

Funded by the Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health, The San Gabriel Valley Regional Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs within the cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte for the next 20 years. This regional plan is designed to be part of a “patchwork” of active transportation planning efforts that will eventually cover the entire San Gabriel Valley.

## Key Outcomes

As of Fall 2014, all five cities had adopted their respective master plans. According to the local non-profit ActiveSGV, congressional budget cuts ended the program's funding two years into a four-year program. As a result, the implementation phase as well as some programming elements of the project were not completed.

## Planned Projects

The following projects are Class I facilities identified by the San Gabriel Valley Regional Bicycle Master Plan that are within 1/2 mile of the SGVGSIP project area:

- **El Monte** - Rio Hondo Bike Path West Bank from Railroad Right-of-Way to Rosemead Boulevard - 1.9mi
- **El Monte** - Rio Hondo Bike Path West Bank from City Limit (Existing Rio Hondo Bike Path) to Rio Vista Park - 1.5mi
- **El Monte** - Alignment Arcadia Wash from City Limit (North of Lower Azusa Road) to Rio Hondo Bike Path - 0.2mi
- **El Monte** - El Monte Avenue Class I Path from Ranger Avenue to Rio Hondo Bike Path West Bank - 0.1mi
- **El Monte** - Metrolink Right-of-Way Path from Rio Hondo Bike Path to Durfee Avenue - 2mi
- **El Monte** - Rio Vista Park Bridge from Rio Hondo Bike Path East Bank to Rio Hondo Bike Path West Bank - 0.1mi
- **El Monte** - Star Street Extension to San Gabriel River Trail from Star Street (Eastern Terminus) to San Gabriel River Trail - 0.1mi

## Impacts to SGV Greenway Plan

- This plan from 2014 proposes many projects within the SGVGSIP project area including: Walnut Creek, The San Gabriel River, Rio Hondo, Rubio Wash, and Alhambra Wash, as well as surface streets and other rights-of-way. These projects have been discussed with the community as well as vetted for initial feasibility which should be noted and weighed by the current strategic implementation planning effort.



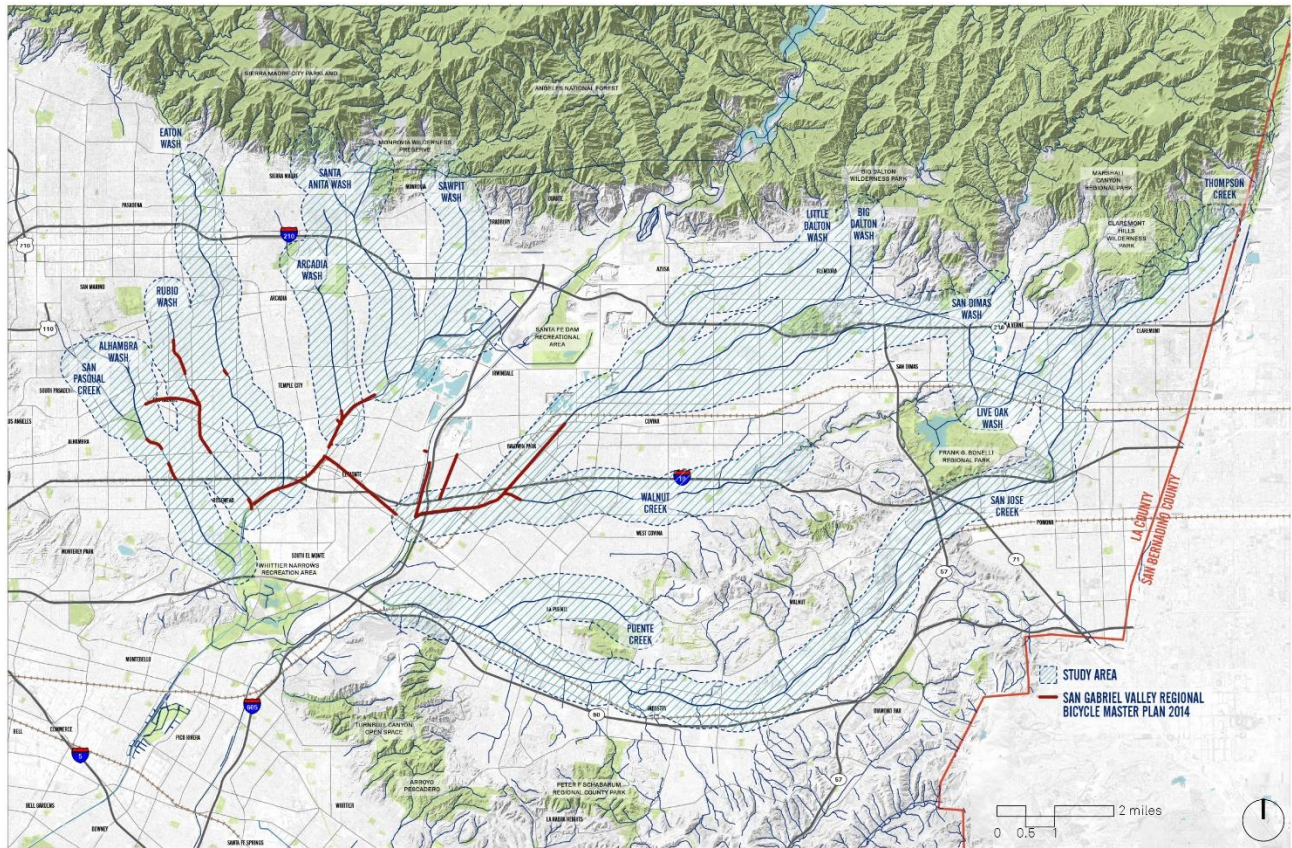
- **El Monte** - Rubio Wash from North City Limit to South City Limit - 1.4mi
- **Baldwin Park** - Big Dalton Wash from Ramona Boulevard to Walnut Creek - 2.1mi
- **Baldwin Park** - San Gabriel River Trail (East Bank) from Walnut Creek Trail to Ramona Boulevard - 1.3mi
- **Baldwin Park** - Walnut Creek from San Gabriel River Trail West Bank to City Limit (East of Puente Avenue) - 2.6mi
- **Baldwin Park** - Utility Right-of-Way Trail from Ramona Boulevard to Garvey Avenue - 1mi
- **San Gabriel** - Rubio Wash from San Gabriel Boulevard to Valley Boulevard - 1.5mi
- **San Gabriel** - Union Pacific Right-of-Way from West City Limit to East City Limit - 1.5mi
- **San Gabriel** - Rubio Wash from Rose Avenue to Elm Avenue - 0.8mi
- **San Gabriel** - Alhambra Wash from City Limit (near Ramona Street/Wells Street Intersection) to Hovey Avenue - 0.5mi
- **San Gabriel** - Alhambra Wash from Del Mar Avenue to I-10 Freeway - 0.4mi
- **San Gabriel** - Eaton Wash from City Limit (South of Hermosa Drive) to Elm Avenue - 0.1mi
- **South El Monte** - Rubio Wash from North City Limit to Rio Hondo Bike Path - 0.1mi

## Design Standards

The San Gabriel Valley Regional Bicycle Master Plan includes a definition section that is based on the State of California in the California Streets and Highways Code Section 890.4:

- **Class I Bike Paths** are paved rights-of-way for exclusive use by people bicycling, walking, and using other nonmotorized modes of transportation. Class I facilities can be constructed in roadway right-of-way or can have exclusive right-of-way off street, such as in utility corridors. Bike Paths are beneficial to a bicycle network because they provide an alternative for people who do not feel comfortable riding a bicycle alongside automobile traffic. When shared with pedestrians or other non-motorized modes, Class I bike paths are generally slower moving than other facility types. While they can be used by people commuting by bicycle to safely get to and from work, they are generally most popular with recreational cyclists, such as those riding on the San Gabriel and Rio Hondo river paths.
- **Class II Bike Lanes** are striped and signed on-street travel lanes exclusively for bicycles. Standard bicycle lanes are most popular with experienced bicycle commuters. However, Class II Bike Lanes can be enhanced to include additional provisions, such as painted buffers or physical barriers, to separate people bicycling from automobile traffic. These types of provisions may better attract more people of all ages and abilities to bicycle for transportation because on-street bike lanes often provide the most direct connections to destinations.
- **Class III Bike Routes** share the right-of-way between vehicles and people on bicycles with signage and optional shared lane markings to indicate that the road is a shared use facility.

## Project Inventory Map:



## SAN GABRIEL VALLEY REGIONAL BICYCLE MASTER PLAN 2014

### San Gabriel Valley Regional Bicycle Master Plan (2014)



## Studies Compilation Summary

Subconsultant: Brown and Caldwell

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Contact Phone: 858 571 6744

Date: 10/1/2019

### Documents Reviewed:

1. San Gabriel Valley Greenway Network Feasibility Study
2. Rio Hondo/San Gabriel River Revised WMP
3. East San Gabriel Valley WMP
4. Upper San Gabriel River EWMP
5. OurCounty: LA Countywide Sustainability Plan
6. San Gabriel River Trail Summary Report
7. Transit to Parks Strategic Plan
8. LA County Trails Enrichment Program

### Description of Documents Reviewed:

The San Gabriel Valley (SGV) Greenway Network is a program designed to create a system of bikeways, trails and parks along unused or rarely used flood channels, railroads, rights-of-way for the residents of the 30 municipal jurisdictions within SGV. Projects associated with the Greenway Network are summarized in the project inventory based on the SGV Greenway Network website, the LA County Bikeways website, the LACPW Bicycle Master Plan (2012), and the SGV Regional Active Transportation Plan and Greenway Network Study.

The Rio Hondo/San Gabriel River rWMP provides and approachable description of the guiding principles and methods for developing the rWMP, and generally note how the original EWMP was updated using new data and improved watershed understanding; this document, together with the accompanying attachments and the 2016 EWMP, define the Water Quality Group's updated compliance plan. The pre-feasibility study addresses feasibility with respect to each site's implementation and operations. The implementation components include expected design flows, water quality, potential for infiltration, identification of major components and equipment, and basic site layouts. The study will then provide estimates for operations and maintenance needs and cost.

The East San Gabriel Valley WMP The focus of the WMP is on the identification of sufficient amount and types of BMPs to meet receiving water and effluent limitations set forth in the Permit. BMPs vary in function and type, with each BMP providing unique design characteristics and benefits from implementation. The overarching goal of BMP selection is to reduce the impact of stormwater and non-stormwater on receiving water quality.

The Upper San Gabriel River EWMP is designed to address all the identified water quality priorities through a network of stormwater control measures. Low impact development, green streets, regional projects, and minimum control measures make up the EWMP. The Transit to Parks Strategic Plan is a vision for coordinating access goals and strategies at the local and County levels to improve access parks as well as funding for transit to parks. The goal is to find ways to increase access to parks and open spaces with an emphasis on communities of need including those not within walking or with adequate public transit to park. Expanding access is a key priority for in both the Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment and the Southern California Association of Governments' Regional Transportation Plan.

## Studies Compilation Summary

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Date: 11/27/2019

### Documents Reviewed:

1. San Gabriel Valley River Corridor Master Plan
2. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment
3. Los Angeles County Bicycle Master Plan - 2012
4. SCAG Regional Transportation Plan 2012-2035
5. Emerald Necklace Implementation Plan
6. METRO Los Angeles Active Transportation Strategic Plan
7. LA County Trails Manual and Master Plan

### Description of Documents Reviewed:

**San Gabriel Valley River Corridor Master Plan:**

This plan looks at the complete San Gabriel River from its headwaters at Cogswell Dam to its outflow in Long Beach. The four-year planning process involved a steering committee consisting of many stakeholders and representative agencies from throughout the watershed. The main objective of the plan is to look beyond flood control and single-use planning to find opportunities for recreation and habitat restoration along the San Gabriel River--while maintaining its flood control capabilities

**Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment:**

In March 2015, the Los Angeles County Board of Supervisors approved a motion to initiate the Countywide Comprehensive Parks and Recreation Needs Assessment. The assessment is a comprehensive inventory of parks in Los Angeles, their usage, and amenities. The assessment then used a variety of metrics to measure park need in all parts of the County. The outcome is a map of project defined study areas and their relative park need. The study also looked at other factors including demographics and pollution burden.

**Los Angeles County Bicycle Master Plan:**

This plan is an update to the 1975 County Bikeway Plan and meant to guide the planning and implementation of a regional bikeway system and supporting programs. The plan is especially important for unincorporated areas that do not have localized Bikeway Plans. This Plan is a sub-element of the Transportation Element of the Los Angeles County General Plan. The General Plan is the long-range policy document that guides growth and development in the unincorporated County



## Studies Compilation Summary

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### Documents Reviewed:

1. Los Angeles County Flood Control District EWMP
2. City of Los Angeles CEQA Addendum to LACFCD EWMP
3. City of Los Angeles Ballona TMDL EIR
4. Emerald Necklace Implementation Plan, Phase 1, Environmental Impact Report

### Description of Documents Reviewed:

The Los Angeles County Flood Control District's **Enhanced Watershed Management Program (EWMP)** identifies potential and priority stormwater BMPs within the region's stormwater collection system to improve runoff water quality. EWMP implementation is the responsibility of each Permittee. The **City of Los Angeles** is participating in the development of **Enhanced Watershed Management Programs (EWMPs)** for the Upper Los Angeles River, Ballona Creek, Dominguez Channel, Marina del Rey, and Santa Monica Bay (NPDES) Municipal Separate Storm Sewer System Permit. The Program EIR was intended to support specific projects (several of which may be part of the SGV Greenway project), and to provide a roadmap to CEQA and permit compliance for similar projects that may not be specifically identified in the Program EIR.

The **Emerald Necklace** developed by the **Watershed Conservation Authority**, is a 17-mile long network of existing and future parks, greenways, and bike trails located along the Rio Hondo and San Gabriel River between Peck Road Water Conservation Park to the north and Whittier Narrows Recreation Area to the south. To advance the Emerald Necklace Vision, the WCA is the lead agency for the Feasibility Study & Implementation Planning Project. This planning project has identified a series of proposed trail and greening projects which would provide a continuous, looped network of bike paths and multi-use trails while providing improved connections to communities within and adjacent to the San Gabriel Valley, including Avocado Heights, Arcadia, Azusa, Baldwin Park, Bassett, El Monte, Irwindale, La Puente, Monrovia, Montebello, Pico Rivera, Rosemead, South El Monte, Temple City, and Whittier. Fifteen specific SGV projects have CEQA review at a program-level review in this document. Document lays

Project Inventory

San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	GeoCode
SGV Greenway Network Feasibility Study	Big Dalton Wash Class I Path	Big Dalton Wash Class I Path	3.8 miles (Irwindale Ave to Barranca)	LACPW	Bike Path	Planning	Varied	FS1
SGV Greenway Network Feasibility Study	Eaton Wash Class I Path	Eaton Wash Class I Path	8.3 miles (Rio Hondo Path to New York Dr)	LACPW	Bike Path	Planning	Varied	FS2
SGV Greenway Network Feasibility Study	Puente Creek Class I Path	Puente Creek Class I Path	2 miles (San Jose Creek to Azusa Ave) (portions of Puente Creek path not started)	LACPW	Bike Path	Not Started	Varied	FS3
SGV Greenway Network Feasibility Study	Puente Creek Class I Path	Puente Creek Bike Path	1.92 miles (Hacienda Blvd/Rimgrove Dr)	LACPW	Bike Path	Planning	Varied	FS4
SGV Greenway Network Feasibility Study	Puente Creek Class I Path	Rimgrove Dr Bike Route	0.14 miles (Puente Creek/Witzman Dr)	LACPW	Bike Path	Planning	Varied	FS5
SGV Greenway Network Feasibility Study	Puente Creek Class I Path	Witzman Dr Bike Route	0.24 miles (Rimgrove Dr/Amar Rd)	LACPW	Bike Path	Planning	Varied	FS6
SGV Greenway Network Feasibility Study	San Jose Creek Class I Path	San Jose Creek Class I Path	0.7 miles (SG River Path to Workman Mill Rd)	LACPW	Bike Path	Planning	Varied	FS7
SGV Greenway Network Feasibility Study	San Jose Creek Class I Path	San Jose Creek Class I Path	15.6 miles (7th Ave to Murchison Ave)	LACPW	Bike Path	Planning	Varied	FS8
SGV Greenway Network Feasibility Study	Santa Anita Wash Class I Path	Santa Anita Wash	0.3 miles (Live Oak Ave to Longden Ave)	LACPW	Bike Path	Planning	Varied	FS9
SGV Greenway Network Feasibility Study	Thompson Creek Class I Path	Thompson Creek	3.7 miles (Lockhaven to White Ave)	LACPW	Bike Path	Planning	Varied	FS10
SGV Greenway Network Feasibility Study	Arcadia Wash	Arcadia Wash	Recommended by BikeSGV. Not yet confirmed.	LACPW	Bike Path	Not Started	Varied	FS11
SGV Greenway Network Feasibility Study	Big Dalton Wash	Big Dalton Wash	Recommended by BikeSGV. Not yet confirmed. Connects Communities of Glendora, Covina, Vincent, and Baldwin Park.	LACPW	Bike Path	Not Started	Varied	FS12
SGV Greenway Network Feasibility Study	Little Dalton Wash	Little Dalton Wash	Recommended by BikeSGV. Not yet confirmed. Connects Glendora, Azusa, and Vincent.	LACPW	Bike Path	Not Started	Varied	FS13
SGV Greenway Network Feasibility Study	San Dimas Wash	San Dimas Wash	Recommended by BikeSGV. Not yet confirmed. Connects San Dimas, Covina, Vincent and Baldwin Park	LACPW	Bike Path	Not Started	Varied	FS14
SGV Greenway Network Feasibility Study	Live Oak Wash	Live Oak Wash	Recommended by BikeSGV. Not yet confirmed.	LACPW	Bike Path	Not Started	Varied	FS15
SGV Greenway Network Feasibility Study	Santa Anita Wash	Santa Anita Wash	Recommended by BikeSGV. Not yet confirmed. Connects Arcadia and Temple City.	LACPW	Bike Path	Not Started	Varied	FS16
SGV Greenway Network Feasibility Study	San Antonio Creek	San Antonio Creek	Recommended by BikeSGV. Not yet confirmed.	LACPW	Bike Path	Not Started	Varied	FS17
SGV Greenway Network Feasibility Study	Valinda Wash	Valinda Wash	Recommended by BikeSGV. Not yet confirmed. Connects Arcadia and Temple City.	LACPW	Bike Path	Not Started	Varied	FS18
SGV Greenway Network Feasibility Study	Walnut Creek	Walnut Creek	Recommended by BikeSGV. Not yet confirmed. Connects the San Gabriel River path to the Cities of Baldwin Park, West Covina, and Covina.	LACPW	Bike Path	Not Started		FS19
SGV Greenway Network Feasibility Study	San Gabriel River Path	San Gabriel River Path	37.8 miles (San Gabriel River Parkway to Seal Beach)	LACPW	Bike Path	Completed	Varied	FS20
SGV Greenway Network Feasibility Study	Rio Hondo River Path	Rio Hondo River Path	15.6 miles (Reck Road Water Conservation Park to Whittier Narrows Recreation Area)	LACPW	Bike Path	Completed	Varied	FS21
SGV Greenway Network Feasibility Study	San Jose Creek Trail	San Jose Creek Trail	2.6 miles (5th Ave to San Gabriel River)	LACPW	Bike Path	Completed	Varied	FS22
SGV Greenway Network Feasibility Study	Thompson Creek	Thompson Creek	Undefined	LACPW	Bike Path	Completed	Varied	FS23
SGV Greenway Network Feasibility Study	Arroyo Seco 2	Arroyo Seco 2	Undefined	LACPW	Bike Path	Completed	Varied	FS24
SGV Greenway Network Feasibility Study	Duarte Recreational Trail	Duarte Recreational Trail	Undefined	LACPW	Bike Path	Completed	Varied	FS25

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	GeoCode
SGV Greenway Network Feasibility Study	Santa Anita Wash 1	Santa Anita Wash 1	Undefined	LACPW	Bike Path	Completed	Varied	FS26
SGV Greenway Network Feasibility Study	Siphon Road 1 Connector	Siphon Road 1 Connector	Undefined	LACPW	Bike Path	Completed	Varied	FS27
SGV Greenway Network Feasibility Study	Siphon Road 2 Connector	Siphon Road 2 Connector	Undefined	LACPW	Bike Path	Completed	Varied	FS28
SGV Regional Active Transportation Plan	Alhambra Subdivision	Alhambra Subdivision	Amtrak Parallel City of Industry (0.5 mi) El Monte (2 mi)	LACPW	Bike Path	Not Started	\$8.8 m	A1
SGV Regional Active Transportation Plan	Arcadia Wash	Arcadia Wash	Arcadia (1.3 mi), El Monte (0.2 mi) Temple City (0.9 mi)	LACPW	Bike Path	Not Started	\$6.8 m	A2
SGV Regional Active Transportation Plan	Bassett Channel	Bassett Channel	City of Industry (0.3 mi) Unincorporated (1 mi)	LACPW	Bike Path	Not Started	\$2.1 m	A3
SGV Regional Active Transportation Plan	Big Dalton Wash	Big Dalton Wash	Baldwin Park (1.9 mi) Covina (0.4 mi) Irwindale (0.7 mi) Unincorporated (0.9 mi) West Covina (0.3 mi)	LACPW	Bike Path	Not Started	\$9.2 m	A4
SGV Regional Active Transportation Plan	Buena Vista Channel	Buena Vista Channel	Irwindale (1.8 mi)	LACPW	Bike Path	Not Started	\$3.2 m	A5
SGV Regional Active Transportation Plan	Charter Oak Wash	Charter Oak Wash	Covina (1.5 mi)	LACPW	Bike Path	Not Started	\$3.2 m	A6
SGV Regional Active Transportation Plan	Eaton Wash	Eaton Wash	Pasadena (2.1 mi) Temple City (0.6 mi) Unincorporated (1.8 mi)	LACPW	Bike Path	Not Started	\$8.7 m	A7
SGV Regional Active Transportation Plan	Edison Right-of-Way - Monterey Park	Edison Right-of-Way - Monterey Park	Monterey Park (0.7 mi)	LACPW	Bike Path	Not Started	\$1.6 m	A8
SGV Regional Active Transportation Plan	Little Dalton Wash	Little Dalton Wash	Azusa (2 mi) Unincorporated (1.2 mi)	LACPW	Bike Path	Not Started	\$6.3 m	A9
SGV Regional Active Transportation Plan	Puente Creek	Puente Creek	City of Industry (0.7 mi) La Puente (0.8 mi) Unincorporated (0.7 mi)	LACPW	Bike Path	Not Started	\$5.3 m	A10
SGV Regional Active Transportation Plan	San Dimas Wash	San Dimas Wash	Covina (2.1 mi) Glendora (0.3 mi) Unincorporated (0.3 mi)	LACPW	Bike Path	Not Started	\$5.5 m	A11
SGV Regional Active Transportation Plan	San Jose Creek	San Jose Creek	City of Industry (9.5 mi) Pomona (5.1 mi) Unincorporated (2.2 mi)	LACPW	Bike Path	Not Started	\$38.7 m	A12
SGV Regional Active Transportation Plan	San Jose Creek - South Fork	San Jose Creek - South Fork	Pomona (2.6 mi) City of Industry (0.1 mi)	LACPW	Bike Path	Not Started	\$6.3 m	A13
SGV Regional Active Transportation Plan	Santa Anita Wash	Santa Anita Wash	Arcadia (2 mi) Monrovia (0.8 mi) Unincorporated (0.4 mi)	LACPW	Bike Path	Not Started	\$8 m	A14
SGV Regional Active Transportation Plan	Sawpit Wash	Sawpit Wash	Irwindale (0.8 mi) Monrovia (0.4 mi) Unincorporated (0.9 mi)	LACPW	Bike Path	Not Started	\$6.9 m	A15
SGV Regional Active Transportation Plan	Thompson Creek	Thompson Creek	Claremont (0.6 mi) Pomona (2.4 mi)	LACPW	Bike Path	Not Started	\$7.7 m	A16
SGV Regional Active Transportation Plan	Utility - Rosemead	Utility - Rosemead	Rosemead (3 mi)	LACPW	Bike Path	Not Started	\$6.8 m	A17
SGV Regional Active Transportation Plan	Utility - South Pasadena	Utility - South Pasadena	South Pasadena (1.3 mi)	LACPW	Bike Path	Not Started	\$3.1 m	A18
SGV Regional Active Transportation Plan	Walnut Creek	Walnut Creek	Covina (1.2 mi) Unincorporated (0.4 mi) West Covina (removed 3.6 mi)	LACPW	Bike Path	Not Started	\$11.2 m	A19
SGV Regional Active Transportation Plan	Arroyo Seco 1,3	Arroyo Seco 1,4	Undefined	LACPW	Bike Path	Not Started	Varied	A20

Project Inventory

Rio Hondo/San Gabriel River Revised Watershed Management Plan

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	GeoCode
Rio Hondo/SGR RWMP	Multi-Benefit Regional Projects	Arcadia Arboretum Ecosystem Restoration and Groundwater Recharge Project	A treatment wetland system consisting of a vegetated channel with restored native habitat providing treatment of the stormwater flowing in Arcadia Wash.	Undefined	Restoration	Planning	\$8.3 M	R1
Rio Hondo/SGR rWMP	Multi-Benefit Regional Projects	Rio Hondo Ecosystem Restoration Project and Arcadia Wash Water Conservation Diversion	The proposed project would capture and treat stormwater flows from both Arcadia Wash and Sawpit Wash via diversion structures within each channel. The diversion structures would convey the flow to a treatment wetland and infiltration ponds before discharging to Peck Road Park Lake. The system would improve the quality of water entering Peck Road Park Lake and would restore native wetland and riparian habitat.	Undefined	Restoration	Not Started	\$80.8 M	R2
Rio Hondo/SGR rWMP	Multi-Benefit Regional Projects	Encanto Park Stormwater Capture Project	This project proposes a storm drain diversion to intercept stormwater and convey it to a subsurface infiltration gallery that will reduce pollutant loading to the San Gabriel River.	Undefined	Stormwater Capture	Not Started	\$2.5 M	R3
Rio Hondo/SGR rWMP	Multi-Benefit Regional Projects	Basin 3E Enhancements at Santa Fe Spreading Grounds	This project proposes dredging the bottom of the existing basin and constructing a sand filter basin. The facility would use sand filter media and a perforated underdrain to treat polluted water, infiltrate it into the ground and eliminate standing water between wet weather events.	Undefined	Groundwater Recharge	Design	\$2.9 M	R4



Project Inventory    East San Gabriel Valley Watershed Management Plan

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project	
							Cost	GeoCode
East SGV WMP	East SGV WMP	Citrus Glen at Pitzer Ranch	Drywell/Filter	Undefined	Green Infrastructure	Planning	Varied	E1
East SGV WMP	East SGV WMP	Clairemont Village Lofts	Detention/Infiltration Tank, Trench Drain	Undefined	Green Infrastructure	Planning	Varied	E2
East SGV WMP	East SGV WMP	Gilead	Detention Basin (dry), Surface Grass-lined Basin that emptied after each storm	Undefined	Green Infrastructure	Planning	Varied	E3
East SGV WMP	East SGV WMP	Charisma Life Church	Infiltration Trench	Undefined	Green Infrastructure	Planning	Varied	E4
East SGV WMP	East SGV WMP	Pomona Valley Hospital Medical Center	Vegetated Swale, Filtera Units	Undefined	Green Infrastructure	Planning	Varied	E5
East SGV WMP	East SGV WMP	Metrolink	Infiltration Basin, Drain Inserts	Undefined	Green Infrastructure	Planning	Varied	E6
East SGV WMP	East SGV WMP	Pomona Valley Transfer Station	Vegetated Swales, Infiltration Trenches, Clarifier, Grate Inlet/Media Filtration Devices	Undefined	Green Infrastructure	Planning	Varied	E7
East SGV WMP	East SGV WMP	Mission 71 Buildings P, Q, R, S	Vortex Separator, Infiltration Trenches	Undefined	Green Infrastructure	Planning	Varied	E8
East SGV WMP	East SGV WMP	Jefferson Park (Phil & Nell Soto Park)	Swales, Infiltration	Undefined	Green Infrastructure	Planning	Varied	E9
East SGV WMP	East SGV WMP	San Dimas Surgical Medical Center	Infiltration Trench, Biofilter (grass swale), Water Quality Inlet (FloGard)	Undefined	Green Infrastructure	Planning	Varied	E10
East SGV WMP	East SGV WMP	Care Meridian: Via Verde Rehab Center	Bioswale Retention basin	Undefined	Green Infrastructure	Planning	Varied	E11
East SGV WMP	East SGV WMP	Tract 71259	Perforated Pipe, Retention	Undefined	Green Infrastructure	Planning	Varied	E12
East SGV WMP	East SGV WMP	Brasada NJD Development	Basin 7/8 Bioretention, Modular Wetlands Systems 1-13	Undefined	Green Infrastructure	Planning	Varied	E13
East SGV WMP	East SGV WMP	Lone Hill / Las Colinas Tract 60865	Bioswale	Undefined	Green Infrastructure	Planning	Varied	E14
East SGV WMP	East SGV WMP	Walburn Development	Infiltration	Undefined	Green Infrastructure	Planning	Varied	E15
East SGV WMP	East SGV WMP	Pomona College 4th Street Walk	Detention Basin, Vegetated Swale, Maxwell IV Drywell	Undefined	Green Infrastructure	Completed	Varied	E16
East SGV WMP	East SGV WMP	Claremont Toyota Service Building	Vegetated Swale	Undefined	Green Infrastructure	Completed	Varied	E17
East SGV WMP	East SGV WMP	Indian Hill Blvd and Vista	Drywell Infiltration System	Undefined	Green Infrastructure	Completed	Varied	E18
East SGV WMP	East SGV WMP	Oak Grove Walk	Bioretention, Drywell Infiltration System	Undefined	Green Infrastructure	Completed	Varied	E19
East SGV WMP	East SGV WMP	ULV Campus West	Vegetated Swale, Vertical Filter	Undefined	Green Infrastructure	Completed	Varied	E20
East SGV WMP	East SGV WMP	Jack in the Box	Drywell Infiltration System, Vertical Filter	Undefined	Green Infrastructure	Completed	Varied	E21
East SGV WMP	East SGV WMP	ULA Parking Lot S	Drywell Infiltration System, Vertical Filter	Undefined	Green Infrastructure	Completed	Varied	E22
East SGV WMP	East SGV WMP	Village La Verne	Dry Detention Basin, Surface Grass-lined Basin that emptied into Storm Drain	Undefined	Green Infrastructure	Completed	Varied	E23
East SGV WMP	East SGV WMP	San Jose Elementary Parking Lot	Cultech Retention System, Cultech Filter	Undefined	Green Infrastructure	Completed	Varied	E24
East SGV WMP	East SGV WMP	The Southern California Dream Center	Infiltration Trench	Undefined	Green Infrastructure	Completed	Varied	E25
East SGV WMP	East SGV WMP	Fremont Middle School Modernization	Infiltration Basins, Drain Inserts	Undefined	Green Infrastructure	Completed	Varied	E26
East SGV WMP	East SGV WMP	Chase E Bank	Pervious Pavement, Vegetated Buffer Strip, Drain Inserts	Undefined	Green Infrastructure	Completed	Varied	E27
East SGV WMP	East SGV WMP	Rio Rancho Town Center	Infiltration Basin, Vortex Separator	Undefined	Green Infrastructure	Completed	Varied	E28
East SGV WMP	East SGV WMP	Mission 71 Business Building O	Infiltration Basin, Vortex Separator, Drain Inserts	Undefined	Green Infrastructure	Completed	Varied	E29
East SGV WMP	East SGV WMP	Home Depot Outparcel	Bioretention Planters	Undefined	Green Infrastructure	Completed	Varied	E30
East SGV WMP	East SGV WMP	Monterey Station	Continuous Deflection Separator Unit	Undefined	Green Infrastructure	Completed	Varied	E31
East SGV WMP	East SGV WMP	Pomona Ranch Plaza Lot 7	Bioretention Facilities, Vegetated Swales	Undefined	Green Infrastructure	Completed	Varied	E32
East SGV WMP	East SGV WMP	Mission 71 Business Building LMN	Infiltration Basin, Vortex Separator, Drain Inserts	Undefined	Green Infrastructure	Completed	Varied	E33
East SGV WMP	East SGV WMP	Bonita Canyon Gateway Shops Phase I	Catch Basins piped to underground retention system	Undefined	Green Infrastructure	Completed	Varied	E34
East SGV WMP	East SGV WMP	Bonita Canyon Gateway Residential Phase II	Underground Retention System, Continuous Deflection Separator System	Undefined	Green Infrastructure	Completed	Varied	E35
East SGV WMP	East SGV WMP	Grove Station Development Tract 66251 Phase II	Catch Basin with Hydrodynamic Separators, Kristar Fossil Filters	Undefined	Green Infrastructure	Completed	Varied	E36
East SGV WMP	East SGV WMP	Gigolla Raymond	Biofilter, Vegetated Swale	Undefined	Green Infrastructure	Completed	Varied	E37
East SGV WMP	East SGV WMP	San Dimas High Performing Arts Center	Infiltration Trench, Catch Basin Filter Inserts, Roof Drain Boxes	Undefined	Green Infrastructure	Completed	Varied	E38
East SGV WMP	East SGV WMP	San Dimas High Parking Lot	Double Modular EcoRain Tank System	Undefined	Green Infrastructure	Completed	Varied	E39
East SGV WMP	East SGV WMP	Proposed Warehouse/Office Building	Underground Detention Trench, Vegetated Swale	Undefined	Green Infrastructure	Completed	Varied	E40
East SGV WMP	East SGV WMP	Costco	Infiltration Basin with Continuous Deflection Separation Pretreatment	Undefined	Green Infrastructure	Completed	Varied	E41
East SGV WMP	East SGV WMP	Southern California Edison Parking Lot	Infiltration Chamber	Undefined	Green Infrastructure	Completed	Varied	E42

Project Inventory

Upper San Gabriel River Enhanced Watershed Management Program

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	GeoCode
Upper SGR EWMP	Upper SGR EWMP	Bassett Park	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	LA County	Green Infrastructure	Planning	Varied	U1
Upper SGR EWMP	Upper SGR EWMP	Kahler Russell Park	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	City of Covina	Green Infrastructure	Planning	Varied	U2
Upper SGR EWMP	Upper SGR EWMP	San Angelo Park and Vacant Lot	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	Industry	Green Infrastructure	Planning	Varied	U3
Upper SGR EWMP	Upper SGR EWMP	Allen J Martin Park	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	LA County	Green Infrastructure	Planning	Varied	U4
Upper SGR EWMP	Upper SGR EWMP	Barnes Park	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	Baldwin Park	Green Infrastructure	Planning	Varied	U5
Upper SGR EWMP	Upper SGR EWMP	La Puente Park	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	La Puente	Green Infrastructure	Planning	Varied	U6
Upper SGR EWMP	Upper SGR EWMP	Adventure Park (Gunn Ave. Park)	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	LA County	Green Infrastructure	Planning	Varied	U7
Upper SGR EWMP	Upper SGR EWMP	Downtown Properties	BMP to retain and infiltrate or beneficially reuse all stormwater runoff.	City of Glendora	Green Infrastructure	Planning	Varied	U8

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost
Emerald Necklace Feasibility Study	Quarry Clasp	Quarry Park development	5 acres proposed adjacent to Harrison Quarry	Undefined	Park	Planning	Varied
Emerald Necklace Feasibility Study	Quarry Clasp	Quarry Clasp Multi-use trail and bike paths	multi-use trail near the Harrison Quarry	Undefined	Bike Path	Planning	Varied
Emerald Necklace Feasibility Study	Quarry Clasp	Quarry Clasp Peck Road signalized crossing	Would connect Peck Water Conservation park trails to proposed Quarry Clasp trails	Undefined	Traffic Calming	Planning	Varied
Emerald Necklace Feasibility Study	Quarry Clasp	Rio Hondo Multi-use trail and Class I bike path	Undefined	Undefined	Bike Path	Completed	Varied
Emerald Necklace Feasibility Study	Whittier Narrows Connectivity	Rosemead Blvd Class I bike path project	1,900 linear feet from Legg Lake to Whittier Narrows	Undefined	Bike Path	Planning	Varied
Emerald Necklace Feasibility Study	Whittier Narrows Connectivity	San Gabriel Blvd Class IV bike path project	1,200 linear feet between Lincoln Ave and Rosemead Blvd	Undefined	Bike Path	Planning	Varied
Emerald Necklace Feasibility Study	Whittier Narrows Connectivity	SCE Easement Class I bike path	1,400 linear feet connecting Rosemead Blvd to the Rio Hondo trail	Undefined	Bike Path	Planning	Varied
Emerald Necklace Feasibility Study	Whittier Narrows Connectivity	Pellissier Village Multi-use trail	multi-use trail from SR 60 to Peck Road Bridge	Undefined	Pedestrian Path	Planning	Varied
Emerald Necklace Feasibility Study	Whittier Narrows Connectivity	Pellissier Bridge	multi-use bridge and trail at Blackwill Arena Staging area	Undefined	Pedestrian Path	Planning	Varied
Emerald Necklace Feasibility Study	San Jose Creek Regional Access	Multi-use trail and bridges	multi-use trail and bridge from San Jose Creek Trail to San Gabriel River trail	Undefined	Pedestrian Path	Planning	Varied
Emerald Necklace Feasibility Study	San Jose Creek Regional Access	Eastside multi-use trail project	multi-use trail from San Jose Creek to the Duck Farm	Undefined	Pedestrian Path	Planning	Varied
Emerald Necklace Feasibility Study	Westside Multi-use Trail	Westside Multi-use trail project	multi-use trail from SR 60 to Garvey Community Center	Undefined	Pedestrian Path	Planning	Varied
Emerald Necklace Feasibility Study	Westside Multi-use Trail	Rosemead Blvd Access Ramp	construction of ADA access ramp on west side of Rosemead Blvd	Undefined	Other	Planning	Varied
Emerald Necklace Feasibility Study	Westside Multi-use Trail	Rosemead Blvd underpass	improving underpass for wide and safe multiuse trail	Undefined	Other	Planning	Varied
Emerald Necklace Feasibility Study	Westside Multi-use Trail	Westside Multi-use trail project	multi-use trail from Rosemead Blvd to Valley Blvd	Undefined	Pedestrian Path	Planning	Varied
Emerald Necklace Feasibility Study	Westside Multi-use Trail	Interstate 10 Freeway Underpass Improvements	trail improvements of I-10 underpasses currently used for maintenance vehicles	Undefined	Other	Planning	Varied

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost
LA City EWMP	Upper Los Angeles River EWMP	Alhambra Golf Course Regional Project	Stormwater Retention project at Alhambra Golf Course and Almansor Park	City of Los Angeles	Flood Control	Planning	Varied
LA County EWMP PEIR	Upper Los Angeles River EWMP	Monrovia Station Square/Transit Village Benefit Park and Greenway project	Park along the San Gabriel River and Rio Hondo	Undefined	Flood Control	Planning	Varied
LA County EWMP PEIR	Upper Los Angeles River EWMP	Humboldt Greenway Project	Park and greenway	Undefined	Flood Control	Planning	Varied



Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	Notes
San Gabriel River Master Plan	R4.12 Durfee School Recreation Zone	R4.12 Durfee School Recreation Zone	The City of El Monte wants to develop active recreation and landscaping along the San Gabriel River and provide access to the San Gabriel River Bike Trail.	El Monte	Landscaping	Completed	\$348,000	
San Gabriel River Master Plan	R4.09 Caltrans ROW Open Space and Trail	R4.09 Caltrans ROW Open Space and Trail	This Baldwin Park Project will upgrade an existing 2 acre right-of-way with landscaping and trails to connect Barnes Park, the San Gabriel River Bike Trail, and neighborhood schools.	Baldwin Park, Caltrans	Landscaping	Planning	Varied	Per Caltrans 10/18 this project is no longer in planning
San Gabriel River Master Plan	R4.25 Nature Center Multi-Use Trail	R4.25 Nature Center Multi-Use Trail	A trail connection between the San Gabriel Discovery Center at Whittier Narrows and the San Gabriel Bike Trail will improve user access, safety and convenience. New signage to and from River Discovery Center will enhance existing unmarked paths.	LADPR	Bike Path	Not Started	Varied	Discovery Center project seems to have never started due to political opposition/funding shortages
San Gabriel River Master Plan	R4.18 San Jose Creek Bike Trail Bridge Phase II	R4.18 San Jose Creek Bike Trail Bridge Phase II	LADPW is studying potential expansion of the existing San Jose Creek Bridge Trail, beginning along the southern bank of the creek from San Gabriel River traveling east to Cal Poly Pomona and Claremont along Thompson's Creek (a San Jose Creek tributary).	LADPW, MTA, Pomona, Claremont	Bike Path	Planning	Varied	
San Gabriel River Master Plan	R4.15 Woodland Duck Farm	R4.15 Woodland Duck Farm	Extending along a 1-mile stretch of the San Gabriel River, the 31± acre Duck Farm River Park project is a work in progress as the WCA transforms this former Woodland Duck Farm site into an urban greenway. The park, when completed, will include a 1.5-mile trail loop, river overlook, native planting, demonstration garden, dry-stream, picnic area and interpretation.	TPL, WCA, RMC	Park	Planning	Varied	
San Gabriel River Master Plan	R4.31 Whittier Narrows Dam Water Conservation Pool	R4.31 Whittier Narrows Dam Water Conservation Pool	The COE completed a feasibility study to expand the current water conservation pool behind the Whittier Narrow Dam from 2,500-acre feet at elevation 201.6 feet up to as high as elevation 209 feet. The pool, to be built by the Water Replenishment District (WRD). will increase groundwater percolation for increased water supply; it is expected to save the WRD \$1 million annually. The COE regional headquarters in San Francisco is currently reviewing the study. The project will affect other projects proposed within the Whittier Narrows flood control basin. Opportunities to integrate recreational and habitat uses in the design of the ponding area should be explored.	WRD, LADPR	Green Infrastructure	Planning	Varied	
San Gabriel River Master Plan	R4.14a Inflatable Rubber Dams	R4.14a Inflatable Rubber Dams	LADWP is building 2 new inflatable rubber dams over existing drop structures in the river. The dams provide temporary water storage and also create rich and attractive natural habitat.	LADPW	Green Infrastructure	Planning	Varied	
San Gabriel River Master Plan	R4.14b Inflatable Rubber Dams	R4.14b Inflatable Rubber Dams	LADWP is building 2 new inflatable rubber dams over existing drop structures in the river. The dams provide temporary water storage and also create rich and attractive natural habitat.	LADPW	Green Infrastructure	Planning	Varied	

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	Notes
San Gabriel River Master Plan	R4.28 Lario Creek/Zone 1 Ditch Enhancement Project	R4.28 Lario Creek/Zone 1 Ditch Enhancement Project	This project is an opportunity to build upon and enhance an already planned LADPW protect to expand the flow capacity of an existing canal. North East Trees proposes to temporarily divert high water flows to protect and extend wetlands. This will restore valuable habitat lo support wildlife and increase the aesthetic and educational value of the area, which is adjacent lo the San Gabriel River Discovery Center.	North East Trees, DWR, LADPW	Green Infrastructure	Planning	Varied	
San Gabriel River Master Plan	R4.19 San Jose Creek Habitat and Trails Restoration	R4.19 San Jose Creek Habitat and Trails Restoration	North East Trees, with funding from Los Angeles County Open Space District, is restoring native plants along the northern slopes of San Jose Creek. The project area includes a 1.5 mile stretch of creek and trails, starting at the San Gabriel River past Workman Mill Road Bridge. The project includes landscaping to enhance the equestrian trail on the north and south bank and removal of exotic arundo in the creek.	North East Trees, Sierra Club, LAOSD	Landscaping	Planning	Varied	
San Gabriel River Master Plan	R4.29 Whittier Narrows Wildlife Lakes	R4.29 Whittier Narrows Wildlife Lakes	LADPR believes it is important to preserve these two large lakes as wetlands. The lakes, located at the nature center, could be lined to reduce water consumption.	LADPR, WRD	Green Infrastructure	Planning	Varied	
San Gabriel River Master Plan	R4.27 Whittier Narrows Nature Center Ecosystem Restoration	R4.27 Whittier Narrows Nature Center Ecosystem Restoration	This project, supported by LADPR, has been in development for six years, based on a U.S. Army Corps of Engineers project options study. Because the project is located at the northern most boundary of the Montebello Forebay, this area is subject to rising waters, and therefore is not a good site for groundwater recharge. The selected option is to build a .25-acre pond, line two lakes to reduce water loss from percolation, remove invasive plants. and restore native vegetation. The lakes could be interconnected to Larlo Creek (see R4.28) and water in the lakes could flow through the system and down to the Rio Hondo Spreading Grounds. The volume of water required to maintain the lakes is minimal compared with the tens of thousands of acre feet that flow through the system annually.	LADPR, COE	Green Infrastructure	Planning	Varied	
San Gabriel River Master Plan	R4.24 Equestrian Facilities Enhancement	R4.24 Equestrian Facilities Enhancement	Potential upgrades and water quality runoff mitigation measures will be considered for these existing equestrian facilities. Planned improvement will mitigate any potential wildlife habitat conflicts.	LAPDR, Pico Rivera	Other	Planning	Varied	
San Gabriel River Master Plan	R4.22 Horseman's Park	R4.22 Horseman's Park	This project includes landscaping and a gateway to improve connections between surrounding neighborhoods and Horseman's Park.	HBT, FSGR, RMC	Landscaping	Planning	Varied	
San Gabriel River Master Plan	R4.11 Walnut Creek Nature Park & Nature Center	R4.11 Walnut Creek Nature Park & Nature Center	Baldwin Park will improve the Walnut Creek Park with a 3000 square foot community center, walking trails, spray pool, playgrounds, new turf, fencing and irrigation.	Baldwin Park	Park	Construction	Phase III = \$893k	John Bushe
San Gabriel River Master Plan	R4.10 Barnes Park	R4.10 Barnes Park	Baldwin Park plans to improve the existing Barnes Park with habitat enhancements and an interpretive programs center.	Baldwin Park	Park	Planning	Varied	Maria Moreno

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	Notes
San Gabriel River Master Plan	R4.08 Ramona Boulevard Gateway	R4.08 Ramona Boulevard Gateway	The Ramona Boulevard Gateway project will provide a key entry point to the San Gabriel River Bike Trail and the city of El Monte	El Monte, Baldwin Park	Other	Planning	Varied	
San Gabriel River Master Plan	R4.13 Valley Boulevard Gateway	R4.13 Valley Boulevard Gateway	This City of El Monte project will improve connections from Mountain View High School and surrounding neighborhoods to the San Gabriel River Bike Trail. The project includes entry signage.	El Monte	Other	Planning	Varied	
San Gabriel River Master Plan	R4.20 Thienes Gateway	R4.20 Thienes Gateway	This Gateway is an equestrian staging area and local access point to the equestrian trails along the west bank of the river. Improvements by the Hollywood Beautification Team and Friends of the San Gabriel River, with funding from the Los Angeles County Open Space District, include an artful gate by a local artist, horse tie posts, drinking water, signage, seating and native landscaping including trees.	South El Monte, HBT, Friends of the San Gabriel River, LAOSD	Other	Planning	Varied	
San Gabriel River Master Plan	R4.16 San Gabriel River Bike Trail Bridge	R4.16 San Gabriel River Bike Trail Bridge	LADPW is studying possibilities for a future multi-use bridge to connect El Monte, South El Monte, and unincorporated LA county communities with the San Gabriel River Trail and the Duck Farm.	LADPW, MTA	Bike Path	Planning	Varied	
San Gabriel River Master Plan	R4.17 San Jose Creek Bike Trail Bridge	R4.17 San Jose Creek Bike Trail Bridge	This multi-use bridge would be part of a project to expand the San Jose Creek Bike Trail System. The bridge would connect bicyclists and pedestrians from the south bank of San Jose Creek with the north bank and the San Gabriel River Bike Trail.	LADPW, MTA	Bike Path	Planning	Varied	
San Gabriel River Master Plan	R4.26 San Gabriel River Discovery Center at Whittier Narrows Regional Park	R4.26 San Gabriel River Discovery Center at Whittier Narrows Regional Park	LADPR, RMC, and the Upper San Gabriel Valley Municipal Water District are jointly developing a new regional indoor/outdoor museum and conference center on the site of the existing Whittier Narrows Nature Center. It will focus on watershed and water-related topics, historical information and wildlife education. The project's innovative building design will demonstrate green building technologies and watershed-appropriate site development. A joint powers authority is being set up to build and operate the Discovery Center.	USGMWD, Sierra Club, LADPR	Park	Planning	Varied	
San Gabriel River Master Plan	R4.30 Whittier Narrows Legg Lake Improvements	R4.30 Whittier Narrows Legg Lake Improvements	These three recreational lakes should be upgraded to improve ADA accessibility and reduce erosion.				Varied	
San Gabriel River Master Plan	R4.23 "Puente Hills Western Wildlife Corridor"	R4.23 "Puente Hills Western Wildlife Corridor"	This project will create a habitat movement corridor between the Puente-Chino Hills and Whittier Narrows, either near Rose Hills Cemetery along Sycamore Canyon, or down the north slope towards San Jose Creek. A connection facilitating northbound and southbound movement to and from the San Gabriel Mountains may eventually become possible. A study by a biological research institute will be required before terrestrials can be reintroduced to the river area.				Varied	

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	Notes
San Gabriel River Master Plan	R4.07 Durbin Quarry	R4.07 Durbin Quarry	<p>The City of Irwindale is interested in multiple uses for the Durbin Quarry site, which offers a significant economic development opportunity. It is developing a long-term quarry reclamation plan for reclamation after mining is complete, including new business and industrial uses, shopping, parks and open space, and possibly groundwater recharge and cleanup. However, the Durbin Quarry, owned and operated by Vulcan, will be an ongoing mining operation for the next 30 to 40 years. The City of Irwindale is keenly interested in its potential for economic development and is now negotiating with Vulcan about final reclamation and landform.</p> <p>Development would occur significantly after mining operations cease because of extensive fill requirements.</p>				Varied	
San Gabriel River Master Plan	R4.06 Rodefor Quarry	R4.06 Rodefor Quarry	<p>This privately-owned quarry is an inholding of the City of Arcadia and is currently being filled with inert materials such as dirt and concrete. It is now zoned for industrial land use. Future reclamation plans could include park and open space, and other uses.</p>				Varied	
San Gabriel River Master Plan	R4.05 Hanson Quarry	R4.05 Hanson Quarry	<p>The City of Irwindale is interested in multiple possible uses for the 400-acre Hanson Quarry site, which offers a significant economic development opportunity. A long-term quarry reclamation plan is being developed to be implemented once mining operations have ceased, including new business and industrial uses, shopping, parks and open space, and possibly groundwater recharge and cleanup.</p>				Varied	
San Gabriel River Master Plan	R4.04 Quarry Reclamation/Water Storage/Recreational Facilities Development Study	R4.04 Quarry Reclamation/Water Storage/Recreational Facilities Development Study	<p>The Upper San Gabriel Valley Municipal Water District, Sierra Club, and the State of California Rivers and Mountains Conservancy (RMC) initiated a study to identify potential reuse of gravel quarries for multiple purposes after mining is completed, including stormwater capture and cleanup, recharge of storm and imported water, flood reduction, recreation and habitat restoration, as well as aesthetic improvements. The study will require several years to conduct and any implementation of this study under the San Gabriel Master Plan will require future environmental review beyond the scope of this Master Plan and EIR. The study will also require substantive conversations with mine operators and other stakeholders such as the City of Irwindale. A separate forum has been proposed to provide study participants with essential mining community input.</p>				Varied	
San Gabriel River Master Plan	R4.03 Bubalo Quarry	R4.03 Bubalo Quarry	<p>A reclamation plan for this quarry is in progress</p>				Varied	



Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	Notes
San Gabriel River Master Plan	R4.01 United Rock Products Quarry #1	R4.01 United Rock Products Quarry #1	United Rock Products Quarry #1 is currently being reclaimed, according to agreements with the City of Irwindale. The property will be returned to a condition suitable for development. The anticipated completion is 2020.				Varied	
San Gabriel River Master Plan	R4.02 United Rock Products Quarry # 2	R4.02 United Rock Products Quarry # 2	United Rock Products Quarry #2 is currently being mined. United Rock and the City of Irwindale are negotiating the details of the mining and reclamation options. Mining operations are expected to cease by 2061.				Varied	
San Gabriel River Master Plan	R4.21 Plessier Pocket Park	R4.21 Plessier Pocket Park	A pocket park was proposed for this location near the San Jose Creek. It has subsequently been determined to no longer be a viable project.				Varied	

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	OID_
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	San Jose Creek Proposed Bicycle Path	San Jose Creek Proposed Bicycle Path From San Gabriel River Bicycle Path to Workman Mill Avenue (0.7 mi)	Avocado Heights and Whittier Narrows	Bike Path	Planning	Varied	67
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Puente Creek Proposed Bicycle Path	Puente Creek Proposed Bicycle Path From N. Azuza Avenue to N. Hacienda Blvd (2.2 mi)	Avocado Heights, Valinda and Cities of I	Bike Path	Planning	Varied	81
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Thompson Creek Proposed Bicycle Path	Thompson Creek Proposed Bicycle Path From Lockhaven Way to White Avenue (2.3 mi)	City of Pomona	Bike Path	Planning	Varied	94
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	San Jose Creek Proposed Bicycle Path	San Jose Creek Proposed Bicycle Path From 7th Avenue to Murchison Avenue (15.7 mi)	Cities of Industry and Pomona; Hacienda	Bike Path	Planning	Varied	95
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Eaton Wash Channel Proposed Bicycle Path	Eaton Wash Channel Proposed Bicycle Path From Del Mar Blvd to Rio Hondo Bikeway (6 mi)	East Pasadena-East San Gabriel, City of	Bike Path	Planning	Varied	237
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Santa Anita Wash Proposed Bicycle Path	Santa Anita Wash Proposed Bicycle Path From Longden Avenue to Live Oak Avenue (0.3 mi)	South Monrovia Islands	Bike Path	Planning	Varied	247
2012 Los Angeles County Bicycle Master Plan	2012 Los Angeles County Bicycle Master Plan	Emerald Necklace Gateway Proposed Bicycle Path	Emerald Necklace Gateway Proposed Bicycle Path From San Gabriel River Path to Park entrance parking lot (1.1 mi)	Santa Fe Dam Recreational Area	Bike Path	Planning	Varied	0
2013 Los Angeles County Bicycle Master Plan	2013 Los Angeles County Bicycle Master Plan	Puente Creek Proposed Bicycle Path	Puente Creek Proposed Bicycle Path From Temple Avenue to Sunset Avenue (San Jose Creek) (1.7 mi)	Avocado Heights, Valinda and Cities of I	Bike Path	Planning	Varied	81
2014 Los Angeles County Bicycle Master Plan	2014 Los Angeles County Bicycle Master Plan	Big Dalton Wash Proposed Bicycle Path	Big Dalton Wash Proposed Bicycle Path From Irwindale Avenue to N. Lake Ellen Ave (1 mi)	Cities of Azusa and Irwindale; Covina Is	Bike Path	Planning	Varied	87
2015 Los Angeles County Bicycle Master Plan	2015 Los Angeles County Bicycle Master Plan	Big Dalton Wash Proposed Bicycle Path	Big Dalton Wash Proposed Bicycle Path From W. Arrow Hwy to Barranca Ave (1.6 mi)	Cities of Azusa and Irwindale; Covina Is	Bike Path	Planning	Varied	87
2016 Los Angeles County Bicycle Master Plan	2016 Los Angeles County Bicycle Master Plan	Eaton Wash Channel Proposed Bicycle Path	Eaton Wash Channel Proposed Bicycle Path From New York Drive to E. Foothill Blvd (1.7 mi)	East Pasadena-East San Gabriel, City of	Bike Path	Planning	Varied	237

Project Inventory    Emerald Necklace Implementation Plan

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	1. Quarry Clasp Park Development	Development The project consists of the acquisition of land for the development of a public park at the intersection of Durfee Avenue and Clark Street in the City of Arcadia	City of Arcadia, DPW	Park	Planning	\$7.979m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	2. Quarry Clasp Multi-Use Trail and Bicycle Path	This project connects both a multi-use trail and a combination of Class I bicycle path and Class IV bikeway from the Foothill Transit parking lot on Peck Road to the existing Class I bicycle path on the San Gabriel River.	City of Arcadia, DPW	Bike Path	Planning	\$6.178m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	3. Peck Road Signalized Crossing and Trail Connectivity	The Peck Road Signalized Crossing Project (Project 3) in conjunction with Project 2, the Quarry Clasp Multi-Use Trail and Bicycle Path, will connect Peck Road Water Conservation Park, a regional recreation area on the Rio Hondo, to the San Gabriel River Trail.	Foothill Transit, DWP	Bike Path	Planning	\$855k
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	4. Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection	This project was included in the Feasibility Study, but is now carried forward for design and implementation under a separate planning program.	Undefined	Undefined	Planning	
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	5. Class I Bicycle Path on Rosemead Boulevard to Legg Lake	This project will improve recreational connectivity on Rosemead Boulevard from San Gabriel Boulevard to the Whittier Narrows Recreation Area.	USACE, DPW	Bike Path	Planning	\$2.4m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	6. Class IV Bikeway from El Bosque del Rio Hondo to Lincoln Avenue on San Gabriel Boulevard	The intent of this project is to fill in the missing gap between the northern and southern portions of the Rio Hondo Class I bicycle path with a Class IV bikeway.	DPW	Bike Path	Planning	\$1.2m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	7. Class I Bicycle Path from the Rio Hondo to Legg Lake	Project 7 has three components that will connect the northern section of the Rio Hondo Class I bicycle path directly to the Legg Lake recreation area.	DPW, SCE	Bike Path	Planning	\$3.1m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	8. Pellissier Village Multi-Use Trail from State Route 60 to Peck Road Bridge	This project will develop a pedestrian path a multi-use trail and a stormwater management component (bio-swale) to reduce pollution from equestrian use along the San Gabriel River.	DPR, USACE, DPW	Bike Path	Planning	\$1.6m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	9. Pellissier Bridge at Blackwill Arena Staging Area	The proposed shared-use Pellissier Bridge will span the San Gabriel River at a critical location to link existing recreational facilities on both the west and east sides of the river.	DPW	Bike Path	Planning	\$5.7m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	10. Multi-Use Trail and Bridge Connections from the San Jose Creek Trail to San Gabriel River Trail	The intent of this project is to close the half-mile gap between the San Gabriel River Trail on the west side of the river and the existing Class I river trails along San Jose Creek.	DPW	Bike Path	Planning	\$10.4m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	11. Multi-Use Trail from San Jose Creek to the Duck Farm on the San Gabriel River	This project will connect the existing and proposed San Jose Creek Class I bicycle path and the multi-use trail to Phase 1 of the Duck Farm on the San Gabriel River when it opens to the public in the spring of 2018.	USACE, DPW, LACFCD, DPR	Bike Path	Planning	\$127k
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	12. Alhambra Wash from State Route 60 to the Garvey Community Center	The Westside Multi-Use Trail Project from SR-60 to the Garvey Community Center will improve approximately 1.25 miles or 6,700 linear feet of multi-use trail utilizing the DPR riding and hiking easement.	DPR	Bike Path	Planning	\$1.3m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	13. Rosemead Boulevard Access Ramp	This project will construct an ADA accessible ramp on the east side of Rosemead Boulevard and connect to the Westside Multi-Use Trail (now named the Rio Hondo River Trail) on the Rio Hondo Channel	Caltrans	Other	Planning	\$1.1m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	14. Rosemead Boulevard Underpass	This project is the re-contouring of the backside of the levee and improving the underpass at Rosemead Boulevard to ensure a wide and safe multi-use trail on the west side of the Rio Hondo.	DPW	Other	Planning	\$272k
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	15. Multi-Use Trail from Rosemead Boulevard to Valley Boulevard	This project will assemble a continuous, unimpeded trail (now called the Rio Hondo River Trail) on the west side of the Rio Hondo from Rosemead Boulevard to Valley Boulevard for equestrians, hikers, and mountain bikers.	DPR	Bike Path	Planning	\$2.3m
Emerald Necklace Implementation Plan	Emerald Necklace Implementation Plan	16. Interstate 10 Freeway Underpass Improvements Development	This project will connect the new multi-use trail in the hiking and riding easement to the maintenance roadway, allowing passage of recreational trail users through the renovated underpass tunnel.	LACFCD	Bike Path	Planning	\$71k

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost		OID
Park Needs Assessment	City of Temple City Profile	Build New Park in the General Vicinity of Area Along Eaton and Arcadia Wash	Project would include development and construction of multi-purpose trails along the County Flood Control Channels throughout the City limits.	Temple City/DPR	Park	Not Started	756,000		PNA1
Park Needs Assessment	Unincorporated El Monte – Monrovia Profile	Add Trails at Flood Control District	Multipurpose Trail in Flood Control Wash	El Monte/ Monrovia/ DPW	Bike Path	Not Started	350,000		PNA2
Park Needs Assessment	Unincorporated Sunrise Village - South San Gabriel - Whittier Narrows Profile	Add new trail system	Add new trail system at Whittier Narrows: Trailhead and multi-use trail with lighting, separate trails, and connections for walking, jogging, and biking	San Gabriel/DPR	Pedestrian Path	Not Started	\$	350,000.00	PNA3
Park Needs Assessment	Unincorporated Valinda Profile	Multipurpose Trails	Add rubberized trail for walking, jogging--include lighting at Rimgr	DPR/DPW	Pedestrian Path	Not Started	\$	507,000.00	PNA4
Park Needs Assessment	Glendora Profile	Multipurpose Trails	Build new multi-purpose urban walking trail along the Gold Line tracks in Glendora. The trail will begin at Barranca Avenue and will nm parallel to the Gold Line Tracks to Lone Hill Avenue. Trail will not include any infrastructure, easements are required. Approximately 4 miles long.	DPW/Glendora	Bike Path	Not Started	\$	2,100,000.00	PNA5
Park Needs Assessment	City of West Covina Profile	Del Norte Park Walking Trails	Add walking trails at Del Norte Park, approximate distance 1 mile	West Covina/DPR	Pedestrian Path	Not Started	\$	350,000.00	PNA6



Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	FID	Length (mi)
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rio Hondo Bike Path West Bank from Railroad Right-of-Way to Rosemead Boulevard	El Monte	Bike Path	Planning	Varied	0	1.9
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rio Hondo Bike Path West Bank from City Limit (Existing Rio Hondo Bike Path) to Rio Vista Park	El Monte	Bike Path	Planning	Varied	1	1.5
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Alignment Arcadia Wash from City Limit (North of Lower Azusa Road) to Rio Hondo Bike Path	El Monte	Bike Path	Planning	Varied	2	0.2
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	El Monte Avenue Class I Path from Ranger Avenue to Rio Hondo Bike Path West Bank	El Monte	Bike Path	Planning	Varied	3	0.1
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Metrolink Right-of-Way Path from Rio Hondo Bike Path to Durfee Avenue	El Monte	Bike Path	Planning	Varied	4	2
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rio Vista Park Bridge from Rio Hondo Bike Path East Bank to Rio Hondo Bike Path West Bank	El Monte	Bike Path	Planning	Varied	5	0.1
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Star Street Extension to San Gabriel River Trail from Star Street (Eastern Terminus) to San Gabriel River Trail	El Monte	Bike Path	Planning	Varied	6	0.1
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rubio Wash from North City Limit to South City Limit	El Monte	Bike Path	Planning	Varied	7	1.4
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Big Dalton Wash from Ramona Boulevard to Walnut Creek	Baldwin Park	Bike Path	Planning	Varied	8	2.1
17-Claremont_Bike_Plan adopted 200711	Metro ATSP	Class I Bike Path	Arlington Dr. from Garey Ave. to Ridgefield Dr.	Claremont	Bike Path	Planning	Varied	9	0.51
17-Claremont_Bike_Plan adopted 200711	Metro ATSP	Class I Bike Path	Mills Ave. from Mt Baldy Rd. to End of Mills	Claremont	Bike Path	Planning	Varied	10	0.69
17-Claremont_Bike_Plan adopted 200711	Metro ATSP	Class I Bike Path	Mills Ave. from Alamosa Dr. to Pomello Dr.	Claremont	Bike Path	Planning	Varied	11	0.18
17-Claremont_Bike_Plan adopted 200711	Metro ATSP	Class I Bike Path	Mt Baldy Rd from Claremont City Limits to Padua Ave.	Claremont	Bike Path	Planning	Varied	12	0.79
17-Claremont_Bike_Plan adopted 200711	Metro ATSP	Class I Bike Path	Padua Ave. from Mt Baldy Rd. to Via Padova	Claremont	Bike Path	Planning	Varied	13	0.52
17-Claremont_Bike_Plan adopted 200711	Metro ATSP	Class I Bike Path	Padua Ave. from Alamosa Dr. to Pomello Dr.	Claremont	Bike Path	Planning	Varied	14	0.16
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	San Gabriel River Trail (East Bank) from Walnut Creek Trail to Ramona Boulevard	Baldwin Park	Bike Path	Planning	Varied	15	1.3
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Walnut Creek from San Gabriel River Trail West Bank to City Limit (East of Puente Avenue)	Baldwin Park	Bike Path	Planning	Varied	16	2.6
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Utility Right-of-Way Trail from Ramona Boulevard to Garvey Avenue	Baldwin Park	Bike Path	Planning	Varied	17	1
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	San Dimas Wash from Big Dalton Wash to Arrow Hwy	Covina	Bike Path	Planning	Varied	18	2.47
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Charter Oak Wash from Workman Ave to Badillo St	Covina	Bike Path	Planning	Varied	19	0.96
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Walnut Creek from Grand Ave to Puente St	Covina	Bike Path	Planning	Varied	20	2.18
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Skyline Trail from Oak Cyn Rd /Walnut Crk Rd to Forest Hills Dr	Covina	Bike Path	Planning	Varied	21	0.36
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Azusa Ave (west side) from Cypress St to Edna Pl	Covina	Bike Path	Planning	Varied	22	0.18
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Cypress St (south side) from Homerest Ave to Azusa Ave	Covina	Bike Path	Planning	Varied	23	0.25
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Puente St from Starglen Dr to Walnut Creek channel	Covina	Bike Path	Planning	Varied	24	0.19

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	FID	Length (mi)
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Puente St from 400' e/o Shouse Ave to 300' w/o Starglen Dr	Covina	Bike Path	Planning	Varied	25	0.09
20-Covina-Bike Master Plan-Adopted-2011	Metro ATSP	Class I Bike Path	Workman Ave from 400' e/o Workman St/Ln to 600' e/o Workman St/Ln	Covina	Bike Path	Planning	Varied	26	0.19
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	Santa Anita Wash from Live Oak Avenue to Longden Avenue	LA County	Bike Path	Planning	Varied	27	0.3
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	San Jose Creek from Workman Mill Rd to San Gabriel River Bikeway	LA County	Bike Path	Planning	Varied	28	0.7
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	San Jose Creek from 7th Avenue to Murchison Avenue	LA County	Bike Path	Planning	Varied	29	15.6
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	Eaton Wash Channel from New York Drive to Rio Hondo Bikeway	LA County	Bike Path	Planning	Varied	30	8.3
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	Puente Creek from San Jose Creek to Azusa Avenue	LA County	Bike Path	Planning	Varied	31	4.3
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	Thompson Creek from Lockhaven Way to White Avenue	LA County	Bike Path	Planning	Varied	32	3.7
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	Rockvale Avenue from N County Border S of I-210 (cul-de-sac) to Woodcroft St	LA County	Bike Path	Planning	Varied	33	0.8
0-LA County Bike Master Plan-2012	Metro ATSP	Class I Bike Path	Emerald Necklace Gateway from San Gabriel River Path to Park Entrance parking lot	LA County	Bike Path	Planning	Varied	34	1.1
63-Pomona-Active Transportation Plan-2012	Metro ATSP	Class I Bike Path	San Jose Creek (Construction) from Poly Vista to Murchison Ave	Pomona	Bike Path	Planning	Varied	35	3.5
63-Pomona-Active Transportation Plan-2012	Metro ATSP	Class I Bike Path	Thompson Creek from I-10 to North City Limits	Pomona	Bike Path	Planning	Varied	36	3
68-Rosemead Bicycle Transportation Plan-2012	Metro ATSP	Class I Bike Path	Rosemead ROW Path from Graves Ave to Southern Pacific RR	Rosemead	Bike Path	Planning	Varied	37	3
69-San Dimas_Bicycle Master Plan Final-2011	Metro ATSP	Class I Bike Path	Canyon Vista Trail from San Dimas Ave. south of Avenida Loma Vista to Cypress Ave West of the 57 freeway	San Dimas	Bike Path	Planning	Varied	38	0.6
69-San Dimas_Bicycle Master Plan Final-2011	Metro ATSP	Class I Bike Path	Gold Line ROW from Gladstone St. to San Dimas Canyon Road	San Dimas	Bike Path	Planning	Varied	39	0
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rubio Wash from San Gabriel Boulevard to Valley Boulevard	San Gabriel	Bike Path	Planning	Varied	40	1.5
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Union Pacific Right-of-Way from West City Limit to East City Limit	San Gabriel	Bike Path	Planning	Varied	41	1.5
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rubio Wash from Rose Avenue to Elm Avenue	San Gabriel	Bike Path	Planning	Varied	42	0.8
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Alhambra Wash from City Limit (near Ramona Street/Wells Street Intersection) to Hovey Avenue	San Gabriel	Bike Path	Planning	Varied	43	0.5
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Alhambra Wash from Del Mar Avenue to I-10 Freeway	San Gabriel	Bike Path	Planning	Varied	44	0.4
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Eaton Wash from City Limit (South of Hermosa Drive) to Elm Avenue	San Gabriel	Bike Path	Planning	Varied	45	0.1
SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metro ATSP	Class I Bike Path	Rubio Wash from North City Limit to Rio Hondo Bike Path	South El Monte	Bike Path	Planning	Varied	46	0.1

Project Inventory    SCAG Regional Transportation Plan

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	OBJEC TID	Length (mi)
SCAG RTP 2012-2056	20-Covina-Bike Master Plan-Adopted-2011	Thompson Creek Trail	Thompson Creek Path from N Indian Hill Blvd to Forbes Ave (0.33 mi)	Claremont	Bike Path	Planning	Varied	65314	0.33
SCAG RTP 2012-2057	20-Covina-Bike Master Plan-Adopted-2011	Puente St	Puente St Path from Starglen Dr to Walnut Creek channel (0.27 mi)	Covina	Bike Path	Planning	Varied	82233	0.27
SCAG RTP 2012-2058	20-Covina-Bike Master Plan-Adopted-2011	Workman Ave	Workman Ave Path from 400' e/o Workman St/Ln to 600' e/o Workman St/Ln (0.53 mi)	Covina	Bike Path	Planning	Varied	82235	0.53
SCAG RTP 2012-2059	20-Covina-Bike Master Plan-Adopted-2011	San Dimas Wash	San Dimas Wash Path from Big Dalton Wash to Arrow Hwy (2.45 mi)	Covina	Bike Path	Planning	Varied	82237	2.45
SCAG RTP 2012-2060	20-Covina-Bike Master Plan-Adopted-2011	Charter Oak Wash	Charter Oak Wash Path from Workman Ave to Badillo St (0.97 mi)	Covina	Bike Path	Planning	Varied	82240	0.97
SCAG RTP 2012-2061	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Rio Hondo Bike Path West Bank	Rio Hondo Bike Path West Bank Path from Railroad Right-of-Way to Rosemead Boulevard (1.88 mi)	El Monte	Bike Path	Planning	Varied	82672	1.88
SCAG RTP 2012-2067	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Rubio Wash	Rubio Wash Path from North City Limit to South City Limit (3.99 mi)	Rosemead	Bike Path	Planning	Varied	82689	3.99
SCAG RTP 2012-2036	68-Rosemead Bicycle Transportation Plan-2012	Utility Easement	Utility Easement Path from Graves Ave to RR Tracks (2.96 mi)	Rosemead	Bike Path	Planning	Varied	82793	2.96
SCAG RTP 2012-2037	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Union Pacific c Right-of-Way	Union Pacific Right-of-Way Path from S Ramona St to Rubio Wash (1.22 mi)	San Gabriel	Bike Path	Planning	Varied	82804	1.22
SCAG RTP 2012-2038	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Alhambra Wash	Alhambra Wash Path from City Limit (near Ramona Street/Wells Street Intersection) to Hovey Ave (0.4 mi)	San Gabriel	Bike Path	Planning	Varied	82807	0.40
SCAG RTP 2012-2039	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Alhambra Wash	Alhambra Wash Path from Del Mar Avenue to I-10 Freeway (0.35 mi)	San Gabriel	Bike Path	Planning	Varied	82809	0.35
SCAG RTP 2012-2040	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Metrolink Right-of-Way Path	Metrolink Right-of-Way Path from Rio Hondo Bike Path to Durfee Avenue (2 mi)	El Monte	Bike Path	Planning	Varied	82828	2.00
SCAG RTP 2012-2064	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Rio Hondo Bike Path	Rio Hondo Bike Path from Rio Vista Park to Rio Hondo Bike Path West Bank (1.6 mi)	El Monte	Bike Path	Planning	Varied	82829	1.60
SCAG RTP 2012-2065	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Big Dalton Wash	Big Dalton Wash Path from Ramona Boulevard to Walnut Creek (2.04 mi)	Baldwin Park	Bike Path	Planning	Varied	82843	2.04
SCAG RTP 2012-2066	SGV Bicycle Master Plan_2014-11-12_Final_Draft	San Gabriel River Trail (East Bank)	San Gabriel River (East Bank) Path from Walnut Creek Trail to Ramona Boulevard (1.21 mi)	Baldwin Park	Bike Path	Planning	Varied	82849	1.21
SCAG RTP 2012-2044	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Walnut Creek	Walnut Creek Path from San Gabriel River Trail West Bank to City Limit (East of Puente Avenue) (2.52 mi)	Baldwin Park	Bike Path	Planning	Varied	82851	2.52
SCAG RTP 2012-2045	SGV Bicycle Master Plan_2014-11-12_Final_Draft	Utility Right-of-Way Trail	Utility Right-of-Way Path from Ramona Boulevard to Garvey Avenue (1.03 mi)	Baldwin Park	Bike Path	Planning	Varied	82879	1.03
SCAG RTP 2012-2062	0-LA County Bike Master Plan-2012	Thompson Creek	Thompson Creek Path from 250' S of Temple Ave to Lockhaven Way (8.53 mi)	Claremont	Bike Path	Planning	Varied	82907	8.53
SCAG RTP 2012-2063	0-LA County Bike Master Plan-2012	Santa Anita Wash	Santa Anita Wash Path from Live Oak Avenue to Longden Avenue (0.36 mi)	Unincorporated	Bike Path	Planning	Varied	82933	0.36
SCAG RTP 2012-2035	0-LA County Bike Master Plan-2012	San Jose Creek	San Jose Creek Path from Workman Mill Rd to San Gabriel River Bikeway (0.69 mi)	Unincorporated	Bike Path	Planning	Varied	82935	0.69
SCAG RTP 2012-2068	0-LA County Bike Master Plan-2012	San Jose Creek	San Jose Creek Path from 7th Avenue to Roselawn Avenue (13.34 mi)	Industry	Bike Path	Planning	Varied	82936	13.34
SCAG RTP 2012-2069	0-LA County Bike Master Plan-2012	Rockvale Avenue	Rockvale Avenue Path from N County Border S of I-210 (cul-de-sac) to Woodcroft St (0.79 mi)	Unincorporated	Bike Path	Planning	Varied	82945	0.79
SCAG RTP 2012-2042	0-LA County Bike Master Plan-2012	Emerald Necklace Gateway	Emerald Necklace Gateway Path from San Gabriel River Path to Park Entrance parking lot (1.24 mi)	Irwindale	Bike Path	Planning	Varied	82947	1.24

Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost	OBJEC TID	Length (mi)
SCAG RTP 2012-2043	69-San Dimas_Bicycle Master Plan Final-2011	Canyon Vista Trail	Canyon Vista Path from San Dimas Ave. south of Avenida Loma Vista to Cypress Ave West of the 57 freeway (0.46 mi)	San Dimas	Bike Path	Planning	Varied	82978	0.46
SCAG RTP 2012-2046	69-San Dimas_Bicycle Master Plan Final-2011	Gold Line ROW	Gold Line ROW Path from Gladstone St. to San Dimas Canyon Road (2.04 mi)	San Dimas	Bike Path	Planning	Varied	82979	2.04
SCAG RTP 2012-2047	0-LA County Bike Master Plan-2012	Puente Creek	Puente Creek Path from San Jose Creek to Azusa Avenue (4.29 mi)	Industry	Bike Path	Planning	Varied	83108	4.29
SCAG RTP 2012-2048	20-Covina-Bike Master Plan-Adopted-2009	Padua Ave	Padua Ave Path from Via Padova to Alamosa Dr (1.36 mi)	Claremont	Bike Path	Planning	Varied	65245	1.36
SCAG RTP 2012-2049	20-Covina-Bike Master Plan-Adopted-2010	Mt Baldy Road	Mt Baldy Road Path from N Mills Ave to 1000' N of Palmer Evey Mtwy (2.96 mi)	Claremont	Bike Path	Planning	Varied	65243	2.96
SCAG RTP 2012-2050	20-Covina-Bike Master Plan-Adopted-2011	Walnut Creek	Walnut Creek Path from Grand Ave to Puente St (1.19 mi)	Covina	Bike Path	Planning	Varied	82241	1.19



Standard Reference	Plan Name	Project Name	Brief Description	Implementing Agency	Project Type	Project Status	Project Cost
STAC	605 Highway Widening Project	605 Highway Widening Project	<p>A total of 4 alternatives are being evaluated during the Environmental Impact Evaluation Phase which is scheduled to be complete in 2021. 3 of the 4 alternatives include widening 16 miles of the 605 Freeway with 2 lanes between Interstate 105 and Interstate 10. The project also includedes changes to State Route 60 and Interstate 10. At this time it is unknown what impact this would have on greenway projects in the area, but a high level of coordination with Metro will be crucial for any greenway projects in these areas: San Gabriel River, San Jose Creek, and Big Dalton Wash are all potentially impacted.</p>	Caltrans	Varied	In Progress	\$9.9B
STAC	Asuza Pumped-Storage Project	Asuza Pumped-Storage Project	<p>The proposed Azusa project would take up to 3,700 acre feet of water from the San Gabriel Reservoir and run it through an expanded (from 3.2 to 16 feet in diameter) San Gabriel pipeline that services the City of Pasadena's Azusa power plant. The power plant would be replaced with a new underground powerhouse and a new 16 foot tail race would lead from the new powerhouse to the San Gabriel Canyon spreading grounds. It would be operated as a closed loop -- the same amount of water would be pumped uphill and released downhill, without "altering streams" (according to Premium Energy).</p> <p>The Santa Fe project also uses the existing San Gabriel Reservoir and an expanded pipeline, and new powerhouse, but this project continues the pipeline downstream "through" the San Gabriel River Bike Trail to Santa Fe Reservoir. This project could be scaled to use up to 9,200 acre feet of water. It also would be operated as a closed loop.</p> <p>Both projects would require a new powerline that parallels the San Gabriel River Bike Trail and the Azusa project would require a new switch yard right next to the Azusa Trail Rest Area. Greenway projects or improvements to existing Greenways in this area will need to be coordinated with Premium Energy Holdings. More information here: <a href="https://www.premiumenergyholdings.com/index.php/upcoming-projects">https://www.premiumenergyholdings.com/index.php/upcoming-projects</a></p>	Asuza	Varied	Planning	Varied

## **Attachment B: Greenway Best Practices Summary**

# Best Practices in Greenway Development

## Conceptual Design Report – LA River Path

Los Angeles Metropolitan Transportation Authority

Source: [http://media.metro.net/projects\\_studies/lariverpath/report-lariverpath-2019-09.pdf](http://media.metro.net/projects_studies/lariverpath/report-lariverpath-2019-09.pdf)

### Plan Overview

The LA River Path will close the longest gap in the LA River Path and provide a continuous 32-mile grade-separated regional corridor for walking, rolling, and bicycling from the San Fernando Valley to Long Beach along the Los Angeles River. The plan will focus on those who could walk and bicycle from home to the LA River Path. A half mile is a walking distance and three miles is considered a comfortable bicycle ride. The following describes the elements of the Conceptual Design.

- LA Metro adopted an Equity Platform Framework to ensure that access is a core objective of public decision making, public investment, and public service. The Equity Framework identified the Equity Framework Communities (EFCs) within three miles of the project's corridor.
- The plan outlines the agencies and structures that conduct operations and maintenance currently existing along the LA River Path.
- The project team considered hydrologically constrained areas and utility corridors when developing and evaluating the feasibility of path alignments.
- The plan addresses needs for all ages and abilities regardless of gender, race, or socioeconomic status. Plans for pedestrians includes walking, running, pushing strollers, and those using mobility devices such as wheelchairs. It also creates plans for people "rolling", i.e., riding skateboards, rollerblading, roller skating, and pushing vendor carts. Bicycling includes sport bicyclists, and those who will use the path for commuting to work, running errands, visiting friends or family, or general recreation. It also considers those who use bicycles to access transit or as part of a longer, regional trip.
- The plan considers needs for people with disabilities including individuals with physical or cognitive impairment, as well as those with hearing or visual limitations.
- The plan includes a history of the LA River showing the past planning efforts and historical photos.
- The plan maps the notable plans and projects (both public and private) in the vicinity of the River.



### Impacts to SGV Greenway Plan

- The Conceptual Plan will close the longest gap in the LA River Path and provide a continuous 32-mile grade separated regional corridor from San Fernando Valley to Long Beach along the Los Angeles River.

- Includes a demographic analysis of the adjacent communities with a focus on equity considerations.
- Includes a table of the permit/approval needs and the approving agencies.
- Includes an operation and maintenance plan and catalogues and evaluates potential models and structures.
- The team conducted an origin and destination analysis (OD) and a path demand analysis of the path. The OD analysis allows the project team to better understand potential current and future bicycle and pedestrian travel patterns in the assessment area.
- The plan includes a level of service (LOS) and level of comfort (LOC) analysis that focuses on the capacity of physical infrastructure. The LOC provides an evaluation of physical infrastructure with a facility's context and user experience. The LOC model includes additional factors to evaluate path user comfort including solar index, slopes, vehicle stress, context and views, and perceived crime risk.
- The plan includes a mobility connections section that describes the gaps, the bike networks, pedestrian and transit connections to the river paths.
- The plan evaluated the existing hydraulics of the Los Angeles River. The results provided water surface elevations (WSE), minimum freeboard (a safety factor), channel velocity, and the Froude number along the channel profile (a value that describes open channel flow).
- Additional analysis includes: Historic resources, bridges, rail and utility corridors, property ownership, locations of hazardous materials from current and historic land uses, Geotech data, and biological resources
- The plan creates a hierarchy of the design guidelines affecting the design of the trail, a profile of the various path users and their needs
- In addition, the plan summarizes the crime prevention through environmental design and maintenance (CPTED) principles which include: 1) Frequent access points provide more route options and escape routes to path users and help to mitigate perceived safety concerns through legible wayfinding. 2) Maximizing visibility of the path increases the opportunity to see and be seen and helps to keep all path users accountable. 3) Sense of ownership over a space increases security. 4) Design elements such as fences, paving materials, public art, signage, and landscape will help to convey a sense of place as well as municipal and community ownership over the LA River Path. 5) Maintenance is an expression of ownership in a property.
- The plan includes prototypical crossing for the channel conditions, utilities, irrigation, data transmission, integration, power lines, communications, fiber optic lines, and irrigation/sewer lines
- It also includes innovations in the pathway to enhance users' experiences with elements to consider such as Bicycle and pedestrian counters, Wi-Fi hot spots, Bluetooth sensors, smart phone technology/apps, project website integration, shade structures, solar panel arrays, charging stations, and signage.
- Guidance for path elements and wayfinding and a section on operations.

## Let Streams of Linear Open Spaces Flow Across Urban Landscapes

Source: <https://www.thenatureofcities.com/2015/08/12/let-streams-of-linear-open-spaces-flow-across-urban-landscapes/>

Author: PK Das

### Benefits of Linear Parks

The author describes the benefits of linear parks and suggests that we can re-center on formerly backyards as “cultural fore-courts” which will:

- accommodate more people within a short walk than a square park of the same size;
- are less contained than parcel-based parks and reduce class and community polarization; and



- allow small neglected spaces to be stitched together with other natural spaces and assist communities in maintaining minimum open space standards.

### Best Practices

The best practices he recommends are intensive levels of citizen participation and encouraging government agencies to develop comprehensive plans that integrate disparate developments and communities.

- He suggests that these spaces are collectively owned to maintain a desirable balance between open and built spaces.
- The 'Vision Juhu' plan is a pilot linear park project in Mumbai that includes walking, cycling and a forest. It redefines the 'notion' of open space extending beyond gardens and recreational grounds to include the natural features of the city, including rivers, creeks, lakes, ponds, mangroves, wetlands, beaches, and the incredible seafronts. The plan aims to create non-barricaded, non-exclusive, non-elitist spaces and provide access to all our citizens for leisure, relaxation, art, and cultural life.
- Successful linear parks are available and geographically and culturally integral to all neighborhoods and participatory community life.

## The Story of Jerusalem's Railway Park: Getting the City Back on Track, Economically, Environmentally and Socially

Source: <https://www.thenatureofcities.com/2014/08/18/the-story-of-jerusalem-railway-park-getting-the-city-back-on-track-economically-environmentally-and-socially/>

Author: Naomi Tsur

- The author suggests that the real challenge of sustainable urban development lies in regenerating abandoned infrastructure in already built neighborhoods while addressing the need for dense housing.
- The example of Jerusalem's Railway park brings more than ¼ of the City's residents within close proximity to the park.
- At one end of the park, the former rail station that houses eateries, coffee shops, art displays, is a small visitors' center which tells the story of the park, and regularly hosts cultural events. It also rents bikes and scooters, for use on the track of the railway park and beyond.

## Linking Greenspace Frameworks to Delivery of Water Sensitive Cities

Source: [http://watersensitivecities.org.au/wp-content/uploads/2019/09/190823\\_V2\\_CRCWSC-Linking-greenspace-frameworks.pdf](http://watersensitivecities.org.au/wp-content/uploads/2019/09/190823_V2_CRCWSC-Linking-greenspace-frameworks.pdf)

Author: CRC for Water Sensitive Cities – Prof. Darryl Low Choy

The author conducts three case studies and finds that none applies the following principals across land use and water resources planning but argues if the following approaches are not followed, projects implemented at a local scale have the potential to have cascading through the entire watershed.

- Planning for the location and function of green spaces which considers water resource context can improve protection and enhancement of ecosystem services and other ecological and social benefit including those that assist with flood management.

Key opportunities for improved open space frameworks include:

- Placing green open spaces in accordance with the natural hydrogeographic layout to capture and infiltrate urban runoff in proximity to natural stream or wetland systems. This approach can alleviate pressures on underground drainage networks and reduce risks of sewer and stormwater flooding.

- Avoiding development of urban settlements in floodplains, leaving them as green open spaces with designated land uses (such as agriculture and recreational areas) that may be temporarily suspended during flood periods with acceptable losses.
- Placing green open spaces alongside, or close to urban streams, with multi-functional attributes providing active transport corridors, recreational areas, amenity, and habitat.
- Protecting urban riparian vegetation and wetlands to maximize water infiltration and reduce the velocity of stormwater to minimize flood damage to private and public infrastructure as well as retention of pollutants entering waterways.
- Identifying and protecting wetlands and their buffers and hydrological regimes early in development and planning processes and using flood storage potential.
- Planning for interconnected and strategically planned networks of green open spaces early in land use planning and design processes, with consideration of ecosystem values and water-related landscape functions.

## **Attachment C: Relevant Design Standards and Guidelines**

## Relevant Standards

Reference Document	Mon-Yr	Relevant Design Guidelines and Standards
San Gabriel River Corridor Master Plan (Los Angeles County)	Jun-06	Wayfinding and Signage, Branding and Identity, Maintenance, Safety and Security, Materials (for aesthetics), Forms (for aesthetics), Colors (for aesthetics), Native Plants (for aesthetics). References to the following for Guidelines: Los Angeles River Design Guidelines.
Emerald Necklace Implementation Plan (Los Angeles County)	Jan-17	References the following for guidelines: County of Los Angeles Department of Parks and Recreation Guidelines, County of Los Angeles Parks and Recreation Signage Guidelines, County of Los Angeles Trails Manual, County of Los Angeles Equestrian Design Guidelines, Caltrans Highway Design Manual, American Association of State Highway and Transportation Officials (AASHTO) Guidelines, Manual of Uniform Traffic Control Guidelines, and Emerald Necklace Signage Guidelines.
Comprehensive Parks and Recreation Needs Assessment (Los Angeles County)	May-16	N/A
Regional Trail System (Los Angeles County)	Oct-16	N/A
2012 Bicycle Master Plan (Los Angeles County)	Mar-12	Bike Route Signage and Pavement Markings, Wayfinding, Bikeway Maintenance, National and State design guidelines including: AASHTO Policy on Geometric Design of Streets and Highways, AASHTO Guide for the Development of Bicycle Facilities, Manual on Uniform Traffic Control Devices (MUTCD), Public Rights-of-Way Accessibility Guidelines (PROWAG), California Manual on Uniform Traffic Control Devices (CA MUTCD) Part 9: Traffic Controls for Bicycle Facilities, California Highway Design Manual (HDM) Chapter 1000: Bikeway Planning and Design, CA DOT Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers, Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes.
2012-2035 Regional Transportation Plan (Southern California Association of Governments)	Apr-12	References the following for guidelines: Highway Design Manual, Deputy Directive on Accommodating Non-motorized Transportation (DD64), Director's Policy on Context Sensitive Solutions (DP22), Main Streets: Flexibility in Design and Operations Assembly Concurrent Resolution 211, California Supplement to the MUTCD, California Blueprint for Bicycling and Walking, California Bicycle Transportation Act, California Vehicle Code, California Streets and Highway Code, and California Access Compliance Reference Manual.
Active Transportation Strategic Plan (Los Angeles County Metropolitan Transportation Authority)	Apr-16	Regional Active Transportation Network Guiding Principles. National and State design guidelines including: AASHTO Policy on Geometric Design of Streets and Highways, AASHTO Guide for the Development of Bicycle Facilities, National Association of City Transportation Officials (NACTO) Urban Design Guide, NACTO Urban Street Design Guide, California Manual on Uniform Traffic Control Devices (CA MUTCD), California Highway Design Manual (HDM), Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians, Caltrans Design Information Bulletin 89: Class IV Bikeway Guidance, Assembly Bill No. 1096, The Caltrans Memo: Design Flexibility in Multimodal Design.



Reference Document	Mon-Yr	Relevant Design Guidelines and Standards
San Gabriel Valley Greenway Network Feasibility Study (San Gabriel Valley Council of Governments)	Jun-16	Wayfinding standards, branding and identity standards, sign programming, maintenance procedures, National and State design guidelines including: AASHTO Guidelines, National Association of City Transportation Officials (NACTO) Urban Street Design, AASHTO's Policy on Geometric Design of Highways and Streets, FHWA's Small Town and Rural Multimodal Networks Report, California Manual on Uniform Traffic Control Devices (CA MUTCD), California Highway Design Manual (HDM), Complete Inspections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians, Main Street, California: A Guide for Improving Community and Transportations Vitality, and The Caltrans Memo: Design Flexibility in Multimodal Design.
Open Channel Condition Inspections (Los Angeles County)	Varied	N/A
County of Los Angeles EWMP Programmatic EIR (Los Angeles County)	Apr-15	Aesthetic Guidance to follow local zoning codes and applicable design guidelines to minimize features contrast with neighboring development.
City of Los Angeles EWMP Programmatic EIR (City of Los Angeles)	May-15	Aesthetic Guidance to follow local zoning codes and applicable design guidelines to minimize features contrast with neighboring development.
City of Los Angeles Ballona Creek Greenway Bacteria EIR (City of Los Angeles)	Apr-18	N/A
Rio Hondo/San Gabriel River Enhanced Watershed Management Plan (City of Los Angeles)	Apr-16	N/A
East San Gabriel Valley Watershed Management Plan	Jun-15	N/A
Lower San Gabriel River Watershed Management Plan	Jun-15	N/A
Upper San Gabriel River Enhanced Watershed Management Plan	Jan-16	N/A

### Relevant Standards Gaps and Overlaps

[illegible]

## Attachment D: Regulatory Summaries

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# **Emerald Necklace Implementation Plan, Phase 1, Environmental Impact Report**

**2017, Watershed Conservation Authority**



## **Summary**

The Emerald Necklace is a 17-mile long network of existing and future parks, greenways, and bike trails located along the Rio Hondo and San Gabriel River between Peck Road Water Conservation Park to the north and Whittier Narrows Recreation Area to the south. To advance the Emerald Necklace Vision, the WCA is the lead agency for the Feasibility Study & Implementation Planning Project. This planning project has identified a series of proposed trail and greening projects which would provide a continuous, looped network of bike paths and multi-use trails while providing improved connections to communities within and adjacent to the San Gabriel Valley, including Avocado Heights, Arcadia, Azusa, Baldwin Park, Bassett, El Monte, Irwindale, La Puente, Monrovia, Montebello, Pico Rivera, Rosemead, South El Monte, Temple City, and Whittier.

The Proposed Project includes sixteen (16) projects that would close gaps in the Emerald Necklace's regional trails network and increase access to the trails to hundreds of thousands of people in the project area. A draft EIR was published in October 2016 and final EIR in February 2017. Projects would be built as funding becomes available. Details of projects that would be implemented under the Emerald Necklace Implementation Plan – Phase I are unknown. Under CEQA, these future projects will rely on the PEIR as the base environmental document for environmental review. Prior to implementation, when greater detail is known, each project must go through another CEQA review process. Projects will be examined in light of the Emerald Necklace Implementation Plan – Phase I and PEIR to determine if the project falls within the scope of the Implementation Plan as examined in the PEIR. If the Lead Agency finds that the subsequent activity would be consistent with the Emerald Necklace Implementation Plan – Phase I, and would not result in new effects or require new mitigation measures, the Lead Agency can approve the activity as being within the scope of the project covered by the PEIR and no new environmental document would be required (CEQA Guidelines §15168). Otherwise, subsequent environmental documentation must be prepared. If subsequent documentation is prepared, the environmental analyses would be tiered from this PEIR by incorporating by reference its general

## **Impacts to SGV Greenway Plan**

- Fifteen specific SGV projects have CEQA review at a program level review in this document.
- Document lays out permit and CEQA process for future implementation of the 16 proposed projects once design details progress further.



discussions and the analysis of cumulative impacts. Subsequent environmental documents would be focused on project- and site-specific impacts.

## Key Outcomes

The program EIR also establishes a roadmap for CEQA and permit compliance for the 16 projects proposed in Phase 1 plan.

Provides a guide to which key environmental issues may be significant to the development of the SGV plan. Based on information and comments received from the general public and other public agencies in response to the NOP, the following issues are considered to be either controversial or require further resolution prior to making an informed decision on the Proposed Project:

- Impacts to sensitive biological resources
- Impacts to wildlife connectivity
- Impacts to cultural resources
- Impacts to tribal cultural resources
- Noise impacts to surrounding areas
- Safety of visitors
- Traffic impacts

Based on the program EIR analysis, no significant impacts are identified that cannot be mitigated to less than significant.

# Los Angeles County Flood Control District Enhanced Watershed Management Programs

2015, County of Los Angeles Department of Public Works



## Summary

The 2012 MS4 Permit for Los Angeles County gives Permittees the option of implementing an innovative approach to Permit compliance through development of an Enhanced Watershed Management Program (EWMP). The EWMPs will identify potential and priority structural and non-structural Best Management Practices (BMPs) within the region's stormwater collection system to improve runoff water quality. The LACFCD, along with participating Permittees, has opted to exercise this option and has submitted to the LARWQCB 12 separate Notices of Intent (NOIs) for the development of EWMPs within 12 distinct watershed groups. Implementation of the EWMPs would be the responsibility of each Permittee and would occur following approval of the EWMPs by the LARWQCB. The LACFCD, as a regional agency, is a member of each of the 12 EWMP working groups, and as such provides a commonality within each EWMP group. However, LACFCD does not have a special status or authority designated by the MS4 Permit over any of the other Permittees. The LACFCD will be working with the applicable Permittees in all 12 EWMP watersheds as an equal partner to identify the types and locations of BMPs needed to achieve permit compliance within each watershed.

The Program EIR was intended to support specific projects (several of which may be part of the SGV Greenway project), and to provide a roadmap to CEQA and permit compliance for similar projects that may not be specifically identified in the Program EIR.

## Key Outcomes

The program EIR addresses several aspects of the SGV project, including cultural and low-impact actions (which are largely addressed in their entirety in this document), and several site-specific projects that may be part of the SGV (partially addressed, with next steps identified).

The program EIR also establishes a roadmap for CEQA and permit compliance for projects that are similar to those addressed in the document.

## Impacts to SGV Greenway Plan

- Some specific SGV projects have CEQA review (at program level) in this document
- Document lays out permit and CEQA process for other SGV projects that are not specifically listed

The City of LA program EIR was developed in part based on this document, and therefore the roadmap is consistent between the City and the County.

Provides a guide to which key environmental issues may be significant to the development of the SGV plan

# City of Los Angeles CEQA Addendum to Los Angeles County Flood Control District Enhanced Watershed Management Programs

2015, City of Los Angeles Bureau of Sanitation



## Summary

The City of Los Angeles is participating in the development of Enhanced Watershed Management Programs (EWMPs) for the Upper Los Angeles River, Ballona Creek, Dominguez Channel, Marina del Rey, and Santa Monica Bay Jurisdictional Groups 2 and 3 Watershed Management Areas in compliance with the 2012 Regional Water Quality Control Board - Los Angeles Region (LARWQCB) National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175; NPDES Permit No. CAS004001). The City must decide whether to submit the EWMPs prepared for these five watersheds to the LARWQCB (City Action).

The MS4 Permit gives Permittees the option to customize their stormwater programs through the development and implementation of an EWMP to achieve compliance with receiving water limitations (RWLs) and water quality-based effluent limits (WQBELs). Development of an EWMP is optional, but allows Permittees a longer timeline to develop and implement Best Management Practices (BMPs) needed to achieve compliance. The EWMPs will result in additional benefits including provision of open space and parkland, habitat creation, and stormwater retention. Permittees not preparing Watershed Management Programs must achieve compliance within a year of permit adoption. The City of Los Angeles has elected to exercise this option and has participated in five distinct watershed groups that fall within the City of Los Angeles jurisdiction including the EWMP groups formed for the Ballona Creek Watershed, the Upper Los Angeles River Watershed, the Dominguez Channel Watershed, Santa Monica Bay Jurisdictional Groups 2 and 3, and Marina Del Rey. Accordingly, five separate Notices of Intent (NOIs) have been submitted to the LARWQCB for the development of EWMPs within the five watershed areas that fall within the City of Los Angeles jurisdiction. The City prepared the Addendum at a Programmatic level to evaluate those elements of the EWMP in the LA County PEIR that

## Impacts to SGV Greenway Plan

- Two specific SGV projects have CEQA review (at program level) in this document
- Document lays out permit and CEQA process for other SGV projects, related to stormwater that are not specifically listed



may be implemented by the City. As the projects in the EWMP progress to a more detailed design level, then subsequent project-level CEQA reviews tiering from the programmatic document will be required.

The Program EIR was intended to support specific projects (several of which may be part of the SGV Greenway project), and to provide a roadmap to CEQA and permit compliance for similar projects that may not be specifically identified in the Program EIR.

## Key Outcomes

The program EIR also establishes a roadmap for CEQA and permit compliance for projects that are similar to those addressed in the document.

The City of LA program EIR was developed in part based on the LA County PEIR, and therefore the roadmap is consistent between the City and the County. The City of LA program EIR identifies only two potential projects in the SGV – stormwater retention and infiltration at the Alhambra Golf Course and the adjacent Almansor Park.

Provides a guide to which key environmental issues may be significant to the development of the SGV plan.

# Ballona Creek Bacteria TMDL Project, Environmental Impact Report

2018, City of Los Angeles Bureau of Sanitation



## Summary

The Cities of Los Angeles, Beverly Hills, Culver City, Inglewood, and West Hollywood, the County of Los Angeles and Los Angeles County Flood Control District (LACFCD), collectively referred to as the MS4 Permittees, requested and were granted a time schedule order (TSO) by the Regional Board to achieve the final dry weather Bacteria TMDL RWLs and WQBELs. The TSO, effective from May 14, 2015 to December 15, 2019, provides interim limits set to prevent further water quality degradation, while providing the MS4 Permittees with a schedule for specific actions to bring the receiving water into compliance with the RWLs and WQBELs. The MS4 Permittees' strategy to comply with the dry weather Bacteria TMDL requirements includes the development of the following three projects.

- Low Flow Treatment Facility 1 located in Ballona Creek Reach 2
- Low Flow Treatment Facility 2 located in Sepulveda Channel
- Mesmer Low Flow Diversion located in Centinela Creek

Collectively, these three projects (Project) would improve downstream water quality in Ballona Creek, Ballona Estuary, Sepulveda Channel, and Centinela Creek during dry weather, providing compliance with Bacteria TMDL. Additionally, the diversion of dry weather flow from Centinela and Ballona Creeks to HWRP would provide a new supply source of water for potential increases of recycled water production and beneficial use to offset potable water demands. None of the facilities would divert water from Ballona Creek during rain events.

This EIR evaluated many of the same issues that will need to be address by the SGV projects if work is proposed within or near the river channel, and provided a framework for regulatory compliance, including Clean Water Act Section 408 permit, Los Angeles County Flood Control Permit and CDFW Section 2080 Endangered Species Act Consultation. Key resource areas requiring mitigation measures included noise and cultural resources.

## Impacts to SGV Greenway Plan

- Project specific CEQA analysis of projects proposed within channelized river in Los Angeles County
- Document lays out permit and CEQA process for working within floodplain channel

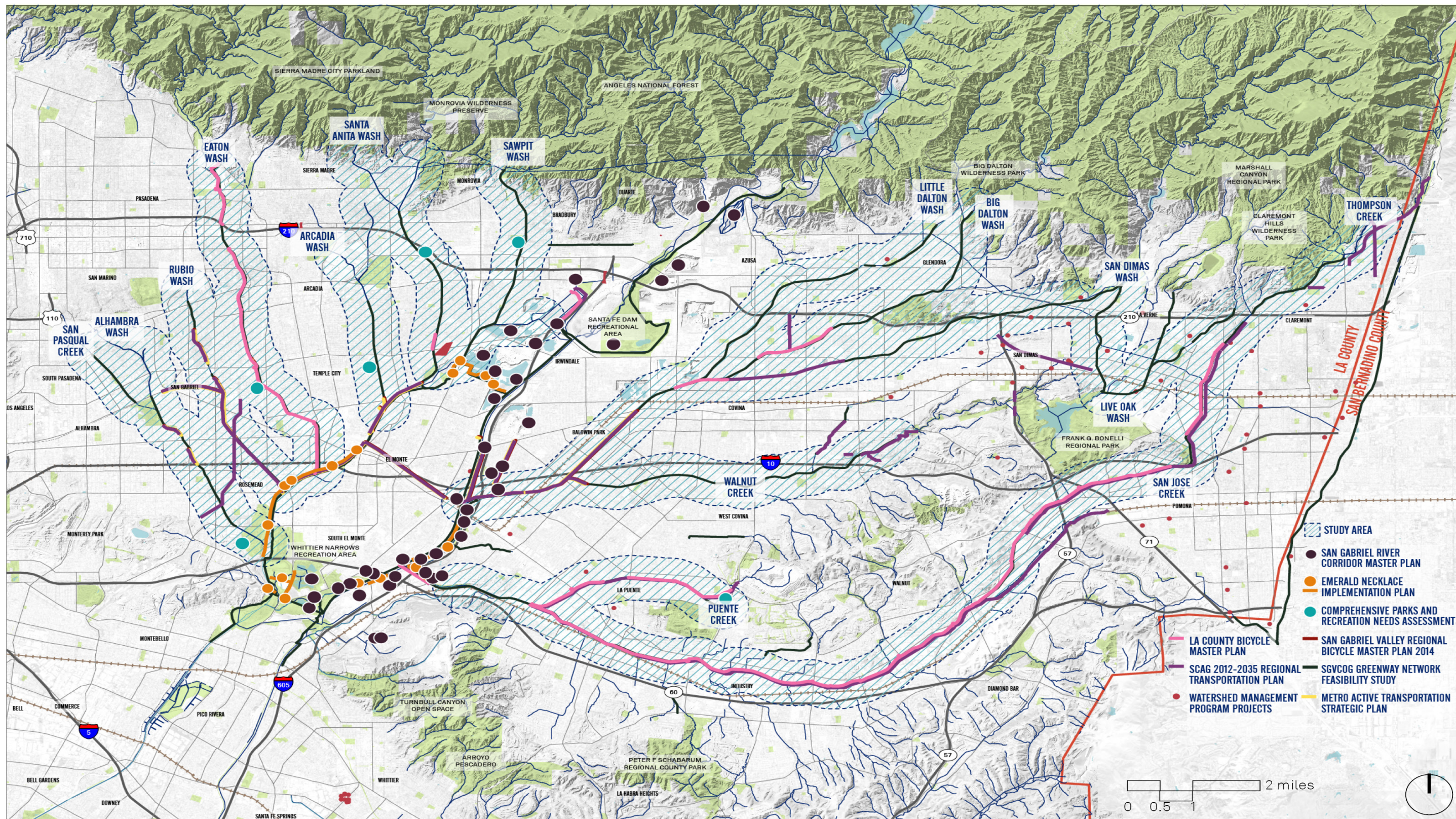
## Key Outcomes

The program EIR also establishes a roadmap for CEQA and permit compliance for construction work within and near a channelized waterbody. Provides a guide to which key environmental issues may be significant to the development of the SGV plan. Based on the EIR, significant and unavoidable impacts are identified related to construction noise.

## Attachment E: Summary Map

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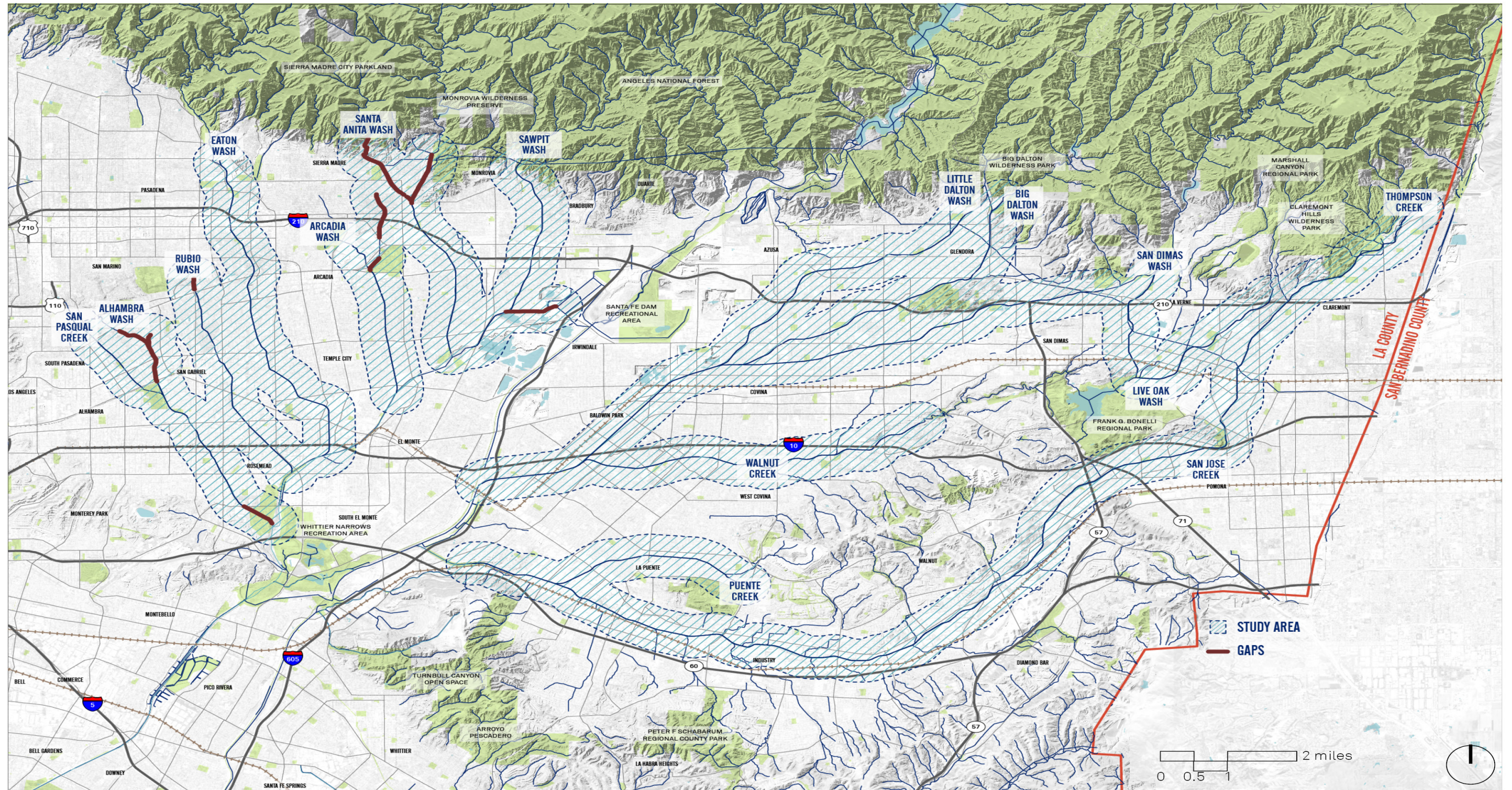


## LITERATURE REVIEW OVERVIEW



## **Attachment F: Summary Map & Planning Gap Illustration**





## GAPS MAP