



Board Report

File #: 2016-0311, **File Type:** Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2016

SUBJECT: LOS ANGELES RIVER BIKE PATH GAP CLOSURE FEASIBILITY STUDY

ACTION: RECEIVE AND FILE FEASIBILITY STUDY

RECOMMENDATIONS

RECEIVE AND FILE the **Los Angeles River Bike Path Gap Closure Feasibility Study** Report (Attachment A).

ISSUE

In response to the June 2014 Board motion (Attachment B) as well as a related motion by the Los Angeles City Council in the same month (Attachment C), staff took steps necessary to perform a feasibility study to close the 8-mile gap in the Los Angeles River Bike Path between Elysian Valley and the City of Vernon (Attachment D). This effort became known as the Los Angeles River Bike Path Gap Closure (Project). In September of 2014, staff returned to the Board with a recommendation to amend the budget to move forward with the feasibility study (Attachment E) and in May 2015, a contract was awarded to perform the study.

Staff is submitting the Los Angeles River Bike Path Gap Closure Feasibility Study Report which assessed the engineering feasibility, neighborhood connectivity, safety, environmental and permitting requirements, hydraulic impacts, real estate, maintenance and operations, and preliminary cost estimates of the Project. The study finds that the Project is feasible and would help serve the transportation needs of communities neighboring the project area as well as the region. Attachment A includes the Executive Summary of the report. The entire report is available upon request.

DISCUSSION

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan that would eventually revitalize all 51 miles of the river channel, and include bike and pedestrian facilities as a key element of accessibility and mobility. In June 2016, the Los Angeles City Council approved the US Army Corps of Engineers' (USACE) recommended plan, LA River Ecosystem Restoration Feasibility Study, to restore habitat, widen the

river, create wetlands, and provide pedestrian access points and bicycle paths along an 11-mile stretch of the Los Angeles River north of Griffith Park through Elysian Valley to downtown Los Angeles. The USACE recommended the Plan for approval in 2015 and is pending authorization by the US Congress. There is also significant interest and a long history of support for a bike path along all 51-miles of the river from non-profit groups. Most recently, RiverLA published its Greenway 2020 plan, including the goal of completing the bike path along the length of the river. The largest remaining, 8-mile gap in the Los Angeles River Bike Path, between Elysian Valley and the City of Vernon, requires a multi-jurisdictional effort and close coordination with rail operations along Metro-owned right-of-way. As the County's transportation agency and owner of the adjacent rail right-of-way, Metro is the best organization to take the Lead Agency role for this Project.

In May of 2015, staff began work on a feasibility study of the Project. A Technical Advisory Committee (TAC) was formed, consisting of representatives from the City of Los Angeles Bureau of Engineering (BOE), City of Los Angeles Department of Transportation (LADOT), County of Los Angeles Department of Public Works (LADPW), City of Vernon Department of Public Works, the Federal Waters Partnership, Mountains Recreation and Conservation Authority, River LA, Friends of the LA River, Los Angeles County Bicycle Coalition; and other key stakeholders and organizations. Staff convened the TAC at regular intervals throughout the study to evaluate alternatives and ensure that correct and whole information was gathered and vetted.

The study consisted of conducting an inventory of the Project area, including real estate and right-of-way ownership; conceptual engineering analyses of alternative alignments; hydraulic analysis of the most constraining alternative; and detailed study of the surrounding neighborhoods and the infrastructure for walking and bicycling in and through them. The study assumed a path along the west bank of the river, consistent with the existing paths at the Project's northern and southern termini.

The study demonstrates that although technical challenges and physical constraints exist, closing the 8 mile gap is feasible through various engineering solutions. The study included a high level assessment of needs in the project area. A full analysis of potential impacts and benefits for the various project alternatives will be performed in the next project phase. The project area is home to more than 200,000 people including some of the County's most disadvantaged communities. Approximately 34% of the project area population lives in poverty and more than 26% of the working age population does not use automobiles as a primary mode of transportation. The project area is not well served by infrastructure for walking and biking and as such, the Project would offer a backbone for a more complete active transportation network of separated and protected infrastructure. The largely industrial landscape of the project area holds many tens of thousands of jobs, with more than 50,000 people employed in the Project-adjacent City of Vernon alone. Closing the eight mile gap will result in a 32 mile contiguous regional bicycle corridor serving Los Angeles County.

This Project has been included in several plans, including the 2016 Metro Active Transportation Strategic Plan and the current Long Range Transportation Plan published in 2009, the Southern California Council of Governments 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy, as well as the City of Los Angeles Mobility Plan 2035 and 2010 Bicycle Plan.

The study considered top of bank and channel bottom alignments, as well as various other

treatments such as cantilevers to traverse obstructions along both alignment types, and access points at all 16 streets which cross the River. The various Project options range in construction cost from approximately \$200 million to \$320 million, including contingency, planning, engineering and permitting costs. Preliminary cost estimates for the range of alternatives considered in this study are consistent with the cost to build other parts of the Los Angeles River Bike Path with similar heavy civil construction needs. These costs will be further refined in the next project phase.

A summary of the challenges and opportunities are provided below:

Challenges

- The Project corridor along the top of bank of the river, where a path would normally be located, is physically constrained by many obstructions. Bridge overcrossings, electrical towers, and rail alignments are frequently located in the area along the western top of bank that would be the most logical place for a path.
- A channel-bottom alignment would need to traverse standing water in the northern part of the Project because the river will be flooded up to a depth of 8 feet by a seasonal dam as part of the upcoming Bending the River Back Into the City project by Lauren Bon and Metabolic Studio.
- Though preliminary engineering analysis shows that a channel-bottom alignment would not affect the flood control capacity of the river, such an alignment would potentially introduce significant flooding and safety risks to both path users and jurisdictions responsible for the operation of the path. It is anticipated that such an alignment would require more operational maintenance to clean and patrol the path during both wet and dry weather.
- A number of concurrent projects are in a similar phase of development, requiring close and constant coordination between multiple agencies including such projects as the Los Angeles River Revitalization Project, Connect US, Link US, and High Speed Rail. Additionally, some of the Gateway Cities including Vernon and Huntington Park have taken a keen interest in revitalization, and walking and biking infrastructure along the river. They are performing their own studies or creating plans incorporating complementary facilities.

Opportunities

- Findings indicate existing demographics within the study area consist of a population highly dependent on walking, biking, and transit. There are also many large employment centers in the Project area, indicating that the Project would serve an important role for connecting disadvantaged communities with mobility options and known connections to employment and regional surface transportation.
- The Project would connect these communities directly adjacent to the Project area as well as communities along the existing alignments of the path to Union Station, the regional hub for rail transportation, future High Speed Rail stop, and direct connection to Los Angeles International Airport.

- The Project area is largely industrial and in many places along the Project alignment, heavy truck traffic and rail crossings create an environment not suited to safe walking and biking. The Project would create a safe, comfortable environment for walking and biking through the Project area.
- Completing the Project would create a continuous 32-mile Class I bike path along the Los Angeles River. As is already evident by the plans created by the City of Los Angeles Mobility 2035, and in the works in Vernon, local cities will use the completed Los Angeles River Bike Path as a spine on which to build a network of walking and bicycling infrastructure. Similar to the highway system, a grade-separated bike path serves as the high quality, long-distance anchoring piece of infrastructure on which local infrastructure can be built. This increases mobility for people walking and biking throughout the region in addition to the local communities.
- Opportunities exist, as part of the next phase of project development, to work with local jurisdictions and residents, Metro departments, and consultants to coordinate many concurrent projects with complementary or shared goals for mobility in and around the Project area. By working together, the projects can achieve synergistic improvements to the mobility in the Project area and region.

DETERMINATION OF SAFETY IMPACT

The next phase of the Project (PA/ ED) will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY17 budget contains \$250,000 to begin work on the PA/ED phase in cost center 4320, project number 405303, LA River Bike Path.

Since this is a multi- year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for the Project are Propositions A and C and TDA Administration. These funds are not eligible for bus and rail capital or operating expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize entering the Project into the PA/ED phase. This alternative is not recommended as doing so would be contrary to prior Board direction.

NEXT STEPS

Upon Board acceptance of this report, staff will develop a scope of work and begin procurement of a

consultant team to perform the work necessary for the next phase, Project Approval/ Environmental Documentation (PA/ED).

ATTACHMENTS

Attachment A - Los Angeles River Bike Path Gap Closure Feasibility Executive Summary

Attachment B - Metro Board Motion 67

Attachment C - City of Los Angeles Council Motion 14-0711

Attachment D - Project Area Map

Attachment E - Metro Board Report Item 27

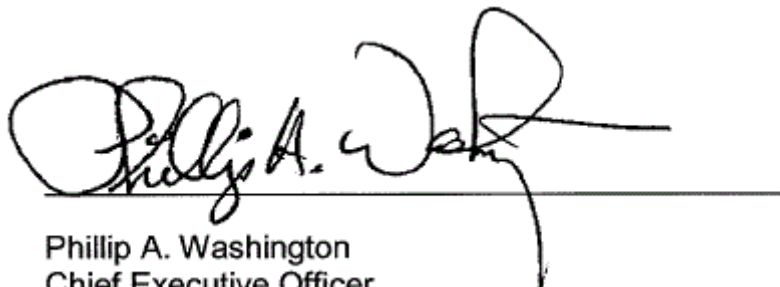
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Phillip A. Washington
Chief Executive Officer



LOS ANGELES RIVER BIKE PATH GAP CLOSURE
Feasibility Study *May 31, 2016*



EXECUTIVE SUMMARY

Introduction

The purpose of the Los Angeles River Bike Path Gap Closure Feasibility Study (Study) is to determine the feasibility of designing, constructing and operating a bike path along an eight-mile stretch of the Los Angeles River (River) through Downtown Los Angeles and the City of Vernon with a connection to the City of Maywood (Project). The Project would close an existing gap in the LA River Bike Path, providing a seamless bike route between the San Fernando Valley in Los Angeles and the LA River Bike Path in Long Beach. The northern and southern limits of this study are the terminus of the LA River Greenway Trail at Riverside Dr, and Atlantic Bl where the LA River Bike Path begins in Maywood. The Study includes conceptual designs, identification of potential access points, operations strategies, identification of environmental issues, and cost estimates.

The River, which extends 51 miles from Canoga Park to Long Beach, was channelized in the 1930s by the Army Corps of Engineers (Corps) for the primary purpose of flood protection. The result was a concrete-lined channel designed to prevent flooding by rapidly moving rain water and runoff to the ocean.

Over the past several years a number of initiatives have been undertaken by public agencies and non-profits to reimagine the River. Public agency studies include the [Army Corps of Engineers ARBOR Study](#), the [LA River Master Plan](#) and the [LA Bike Master Plan](#). Non-profit groups such as [River LA](#) (formerly LA River Revitalization Corporation) have been

formed with the backing of the City of Los Angeles to help transform the River. This transformation envisions making the River an integral part of the community and includes a regional active transportation corridor for biking and walking. The regional corridor connects portions of coastal and inland Los Angeles County and provides important local connections to places of employment, parks, schools, retail and entertainment venues, as well as mass transit.

In the past 10 to 15 years, in a precursor to the overall River redesign effort, high-quality biking and walking paths have been added along the River in both the coastal and inland areas. **Figure ES-1** shows a typical example of a recent bike/ pedestrian path along the River.



Figure ES-1: LA River Bike Path (South Bay Section)

However, a barrier exists between the coastal and inland areas to date, precluding the envisioned seamless connection between the San Fernando Valley and Long Beach. The eight-mile stretch of River in the Project Area (**Figure ES-2**) transits a largely industrial section of the County where much of the top of bank (where a bike path would normally be placed) is obstructed by electrical towers, bridge structures and active railroad tracks. These obstructions, along with vertical walls on parts of the River, have made creating a bike and pedestrian path along this stretch of the River challenging. **Figure ES-3** shows the obstructed character of the top of bank in the Project Area and illustrates the types of barriers that have prevented the path's completion thus far.

This Study finds that, in spite of the challenges, it is feasible to close this gap, and explores several options for doing so.



Figure ES-3: Image of a highly obstructed section of the River. Obstructions, such as this one near the 101 freeway, have made it difficult to create a bike and pedestrian path along this section of the River.

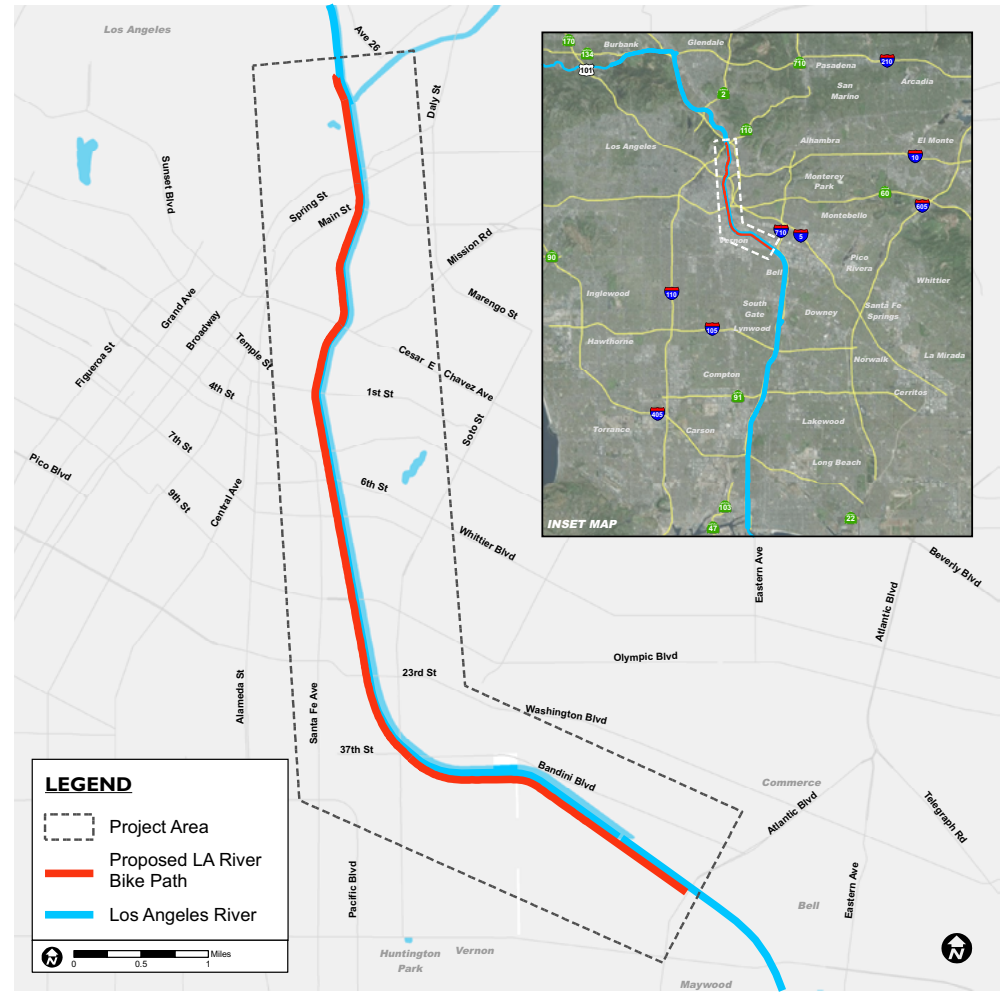


Figure ES-2: Project Area

Study Background

Community advocates, local agencies and business associations have studied, supported and invested in the completion of a bike path along the stretch of the River as in this Study. Active supporters include The Arts District Los Angeles (ADLA), the City of Los Angeles, the County of Los Angeles, Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro) and the Corps.

Their respective efforts are discussed in Chapter 1.

Based on encouragement from the wide variety of communities and organizations supporting this eight-mile path, the Los Angeles City Council and Metro Board of Directors (P&P Item 27) passed related motions in September 2014, directing staff to study alternatives for implementing a bike path along this portion of the River. In response to these motions, this Study was commissioned to address the needs of the communities adjacent to the River by providing them with a safe and convenient transportation option.

Existing Conditions

Much of the 51-mile long River is already served by bike paths; this Project would close the largest remaining gap through the Downtown Los Angeles metropolitan area and the City of Vernon. A 16.5-mile long bike path connects Atlantic Bl in Maywood with Long Beach and the ocean; a 7.25-mile long bike path connects Elysian Valley near Dodger Stadium and Griffith Park to the City of Glendale. By closing this 8-mile gap, the Project would create a continuous 32-mile section of grade-separated bike path along the River from Griffith Park to Long Beach.

Project Area

As illustrated by **Figure ES-2**, this Study focuses on a potential new bicycle facility to fill the gap in the LA River Bike Path between Riverside Dr in Elysian Valley and Atlantic Bl in Vernon and neighboring Maywood.

Many of the neighborhoods in the area surrounding the Project corridor are predominately industrial in nature with high volumes of truck traffic, deteriorated roadways, a lack of sidewalks and street lighting, and multiple at-grade rail crossings. Additionally, there are freight and passenger train movements on tracks adjacent to the River along several segments of the corridor, which inhibit mobility.

There is a population of just over 200,000 people within three miles of the Project Area. The area qualifies as a disadvantaged community based on the median household income of \$31,695, which is well below the county average of \$55,870. Approximately 34% of the area's population lives below the poverty line. People in these neighborhoods routinely walk or use a bike as their primary means of transportation.

According to the 2014 American Community Survey most of the Project Area's population has limited or no access to privately-owned transportation, increasing the demand for alternate modes of transportation, including biking and walking. Of the 70,000 people in the Project Area of working-age, 26% (approximately 18,000) walk, bike or take transit to work. As such, the Project would be of great value to the communities through which it passes.

Study Approach

The Study includes analysis of all feasible options for the LA River Bike Path in the Project Area along the top of bank, channel bottom and channel wall, as well as access points to the path. The study assumes a standard width Class I bikeway on the west bank of the River.

The Study team prepared conceptual design plans, identified technical challenges, opportunities and constraints, and developed assumptions and potential solutions in the following areas:

- > Engineering feasibility
- > Neighborhood connectivity
- > Public safety
- > Environmental
- > Permitting
- > Hydraulic capacity
- > Real Estate (property ownership)
- > Maintenance
- > Cost – for both design and construction

Summary of Findings

The Study concludes that a new bike path along the eight-mile Project corridor is feasible.

Although there are physical constraints, including electrical towers, bridge structures and railroad tracks at the top of bank along the Project corridor, the Study shows these constraints can be overcome through creative engineering solutions. The various Project options discussed in the report range in construction cost from approximately \$200 million to \$320 million, including contingency, planning, engineering and permitting costs.

The solutions involve:

- 1. Top of Bank Paths:** Like many of the existing paths along the River, portions of the eight-mile gap have sections along the top of bank that will accommodate a 12-foot wide bike and pedestrian path. See **Figure ES-4**.

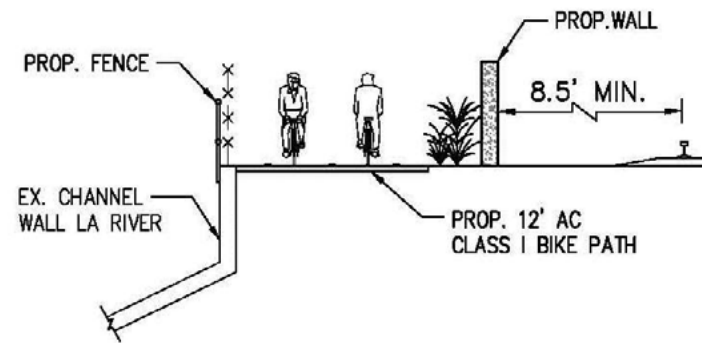


Figure ES-4: Top of bank detail adjacent to rail

- 2. Channel Bottom Bike Paths:** A Channel bottom path would consist of an elevated path six inches above the river bed in the low-flow portion of the River. See **Figure ES-5**. Based on a study commissioned in 2013 by downtown developer Linear City Development, LLC, channel bottom facilities could be open up to 330 days per year.

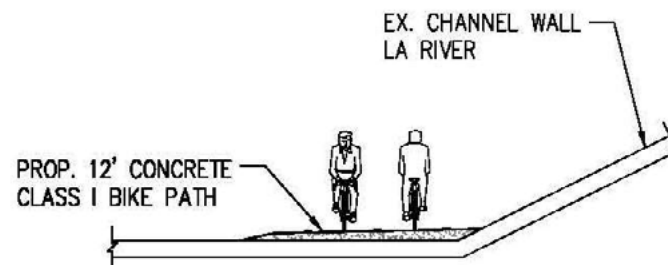


Figure ES-5: Typical Channel Bottom Detail

3. Channel Cut Alignment: This alignment places the path along a terrace cut into the channel wall of the River. See **Figure ES-6**. The terrace would be similar to many of the bridge undercrossings on other bike path facilities in the Los Angeles area.

To manage the assessment effort, the eight-mile path was separated into the following five reaches (segments) from North to South based on the top of bank conditions. These reaches are further described in Chapter 7.

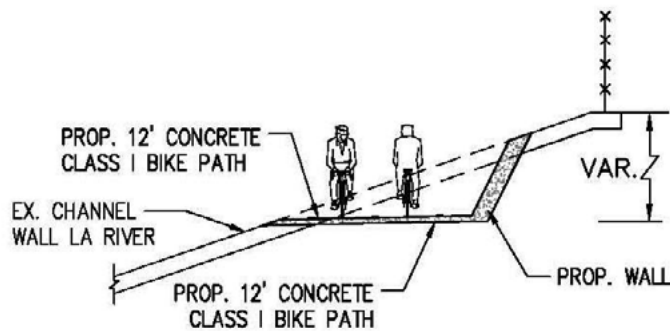


Figure ES-6: Typical Channel Cut Detail

Reach 1: Between Riverside Dr and SR-110: Reach 1 is the shortest and one of the least obstructed reaches with only one bridge crossing (Union Pacific Rail Road), which is located just north of Arroyo Seco Parkway (SR-110). It has a vertically walled channel with available right-of-way along the top of bank.

There are two options for the path along this reach: (1) top of Bank path with an elevated bridge over the railroad crossing, or (2) a ramp immediately south of Riverside Dr leading to a channel bottom alignment. The River in this section has vertical walls, thus a channel cut is not feasible.

Reach 2: Between SR-110 and Spring St: Reach 2, like Reach 1, is relatively short and unobstructed with available top of bank right-of-way except at two locations where there are large electrical towers. The Reach includes the study *Bending the River Back Into the City* by Lauren Bon and Metabolic Studio (**Figure ES-7**) that, once completed, will flood the channel to a depth of approximately eight feet. This reach is approximately 0.6 miles long.

The path can be constructed along the top of bank. However, at two locations cantilevered structures will need to be constructed to detour around electrical towers.

A channel bottom option is precluded as the area will be flooded as part of the study. A floating path, similar to the Esplanade Path in Portland, OR, could be considered, although such a treatment may be difficult due to the hydrologic conditions when the River is in flood conditions with fast-flowing, rough water.

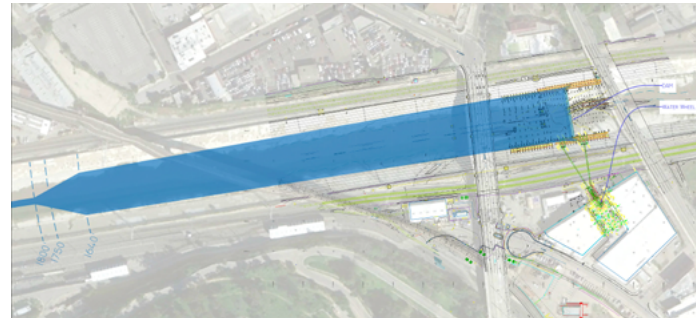


Figure ES-7: Bending the River Back Project

Reach 3: Between Spring St and Cesar Chavez Av: Reach 3 is more complicated than Reach 1 or 2, with four bridge abutments (Main St, Cesar Chavez Av and two railroad crossings) and limited space along the top of bank. This reach is approximately one mile long.

The path in this section could consist of a combination top of bank path with channel cuts to traverse under the bridges at Main, Cesar Chavez and the two railroad crossings.

Reach 4: Between Cesar Chavez Av and Bandini Bl:

Reach 4 is obstructed along the top of bank by electrical towers, bridge abutments, adjacent rail lines, and industrial land usage. This reach is approximately 3.4 miles long.

This is the most complicated and longest reach with over a dozen bridge crossings. The path could consist of a combination of channel cut, channel bottom, elevated structures and cantilevered sections along the river bank.

All of the potential access points in Reach 4 provide connectivity to a dense network of transit, including Union Station, the regional heart of rail for Southern California. The Link US project will greatly improve walking and biking around Union Station and Little Tokyo.

The LA River Bike Path and the Link US project will provide opportunities to connect surrounding communities through walking and biking to this regional transportation hub and the numerous historic and cultural sites neighboring it.

Reach 5: Between Bandini Bl and Atlantic Bl: Reach 5 has extremely limited usable top of bank space, two roadway crossings and one rail road crossing. The top of bank is obstructed by electrical towers, adjacent parallel rail lines, one railroad crossing, and bridge abutments at Downey Rd and Atlantic Bl. This reach is approximately 2.4 miles long and located entirely in the City of Vernon.

Due to the numerous obstructions along the top of bank, the LA River Bike Path would consist of channel cuts, a channel bottom path or cantilevered sections along the river bank.

Details for each of these sections are shown in Chapter 7.

Conclusions: When the Project is completed, the LA River Bike Path will allow people to travel by bicycle between the San Fernando Valley and Long Beach and link to the many communities in between. The Project will provide countywide mobility and much needed low-cost transportation options. It will provide first mile-last mile transportation connections to Metro's bus and rail network. The path will provide greater accessibility to employment, entertainment, commercial, education and recreational centers. The gap closure will complement projects that have already been built or are underway by closing critical gaps in the bike network, and integrating and synchronizing plans for the path. It will reutilize existing infrastructure in an innovative way, resulting in new active transportation options and environmental benefits like reduced greenhouse gas (GHG) emissions and criteria air pollutants, and create opportunities for storm water capture and treatment.

Design, permitting approval and construction of the Project will require close coordination with key agencies and organizational partners. The Corps is responsible for managing and maintaining this portion of the river, and has the ultimate authority over any uses of the River. Close coordination and project buy-in with the Corps, partner agencies and local jurisdictions will be crucial to the success of the Project.

The findings and recommendations in this Study should provide the information needed for decision makers to consider proceeding to the next stage, Preliminary Engineering and Environmental Clearance, in constructing a path that will close the eight-mile gap in the LA River Bike Path. This Study and the more detailed studies to follow will serve as the basis for design to request the requisite permits for closing the eight-mile gap in the LA River Bike Path.

PLANNING AND PROGRAMMING COMMITTEE**MOTION BY:****MAYOR ERIC GARCETTI, SUPERVISOR GLORIA MOLINA,
AND DIRECTOR MIKE BONIN**

June 18, 2014

Los Angeles River Bikeway Connection

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan. This Plan incorporates transportation infrastructure as a key element of accessibility and mobility for the LA River, and addresses the need to have a regionally connected bikeway network. The County and many cities in the Los Angeles River Corridor, often with the assistance of the Los Angeles County Metropolitan Transportation Authority (MTA), have implemented major infrastructure and recreation areas along the river, its tributaries, and connecting surface streets.

In May 2014, the U.S. Army Corps of Engineers recommended approval of an ambitious, \$1-billion proposal to restore habitat, widen the river, create wetlands and provide pedestrian access points and bicycle paths along an 11-mile stretch of the LA River north of downtown through Elysian Park. This proposal, known as "Alternative 20," is the starting point for projects that will eventually revitalize all 51 miles of the river, from the San Fernando Valley to Long Beach.

However, the plan does not cover the most significant gap along the Los Angeles River, between the bicycle and pedestrian facilities in the Elysian Valley to the existing LA River Path that connects the City of Maywood to the City of Long Beach. This gap was also identified in MTA's Bicycle Transportation Strategic Plan adopted in 2006.

This gap is located in areas where the LA River is surrounded by active train tracks and industrial uses, which make it difficult to acquire the necessary right-of-way for placement of a bike path and pedestrian access on the river banks.

Recently a conceptual technical study was presented to MTA, which focuses on an "In River Channel Bike Path," similar to the bicycle path along the Arroyo Seco in the City of Los Angeles. As the Regional Transportation Planning Agency, MTA is best suited to coordinate regional, countywide bicycle efforts. A study of this nature will require multi-agency stakeholder coordination, and should include a detailed analysis of potential bicycle, pedestrian, and transit connections to the LA River facilities.

(CONTINUED)

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

- A. Develop a proposed scope for studying an in-channel bike path design, with logical pedestrian linkages along ingress and egress areas, that connects the missing link from Taylor Yard to the City of Maywood;
- B. Recommend a project timeline and a proposed implementation strategy to advance a comprehensive bike channel study;
- C. Identify and receive input from key stakeholders and study participants;
- D. Report back to the Board in September 2014 on Items A - C and a possible recommendation for implementation.

CITY OF LOS ANGELES
CALIFORNIA

HOLLY L. WOLCOTT
Interim City Clerk



ERIC GARCETTI
MAYOR

Office of the
CITY CLERK

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SHANNON HOPPES
Council and Public Services
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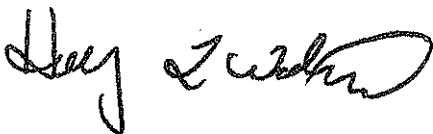
www.cityclerk.lacity.org

When making inquiries relative to
this matter, please refer to the
Council File No.

June 27, 2014

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File No. 14-0711, at its meeting held June 25, 2014.



City Clerk
wrq

TRANSPORTATION COMMITTEE REPORT relative to implementation of the In-Channel Downtown Los Angeles River Bike Path.

Recommendation for Council action, as initiated by Motion (Huizar - Cedillo):

AUTHORIZE and INSTRUCT the Bureau of Engineering (BOE) to work with the Department of City Planning, Los Angeles Department of Transportation, and other departments and agencies as necessary, to work to implement the In-Channel Downtown Los Angeles River Bike Path in partnership with the Los Angeles County Metropolitan Transportation Authority, County of Los Angeles, Army Corps of Engineers (Corps), Friends of the Los Angeles River (FoLAR), Los Angeles River Revitalization Corporation (LARRC), and other community stakeholders, including identification of funding and assistance with the California Environmental Quality Act, National Environmental Policy Act, and other applicable compliance requirements.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst had completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

On June 11, 2014, your Committee considered a Motion (Huizar - Cedillo) relative to implementation of the In-Channel Downtown Los Angeles River Bike Path. According to the Motion, revitalization of the Los Angeles River is a priority of the City as expressed in the Council's adoption of the long-range Los Angeles River Revitalization Master Plan (Council File No. 07-1342) and direction to the BOE to oversee implementation of the Plan.

The Plan prioritizes expanded public access to the river for recreational purposes and specifically recommends a continuous bike path as part of the Los Angeles River Greenway trail system. Implementation of the Plan and its projects has involved the contributions of many partners in the public, private, and nonprofit sectors. Consistent with this momentum and with the support of the FoLAR and the LARRC, a coalition of organizations in Downtown Los Angeles is studying an "In-Channel Downtown Los Angeles River Bike Path" project, which will serve as the interim solution to connect the existing bike path in Elysian Valley through Downtown LA and the City of Vernon to the existing LA River Bike Path in the City of Maywood. The project will be implemented on the river's western bank and involve construction of at least three new non-motorized river access points.

The In-Channel Downtown Los Angeles River Bike Path meets the goals set forth in Greenway 2020, a campaign to create a seamless 51 miles of bike path trails along the Los Angeles River by the year 2020. The project will involve close coordination with other agencies and organizations, including Los Angeles County (County) and the Corps, which are partners in the ongoing Los Angeles River Cooperation Committee, formalized by the Los Angeles River Memorandum of Understanding (Council File No. 07-1342-S4). The City Engineer co-chairs the Los Angeles River Cooperation Committee along with the Los Angeles County Director of Public Works and the Committee approved the project concept at its April 7, 2014 meeting.

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion, as amended in the above recommendation. This matter is now

submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

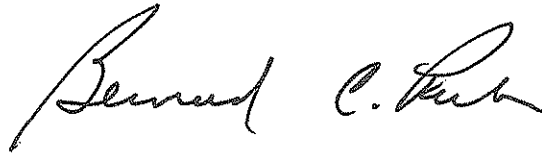


<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	ABSENT
LABONGE:	ABSENT
PARKS:	YES
KREKORIAN:	YES
ARL	
6/11/14	

ADOPTED

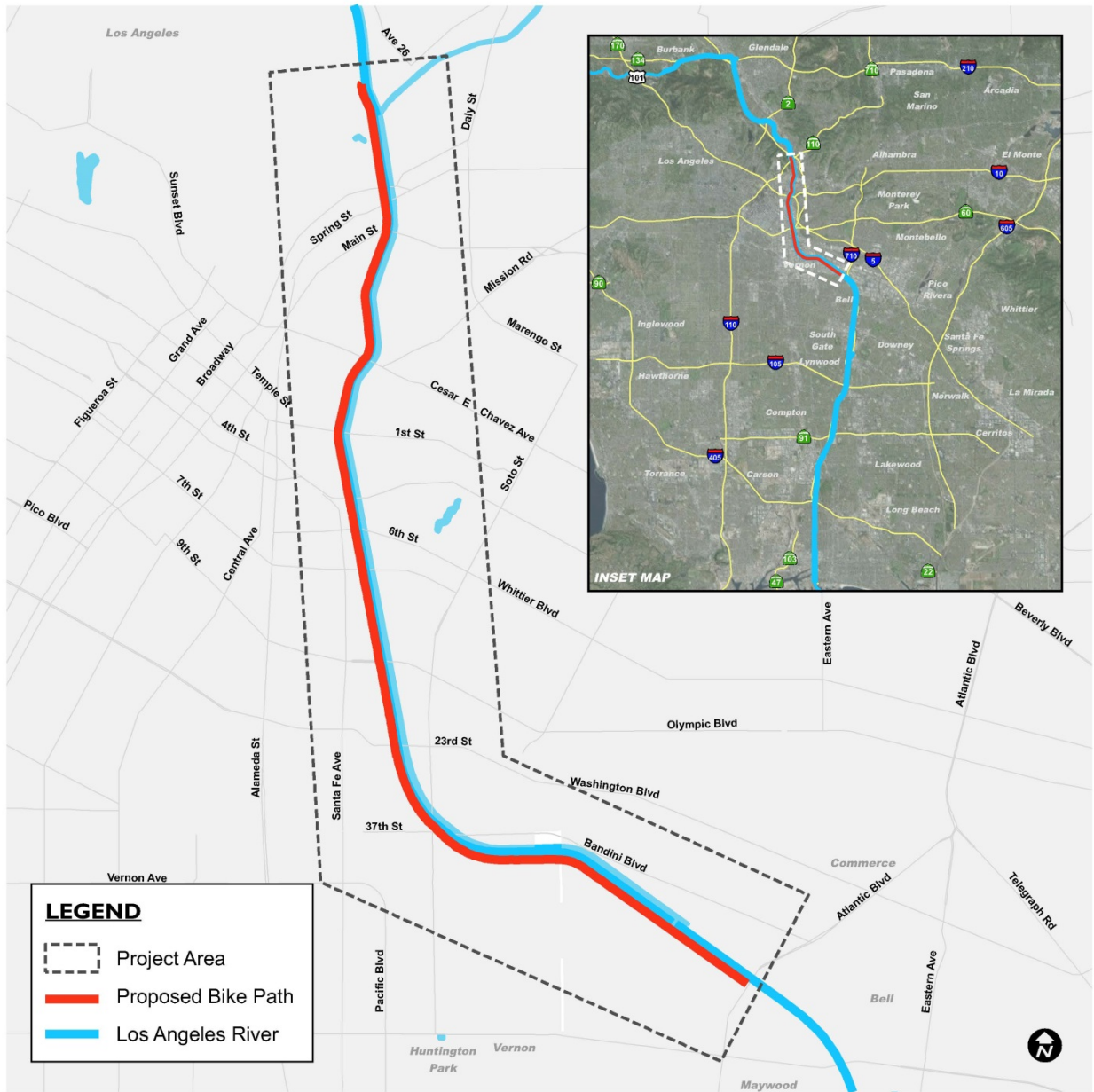
JUN 25 2014

LOS ANGELES CITY COUNCIL



-NOT OFFICIAL UNTIL COUNCIL ACTS-

Project Area Map



Los Angeles River Bike Path Gap Closure Feasibility Study
July 2016



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2014**

SUBJECT: LOS ANGELES RIVER BIKEWAY CONNECTION

ACTION: AMEND FY15 BUDGET AND AUTHORIZE STUDY

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to:

- A. Amend the FY15 budget to add an additional \$100,000 to conduct feasibility study for the Los Angeles River Bikeway Connection

ISSUE

In June 2014, the Metro Board passed a motion directing the CEO to study the closure of a significant gap in the bicycle and pedestrian facilities located along the Los Angeles River and to: (a) develop a proposed scope for studying an in-channel bike path design, (b) recommend a project timeline and proposed implementation strategy, (c) identify and receive input from key stakeholders and study participants, (d) report back to the Board in September on items A-C and a possible recommendation, and (e) immediately initiate discussions with the U.S. Army Corps of Engineers (USACE) concerning any construction within the actual channel (Attachment A).

DISCUSSION

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan that would eventually revitalize all 51 miles of the river channel, and include bike and pedestrian facilities as a key element of accessibility and mobility. In May 2014, the USACE recommended approval of a \$1 billion proposal to restore habitat, widen the river, create wetlands, and provide pedestrian access points and bicycle paths along an 11-mile stretch of the Los Angeles River north of downtown through Elysian Park. The plan, however, does not include bike and pedestrian facilities for a significant 8-mile gap along the Los Angeles River, between Taylor Yard and the City of Maywood.

Staff anticipates a 9-12 month feasibility study to technically evaluate construction of an in-channel path within the Los Angeles River channel between Taylor Yard and City of Maywood. The study would require participation from key agencies including Metro, USACE, City of Los Angeles Bureau of Engineering (BOE), City of Los Angeles Department of Transportation (LADOT), County of Los Angeles Department of Public Works (LADPW); and other key stakeholders and organizations.

A technical scope is currently being developed to address several core objectives:

- Evaluation of potential in-channel solutions to closing the 8-mile gap, including review of existing analyses, reports and conceptual designs,
- Identification of logical bike and pedestrian access points and access control measures; and safety, security, lighting and maintenance considerations,
- Preparation of necessary hydrologic and engineering analyses required by USACE and key stakeholders,
- Critical reviews by key agencies and stakeholders,
- Identification of required environmental clearances, permits and approvals,
- Preparation of detailed cost estimates, and
- Preparation of a Final Report

In order to encourage a high degree of involvement from key stakeholders, a Technical Advisory Committee (TAC) including representatives from key agencies and stakeholders is being formed to provide oversight and to ensure the most critical technical analyses are addressed. In order to immediately initiate discussions with the USACE, a letter signed by the CEO was sent to the 60th Commander of the Los Angeles District in August to request their participation in the study (Attachment B).

An initial coordination meeting with key stakeholders is being planned for September. The technical scope will be finalized after preliminary meetings with the TAC and after the TAC has had an opportunity to review and comment on the scope. We anticipate the technical scope will be finalized in the fall, and that a request for proposals would be ready for release to either the Planning or Engineering bench in winter 2014. Contract award is anticipated in early 2015. Staff would aim to return to the Board by fall 2015 with preliminary recommendations.

While this feasibility study will focus on addressing the gap in the Los Angeles River Path between the Taylor Yard and Maywood, other efforts are being made to address gaps in other parts of the river path.

Status of Los Angeles River-San Fernando Valley Bike Path Gap

The Board also requested an update on efforts to close bike path gaps in the San Fernando Valley. The completion of gaps in the Los Angeles River in the Valley, generally are within the boundaries of Owensmouth to Riverside, which is a distance of approximately 20 miles. Attachment C provides a summary table of the status and lead agencies responsible for completing bike path segments in the San Fernando Valley.

The City of Los Angeles applied for approximately \$5.4 million of funding to the current cycle of the California State Active Transportation Program (ATP) for constructing a project that would close a gap from Owensmouth to Mason, which would be at the headwaters of the western terminus of the Los Angeles River. The LA River Bike Path-Headwaters, Owensmouth/Mason project was previously recommended for funding through the 2011 Metro Call, but as Federal transportation funds shifted to the State, the City's only option was to reapply for funding. Although the State portion did not fund the

project in August, there is potential for the project to be funded through SCAG's share of ATP funds, which will be announced in September.

The County of Los Angeles Department of Public Works is currently preparing for the release of a Draft Preliminary Scoping Report (PSR), Los Angeles River Bike Path Project from Whitsett Avenue to Riverside Drive. This would help complete another gap that would extend the bike path west of Griffith Park. The PSR identifies the opportunities and constraints for route options, design alternatives, environmental work, construction costs and etc., which would assist the County to decide on further developing a Project Design Concept (PDC). The approval of a PDC would then support the implementation of the project.

DETERMINATION OF SAFETY IMPACT

The Los Angeles River In-Channel Bike Path Feasibility Study will not have adverse safety impacts on our employees and patrons. A key element of the feasibility study will be to identify and assess any safety impacts related to construction and operation of an in-channel bike path.

FINANCIAL IMPACT

The FY15 budget would need to be amended to add \$100,000 in cost center number 4320, under project number 405301, Bicycle Program. This amendment would augment the existing budget amount of \$200,000, in order to cover the estimated cost of the study. As this is a multi-year program, it will be the responsibility of the cost center manager and the Executive Director of Countywide Planning to budget funds in future years.

Impact to Budget

The source of funds for the Los Angeles River Bikeway Connection study are Propositions A and C and TDA Administration. These funds are not eligible for bus and rail capital or operating expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the proposed budget amendment of \$100,000 for the feasibility study. This alternative is not recommended as doing so would be contrary to the Board direction provided in June.


NEXT STEPS

Upon approval, we will work with the TAC to finalize a technical scope of work and identify critical issues. Once the technical scope has been completed an RFP can be released.

ATTACHMENTS

- A. June 2014 Motion: Los Angeles River Bikeway Connection
- B. CEO Letter to USACE Commander
- C. Status of LA River Bikeway Segments in the Valley

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Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

PLANNING AND PROGRAMMING COMMITTEE**MOTION BY:****MAYOR ERIC GARCETTI, SUPERVISOR GLORIA MOLINA,
AND DIRECTOR MIKE BONIN**

June 18, 2014

Los Angeles River Bikeway Connection

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan. This Plan incorporates transportation infrastructure as a key element of accessibility and mobility for the LA River, and addresses the need to have a regionally connected bikeway network. The County and many cities in the Los Angeles River Corridor, often with the assistance of the Los Angeles County Metropolitan Transportation Authority (MTA), have implemented major infrastructure and recreation areas along the river, its tributaries, and connecting surface streets.

In May 2014, the U.S. Army Corps of Engineers recommended approval of an ambitious, \$1-billion proposal to restore habitat, widen the river, create wetlands and provide pedestrian access points and bicycle paths along an 11-mile stretch of the LA River north of downtown through Elysian Park. This proposal, known as "Alternative 20," is the starting point for projects that will eventually revitalize all 51 miles of the river, from the San Fernando Valley to Long Beach.

However, the plan does not cover the most significant gap along the Los Angeles River, between the bicycle and pedestrian facilities in the Elysian Valley to the existing LA River Path that connects the City of Maywood to the City of Long Beach. This gap was also identified in MTA's Bicycle Transportation Strategic Plan adopted in 2006.

This gap is located in areas where the LA River is surrounded by active train tracks and industrial uses, which make it difficult to acquire the necessary right-of-way for placement of a bike path and pedestrian access on the river banks.

Recently a conceptual technical study was presented to MTA, which focuses on an "In River Channel Bike Path," similar to the bicycle path along the Arroyo Seco in the City of Los Angeles. As the Regional Transportation Planning Agency, MTA is best suited to coordinate regional, countywide bicycle efforts. A study of this nature will require multi-agency stakeholder coordination, and should include a detailed analysis of potential bicycle, pedestrian, and transit connections to the LA River facilities.

(CONTINUED)

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

- A. Develop a proposed scope for studying an in-channel bike path design, with logical pedestrian linkages along ingress and egress areas, that connects the missing link from Taylor Yard to the City of Maywood;
- B. Recommend a project timeline and a proposed implementation strategy to advance a comprehensive bike channel study;
- C. Identify and receive input from key stakeholders and study participants;
- D. Report back to the Board in September 2014 on Items A - C and a possible recommendation for implementation.


Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
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 Arthur T. Leahy
 Chief Executive Officer
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July 24, 2014

 Col. Kimberly M. Colloton, PMP
 60th Commander, Los Angeles District
 U.S. Army Corps of Engineers
 915 Wilshire Blvd., Suite 930
 Los Angeles, CA 90017

SUBJECT: LA RIVER IN-CHANNEL BIKE PATH FEASIBILITY STUDY

Dear Col. Colloton,

I am writing you to request the participation of the US Army Corps of Engineers (USACE) Los Angeles District in evaluating a conceptual plan for an in-channel bike path in the Los Angeles River that would close a significant gap in the LA River path. This request comes on the heels of the USACE LA River Ecosystem Restoration and Integrated Feasibility Report and the Corps' landmark recommendation to support a \$1 billion proposal to restore ecosystems and increase access along an 11-mile stretch of the LA River. The implementation of Alternative 20 will be truly transformative for the future of the LA River.

The County of Los Angeles Metropolitan Transportation Authority (Metro), the City of Los Angeles and County of Los Angeles also recently demonstrated their support for closing an 8-mile gap in the regional bike network along the LA River, between Taylor Yard and the City of Maywood. To this end, the Metro Board directed staff to initiate a feasibility study to evaluate closing this gap and to initiate discussions with USACE regarding the potential for an in-channel path.

We respectfully request your agency's participation in a technical advisory committee role to provide oversight and identify specific technical analyses, to effectively evaluate how an in-channel bike path could be achieved while maintaining necessary flood damage reduction and safety protections.

The core study objectives would include: evaluating potential in-channel solutions to closing the 8-mile gap, identification of potential access and ingress points and access control measures, preparation of necessary hydrologic and engineering technical evaluations, critical reviews by key agencies and stakeholders, and identification of necessary steps to achieve critical clearances and approvals.

Thank you for your consideration and identification of representatives who could participate in this important study. If you have any questions related to the study please contact Eric Carlson at (213) 922-3052.

Sincerely,

 Arthur T. Leahy
 Chief Executive Officer

 cc: Mayor Eric Garcetti, City of Los Angeles
 Councilmember Mike Bonin, City of Los Angeles Supervisor
 Gloria Molina, County of Los Angeles
 Richard J. Leifield, USACE Chief, Engineering Division
 Terri Kaplan, USACE Chief, Asset Management Division
 Josephine Axt, USACE Chief, Planning Division
 Martha Welborne, Chief Planning Officer

STATUS OF LA RIVER BIKEWAY SEGMENTS IN THE VALLEY
(Owensmouth to Riverside, approximately 20 miles)

Segment	Status	Agency
Owensmouth to Mason	City of LA applying to ATP program; Partially designed by Bureau of Street Services; key connection needed to/from Metro Orange line over the river at Canoga	City of LA
Mason to Vanalden (south bank)	Mason to Winnetka complete; Winnetka to Vanalden is a greenway needing upgrade to bike path standards; signalization and connections improvements to and from this segment maybe needed	City of LA
Vanalden to Reseda (south bank)	In design, nearing completion by the Trust for Public Land, but needs funds and connections to/from area	City of LA
Reseda to White Oak (south bank)	Needs connections across Reseda Park (City facility), Victory, across Caballero Creek, across Lindley, and to Sepulveda Basin	City of LA
White Oak to Louise (north bank)	Path along the north bank between White Oak and Louise to Metro Orange Line bridge, which needs an underpass to connect to a planned City Prop. K project.	City of LA
Louise to Balboa (north bank)	Planned City Prop. K project (the river buffer portion of the Sepulveda Basin Sports Complex project) between the Orange Line bridge and Balboa on the north bank	City of LA
Balboa to Sepulveda (TBD)	Design and construction needed for all including connections	City of LA
Sepulveda to Kester (south bank)	In construction by the City	City of LA
Kester to Coldwater Canyon (south bank)	Design and construction needed for all including connections; ends in Studio City of City Prop K. path	City of LA
Coldwater Canyon to Whitsett	Requesting status from City of LA	City of LA
Whitsett to Riverside	County of LA developing draft project scoping report	County of LA

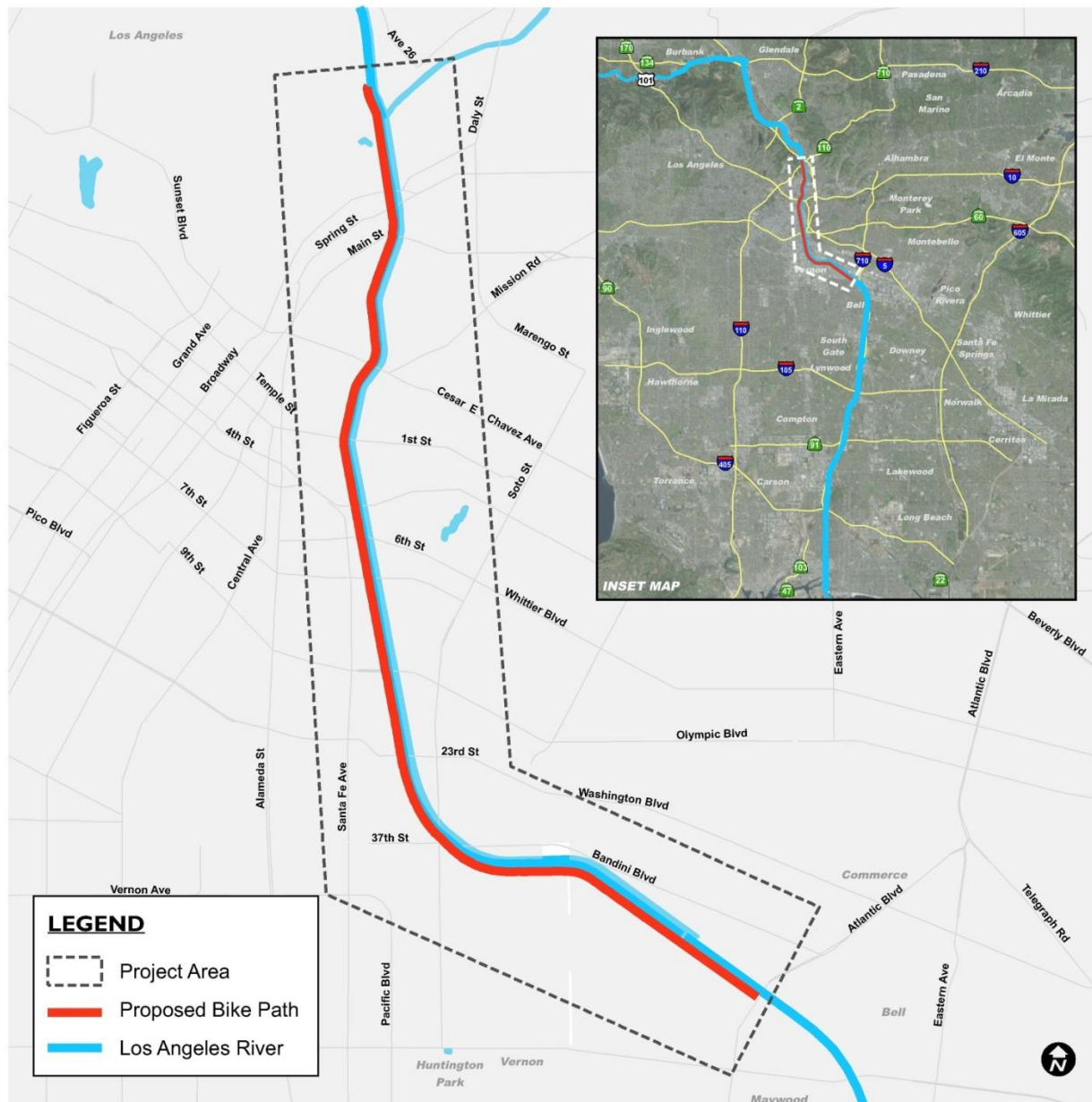
Los Angeles River Bike Path Gap Closure

Recommendations

- **Receive and File the Los Angeles River Bike Path Gap Closure Feasibility Study**
 - **Engineering feasibility considering**
 - **Neighborhood connectivity and character of the surrounding communities**
 - **Regional significance as a network gap closure**
 - **Safety and hydraulic performance**
 - **Environmental, permitting, and real estate requirements**
 - **Construction cost and maintenance needs**



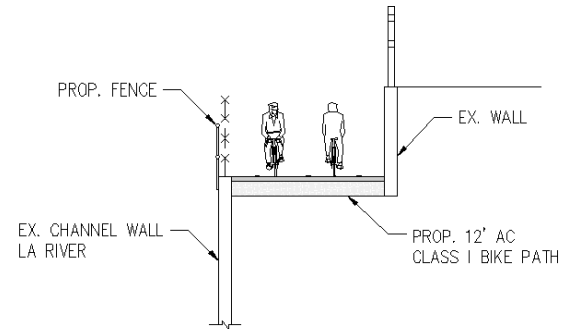
Project Area



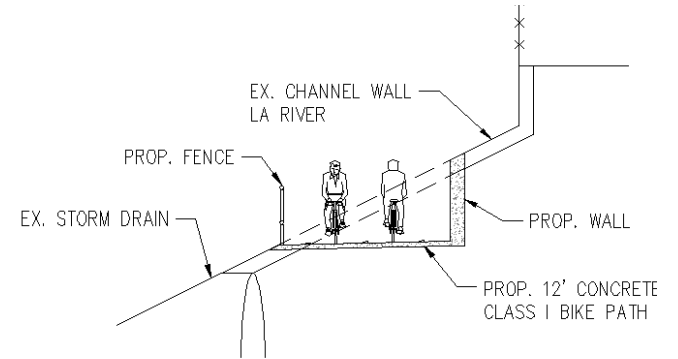
Challenges



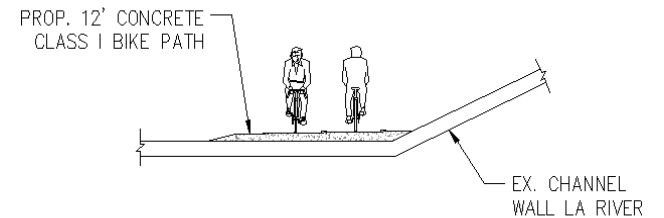
Top of bank



Side cut



Channel bottom



Findings

- **Engineering**

- Feasible to close gap with creative engineering
- Requires close coordination with adjacent rail operations and development projects

- **Environmental**

- No hydraulic impacts expected
- Many potentially impacted bridges are historical
- Need to coordinate with river restoration efforts

- **Estimated cost: \$200 - \$320M**

- 8 miles of grade-separated path and 16 access points
- Varies with alignment, access point, and bridge crossing treatments
- Includes 40% cost for contingency, engineering, permitting, real estate, and construction administration
- Cost/ mile consistent with other similar LA River Bike Path segments



Next Steps

- **Pending Board approval, staff will develop a scope of work for the Project Approval/ Environmental Documentation consultant team**
- **Advance letter to the Army Corps of Engineers**
- **Continue to coordinate with agencies and stakeholders**

