

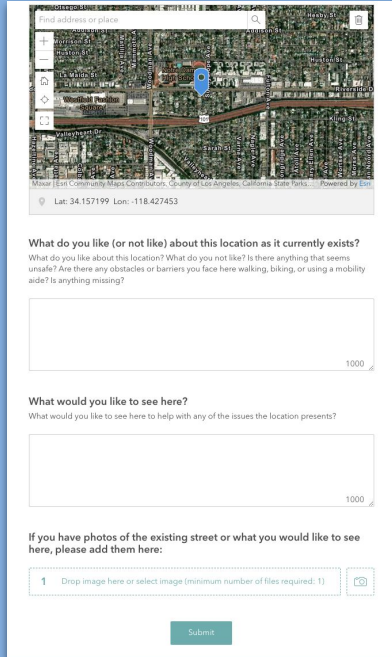
LA BRAVE: Bikeways, Riverways & Active Valley Equity

Project Partners

- Office of Councilmember Nithya Raman
- Office of Council President Paul Krekorian
- Los Angeles Bureau of Engineering (BOE)
- Los Angeles Department of Transportation (LADOT)
- LA Metro
- Project Support: CR Associates; Gruen Associates

LA BRAVE: Bikeways, Riverways & Active Valley Equity

We want to hear from you!




The screenshot shows a web-based mapping tool interface. At the top, there is a satellite map of a city area with a blue location pin. Below the map, the coordinates are displayed as "Lat: 34.157199 Lon: -118.427453". The main form contains three sections: 1. A question: "What do you like (or not like) about this location as it currently exists?" followed by a text input field. 2. A question: "What would you like to see here?" followed by another text input field. 3. A question: "If you have photos of the existing street or what you would like to see here, please add them here:" followed by a file upload area with a "1" and a "Drop image here or select image (minimum number of files required: 1)" prompt, and a "Submit" button at the bottom.

Mapping Tool for
Project Input:

- Select Location
- Enter Notes and Ideas
- Add Photos

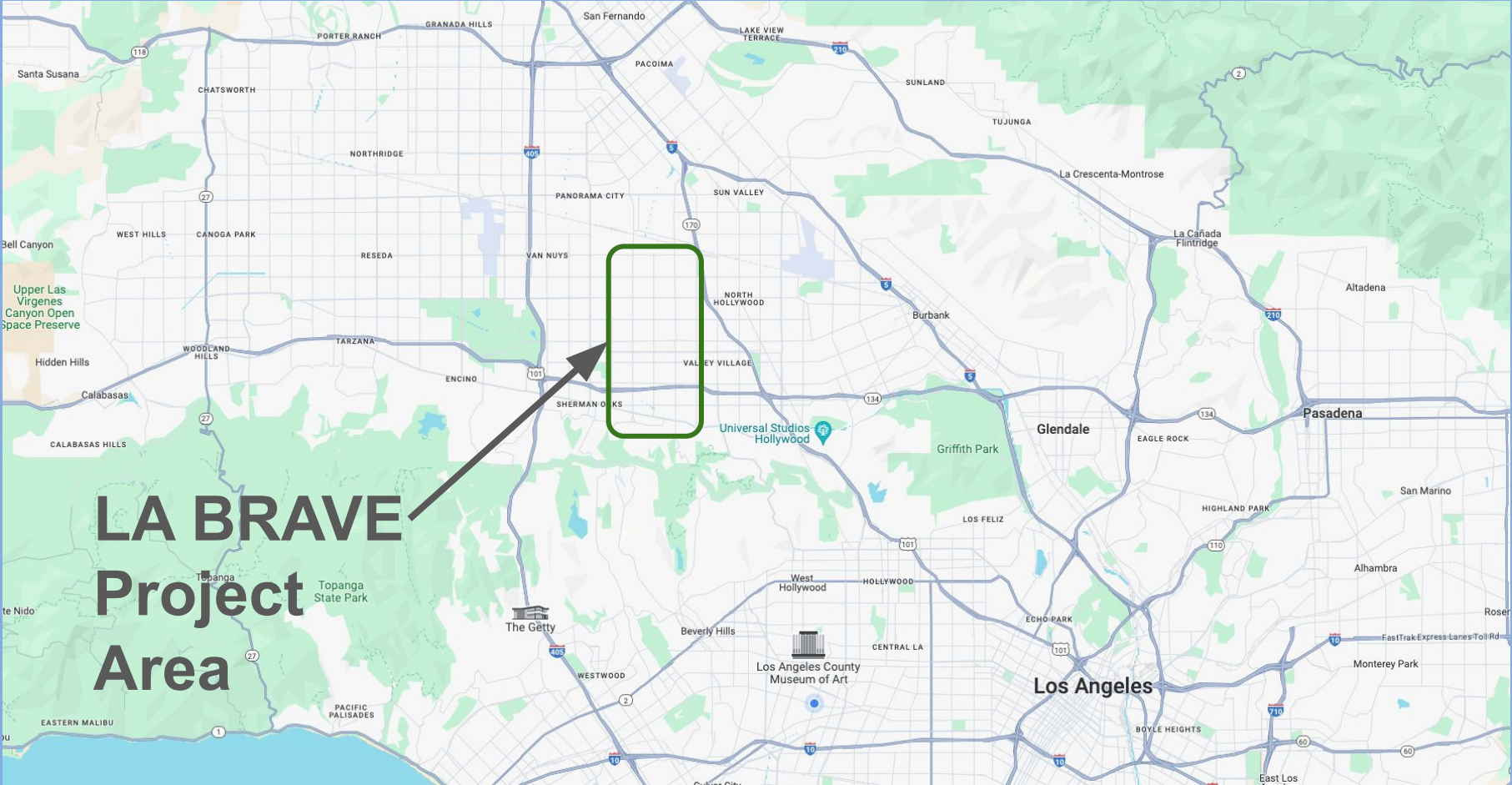
Go to:

bit.ly/LABRAVEmap

Or scan the  QR code for
the survey link



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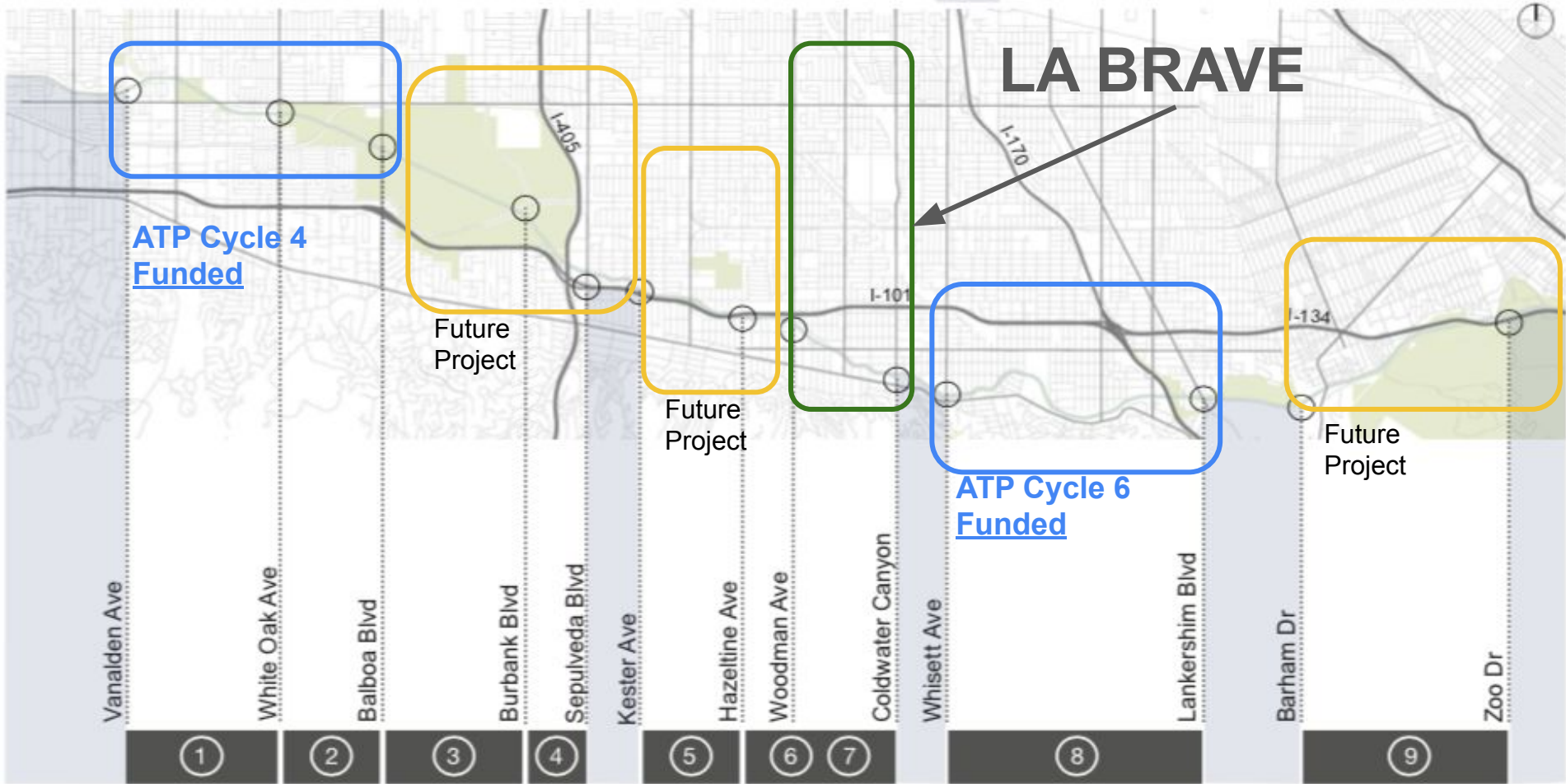
LA BRAVE
Project
Area

CITY OF LOS ANGELES BUREAU OF ENGINEERING

LOS ANGELES RIVER VALLEY BIKEWAYS AND GREENWAYS

DESIGN COMPLETION PROJECT
NOVEMBER 29, 2017

FEASIBILITY STUDY DESIGN REPORT



San Fernando Valley LARiverWay Paths





LARiverWay and New Bridges



ALIGNMENT | SEGMENT 07

Woodman Boulevard to Coldwater Canyon Avenue

Segment 07 is a 1.15 mile long stretch within the Central Reach. Coldwater Canyon Avenue is the eastern boundary of the Central Reach and will connect to the LA River greenway trail project currently under construction. The alignment remains on the south side of the LA River throughout the segment. The north side of the LA River is defined by single family homes with apartments and businesses concentrated along Moorpark Street. The south side of the LA River is in close proximity to the Ventura Boulevard commercial area. Additionally, there are various schools, religious institutions, and apartment buildings in the vicinity on the south side of the LA River. The LA River in this segment is characterized by a concrete lined box channel with chainlink fence along the LA River perimeter in this segment.

Alignment

Woodman Avenue - Moorpark Street

This section on the south side of the LA River would be approximately 0.45 miles and is approximately 24'-28' wide. The future bikeway design will be a Class I Bike Path with a 5' wide decomposed granite pedestrian pathway separated by a bioswale for storm water infiltration and habitat value. This section is relatively flat, but some areas slope approximately 2' that will require a small retaining wall or regrading.

Moorpark Street - Fulton Avenue

This section includes multiple options depending on the type of crossing used for Moorpark Street. The public right of way along the entire LA River channel edge is between 25'-32' wide and slopes approximately 7'-9' from the LA River channel edge to Valleyheart Drive. The existing slope creates a buffer with large canopy trees. The existing slope between the LA River and Valleyheart Drive will need to be modified to provide adequate width for a Class I Bike Path and separate pedestrian path. Where adequate regrading is not possible, a retaining wall will be used, which could also provide a terraced landscape area for preservation of existing canopy trees or replacement.

If an at-grade crossing is used in the interim, or if an overcrossing is proved infeasible, Moorpark Street would be modified with signage, striping, and signals to create a bike boulevard at the location where the

alignment crosses onto Valleyheart Drive. This section is approximately 700 feet between Moorpark Street and Fulton Avenue. At this stretch, pedestrians can choose to stay above the bikeway by staying on the sidewalk on Valleyheart Drive.

Fulton Avenue - Cold Water Canyon Avenue

This section is 0.55 miles and has a 30'-45' wide right of way adjacent to Valleyheart Drive. There is an area just east of Ethel Avenue that expands to 65' wide. There is an existing slope of approximately 4'-8' between the top of the LA River channel and the Valleyheart Drive curb. The existing slope between the river and Valleyheart Drive may need to be regraded or reinforced with a small retaining wall to provide adequate width along the channel edge. The future bikeway design will be a Class I Bike Path with a separate pedestrian path with landscaping and/or bioswale between the future bikeway and Valleyheart Drive. Currently there is no sidewalk along the northern side of Valleyheart Drive. The width of this sections provides the opportunity to install a sidewalk with street trees along Valleyheart Drive, but would result in the loss of existing vegetation and canopy trees.

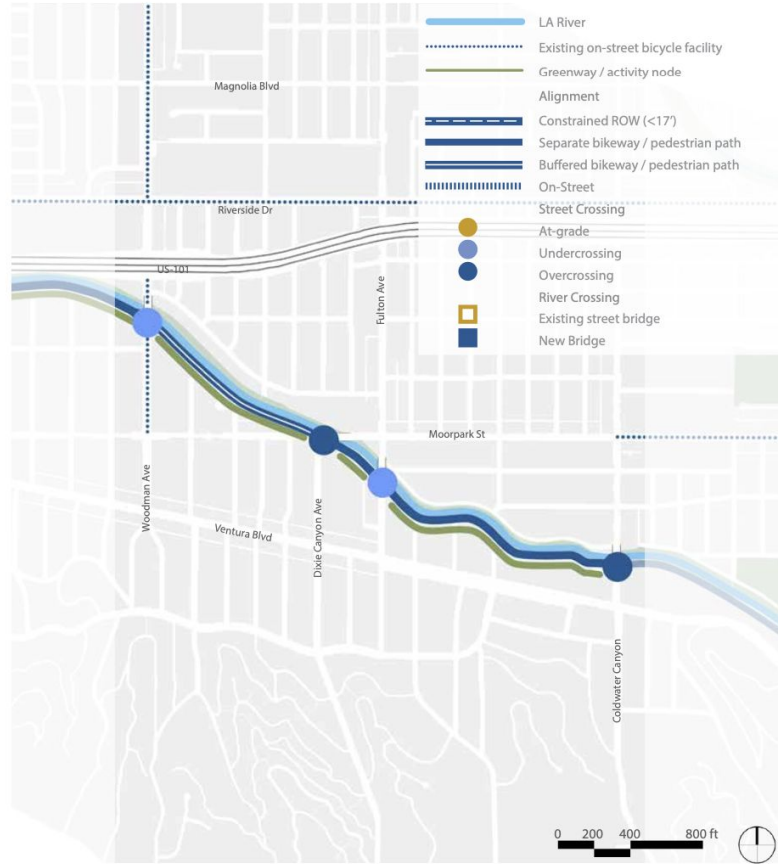


Figure 3.07.1 Woodman Avenue to Coldwater Canyon Avenue - Segment 07 Concept Alignment

COMMUNITY MEETINGS

to also submit their questions or concerns on the provided comment cards. Consultant team members and City staff responded directly to the public on their verbal questions and comments. See Appendix H-K for full exhibits presented and community comments/responses.

Meeting Notification

The community was notified of the meetings via email distribution to the consultant team's in-house project database, social media, Council District outreach and correspondence, and Neighborhood Council announcements and notices. An email distribution network was initially developed by the consultant team using data from current and previous City of Los Angeles projects in the Project area and across other relevant projects. Extensive research was further conducted to identify opinion leaders and local stakeholders in and around the Project area, including neighborhood and community groups, homeowner associations, Neighborhood Councils, civic clubs, agencies, businesses, environmental groups, and elected officials in the City of Los Angeles as well as the cities of Glendale and San Fernando. Over 200 contacts were identified and used for the email announcement.

The Los Angeles City Council offices of Paul Krekorian (Council District 2), Bob Blumenfeld (Council District 3), David Ryu (Council District 4), Paul Koretz (Council District 5), and Nury Martinez (Council District 6) were contacted directly by email and phone to obtain input on important stakeholders to include in the project's email distribution list. Council offices were also asked to disseminate news of the meetings using their own

channels of communication including social media, newsletters, and email blasts. A one-page community meeting announcement was designed to facilitate news sharing.

Using research, and input from Council District offices, pertinent Neighborhood Councils were added to outreach efforts. When available, general contact email addresses and key Neighborhood Council members contacts were added to the email distribution network. Upon receiving the general email announcement, Neighborhood Councils were contacted individually via email. Forty-five Neighborhood Council contacts received personalized emails to follow-up on the general notification and to request that they share information about the meetings with their constituents, neighbors and other local stakeholders.

The email announcement was distributed four times to the list of over 200 contacts: a meeting announcement, a reminder, a location update, and a second reminder for the final meeting of the year. Open-rates for all four email campaigns ranged from 37.5% on the low-end to 40.3% on the high-end, both above the average open-rate of 26.14% for government emails as reported by MailChimp. All email questions were directed to LValleyBikepath@gmail.com, a project-specific email account created by the team outreach consultant.

In addition to email announcements and direct outreach, the team outreach consultant posted news of the meetings on social media and routinely monitored and interacted with stakeholders on Twitter, including the Los Angeles County Bicycle Coalition and Friends of the Los Angeles River, that shared information about the community meetings.



Figure 8.5 Community and consultant team members at the Encino Community Center



Figure 8.6 Community members at the Monarch Hall, Los Angeles Valley College

On Street Bicycle Connections

Standard Bike Lane - Class 2 Bikeway

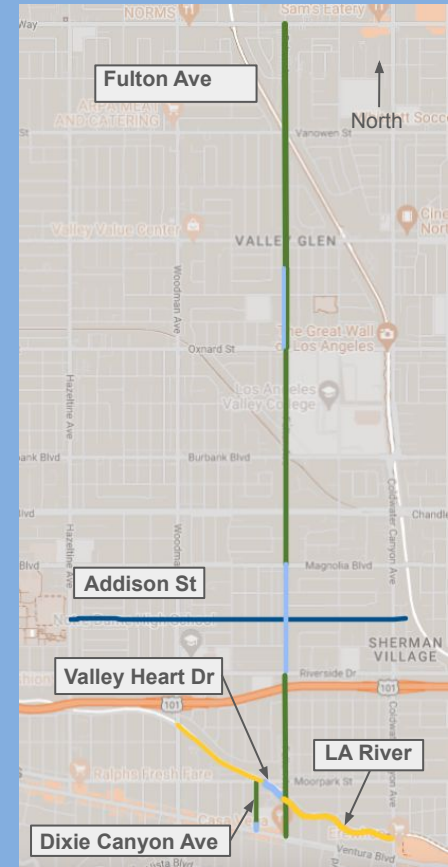
- Fulton Ave, between Sherman Way and Magnolia Blvd
- Fulton Ave, between Riverside Drive and Ventura Blvd
- Dixie Canyon Ave, between Moorpark St and Ventura Blvd

Shared Lane / Sharrows - Class 3 Bikeway

- Valley Heart Dr, between Fulton Ave and Moorpark St
- Fulton Ave between Sylvan St and Oxnard St

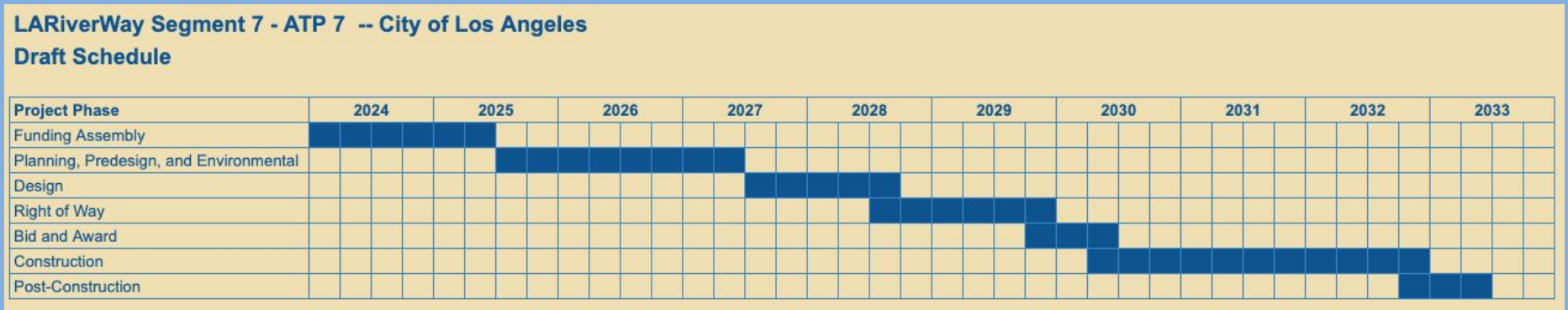
Neighborhood Greenway

- Addison St, between Hazeltine Ave and Alcove Ave



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LA BRAVE Project Timeline



We are here

LA BRAVE: Bikeways, Riverways & Active Valley Equity

LA BRAVE Project Overview:

- Completion of Segment 7 of the LARiverWay path
- Create and improve street crossings
- Provide bike facilities to connect to LARiverWay
- Provide pedestrian and bicycle safety improvements

LA BRAVE: Bikeways, Riverways & Active Valley Equity

LA BRAVE Project: Examples of Potential Features

Class 1

Bike & Walking Path

LA River



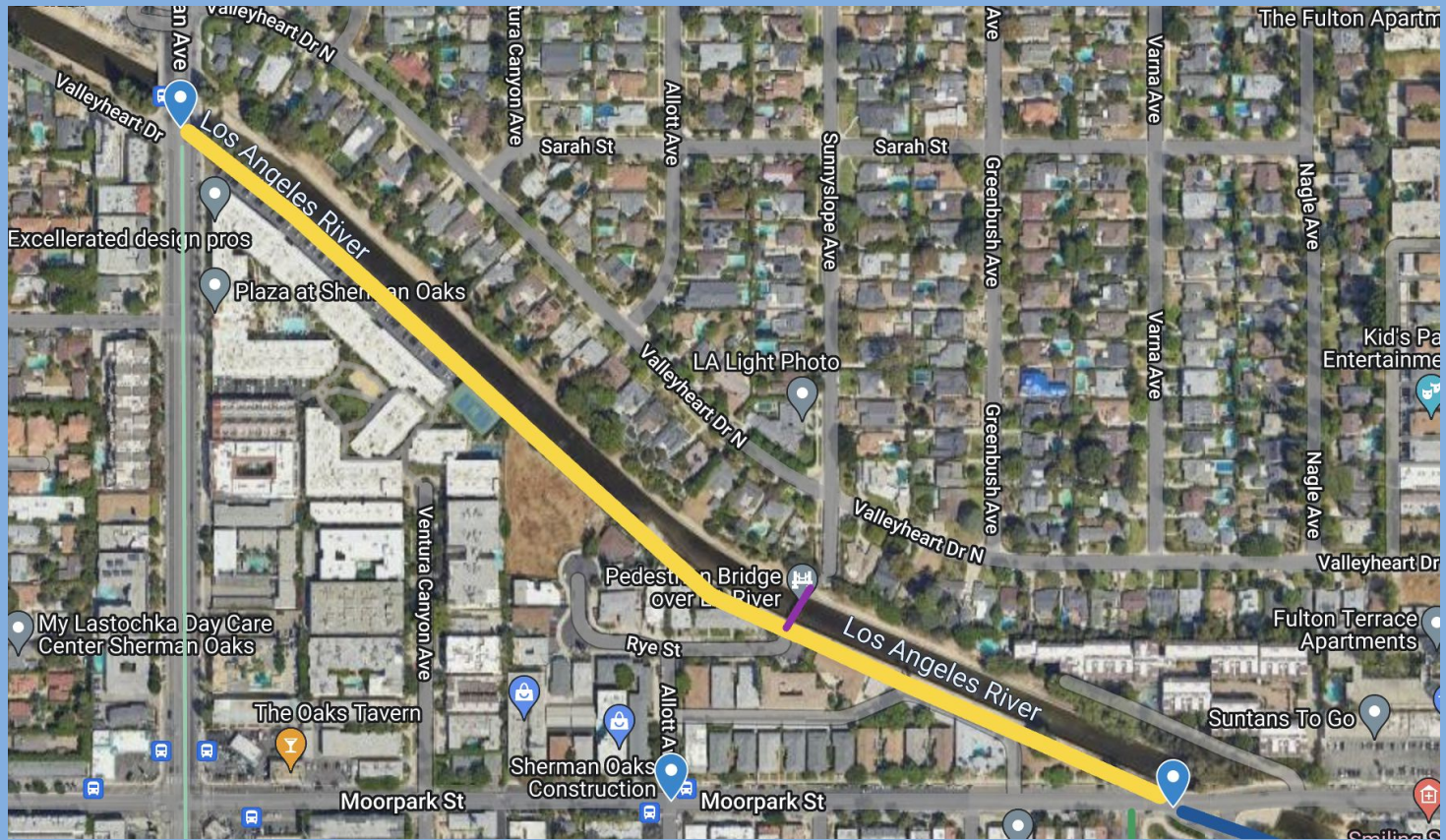
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Class 1

Bike & Walking Path

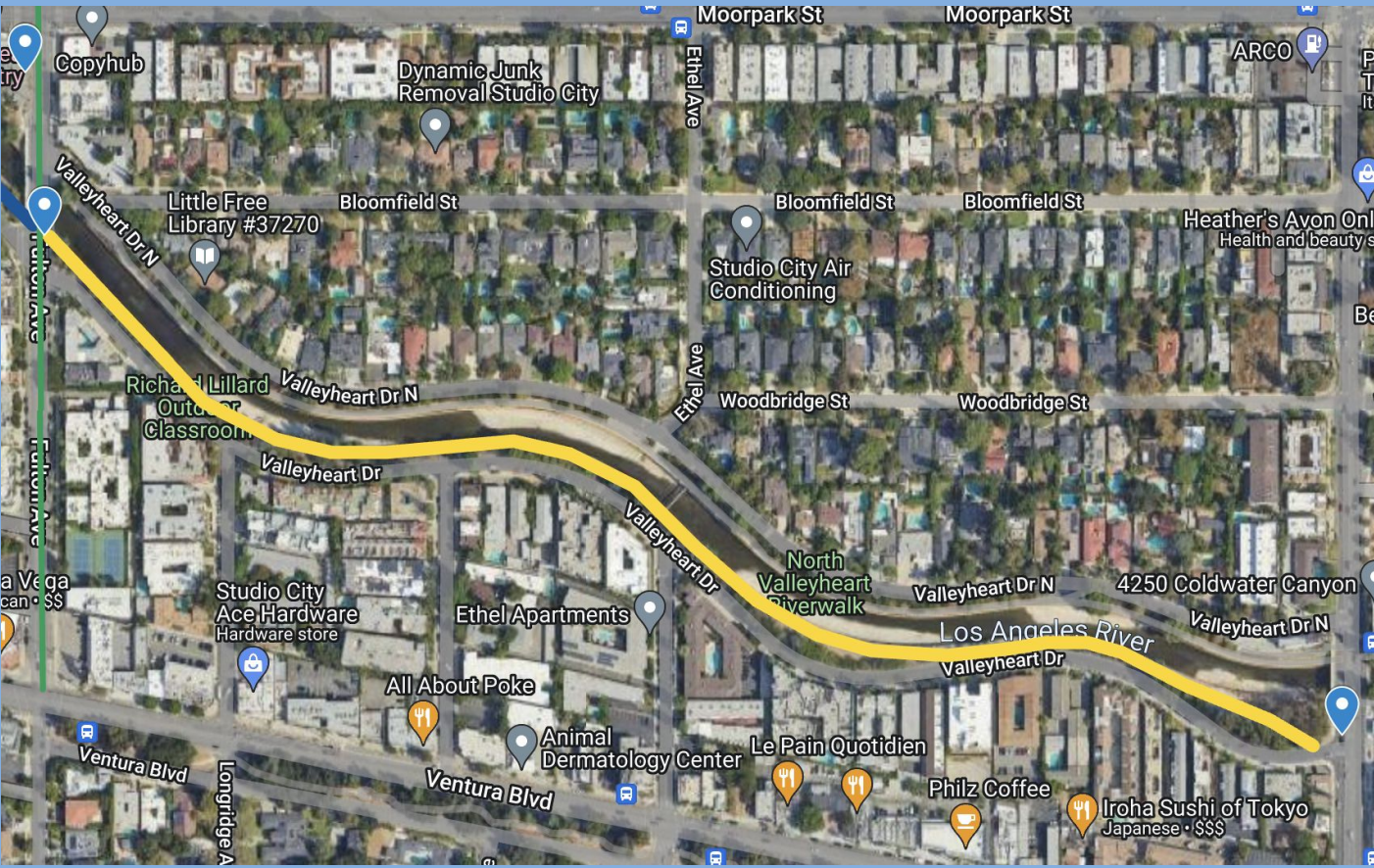
LA River

Woodman Ave.
to
Moorpark St.



LA BRAVE: Bikeways, Riverways & Active Valley Equity

Class 1
Bike & Walking Path
LA River
Fulton Ave. to
Coldwater
Canyon Ave.



LA BRAVE: Bikeways, Riverways & Active Valley Equity

Class 1

Bike Path

LA River



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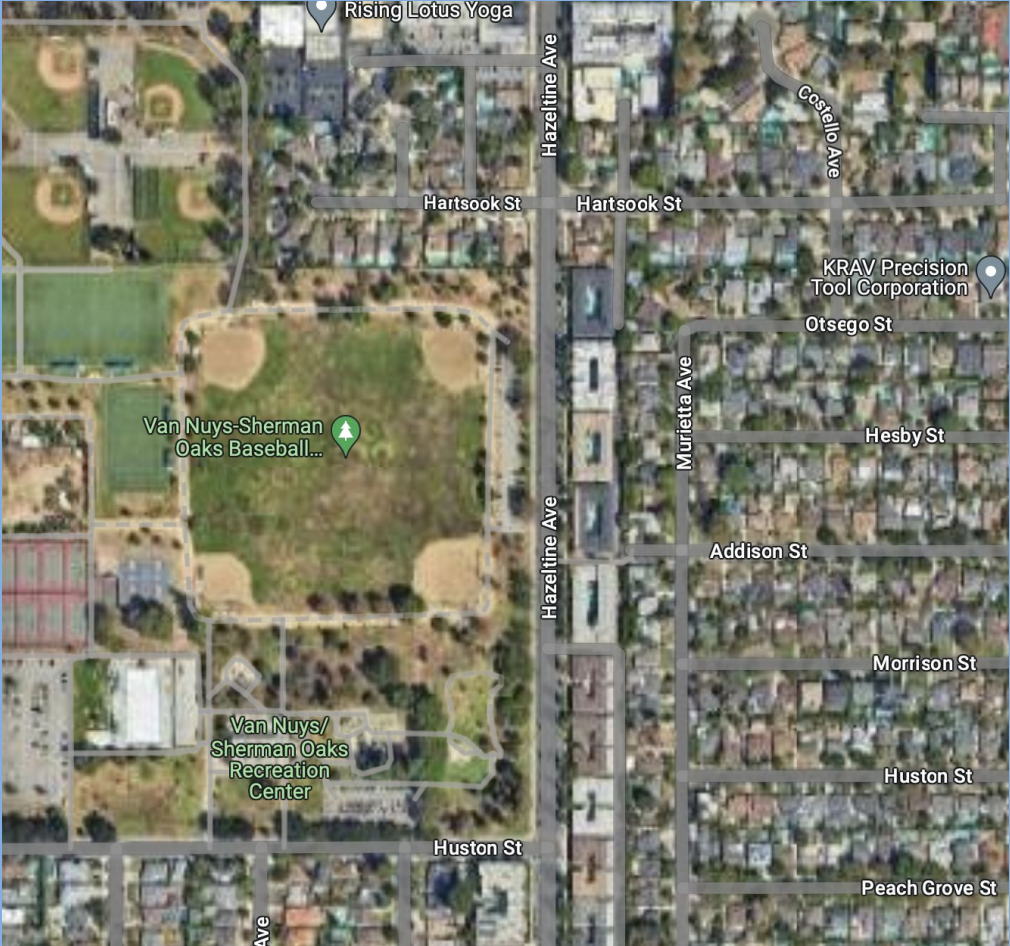
Class 1

Bike Path

LA River

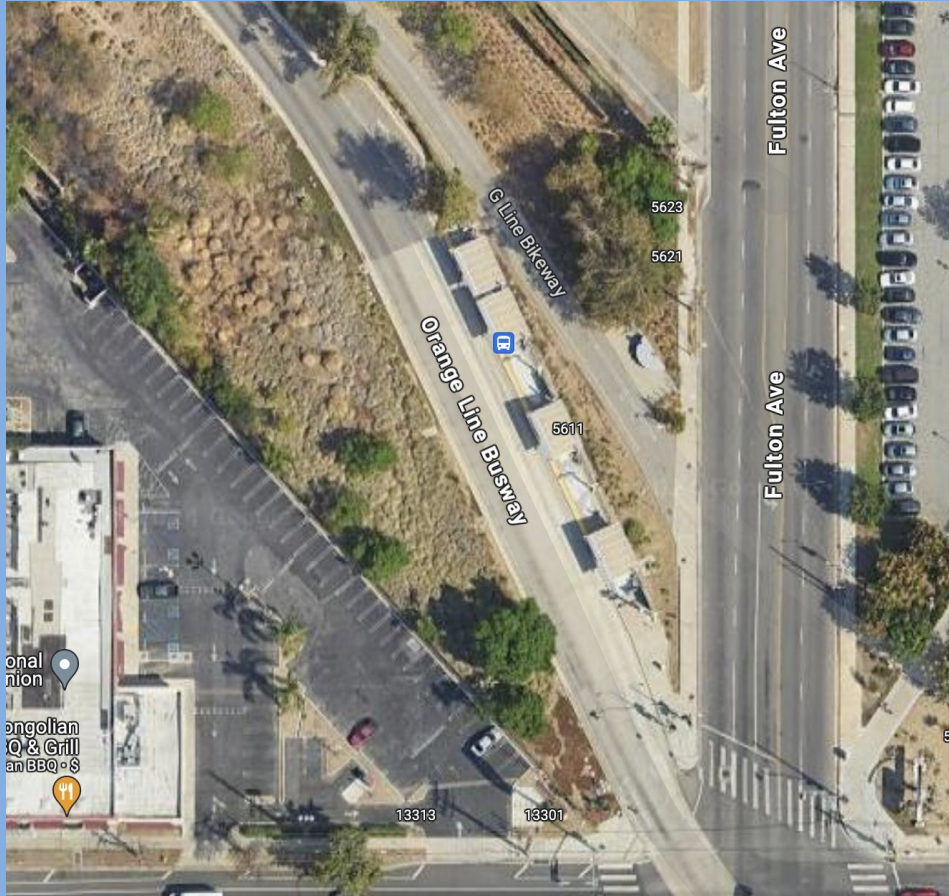


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**Community Connections:
Van Nuys/Sherman Oaks
Recreation Center**

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Community Connections:
Orange (G) Line Busway
and Greenway

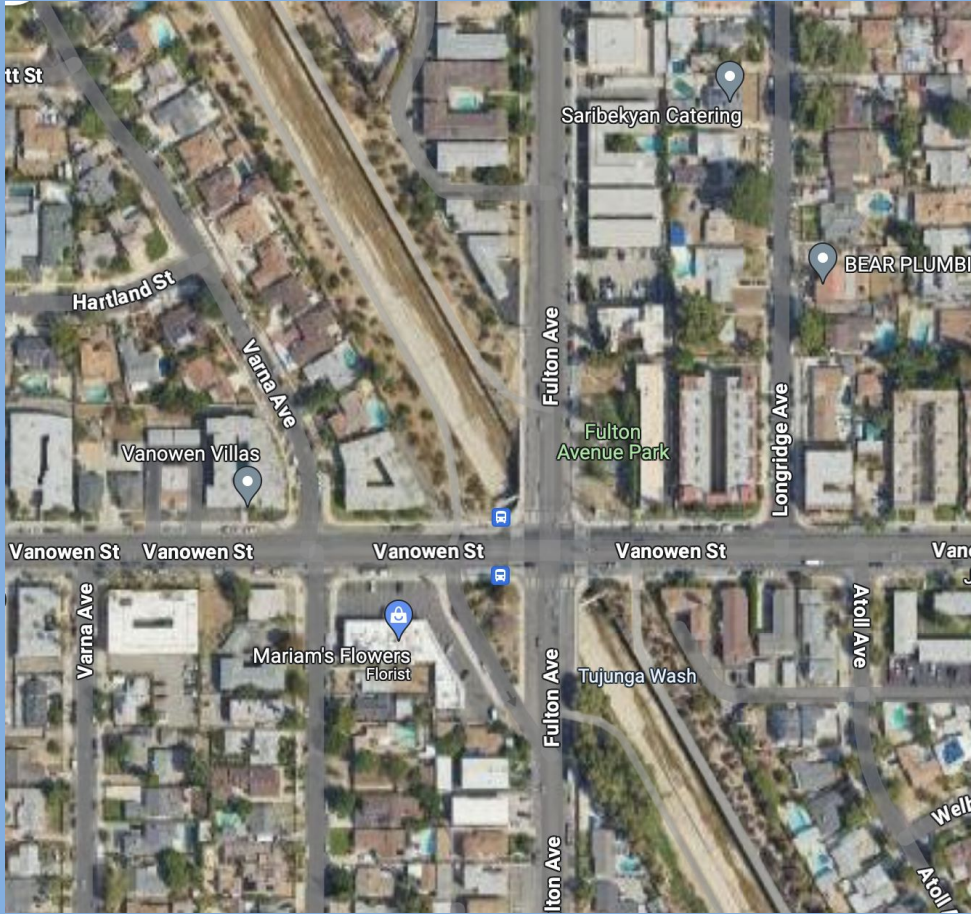
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Community Connections:

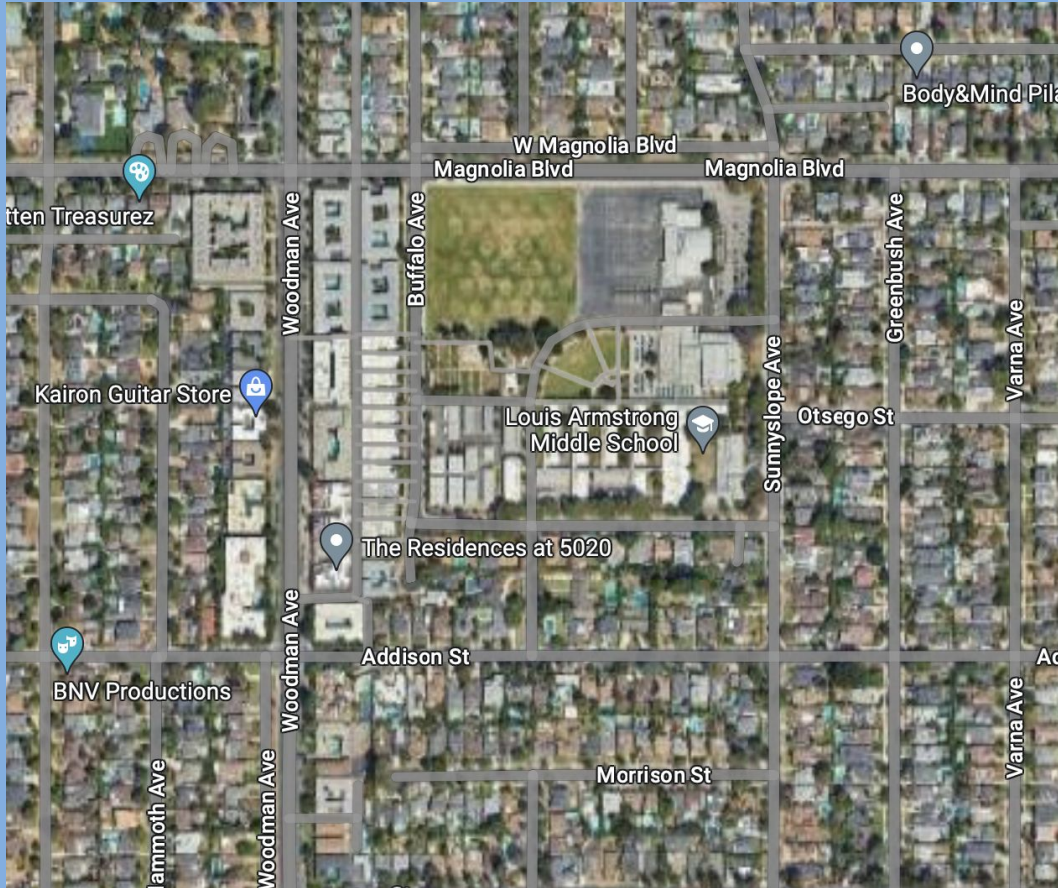
L.A. Valley College

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**Community Connections:
Tujunga Wash Greenway
&
Fulton Avenue Park**

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Community Connections:

**Woodman Avenue Bike
Lanes
&
Louis Armstrong Middle
School**

On Street Bicycle Connections

Fulton Avenue

- Bike Lanes, Sherman Way to Magnolia Blvd
- Sharrow (South Bound) and Bike Lane (North Bound), Sylvan St to Oxnard St
- Bike Lanes, Riverside Dr to Ventura Blvd

Addison

- Neighborhood Greenway traffic calming, Hazeltine Ave to Alcove Ave

River Path Connections

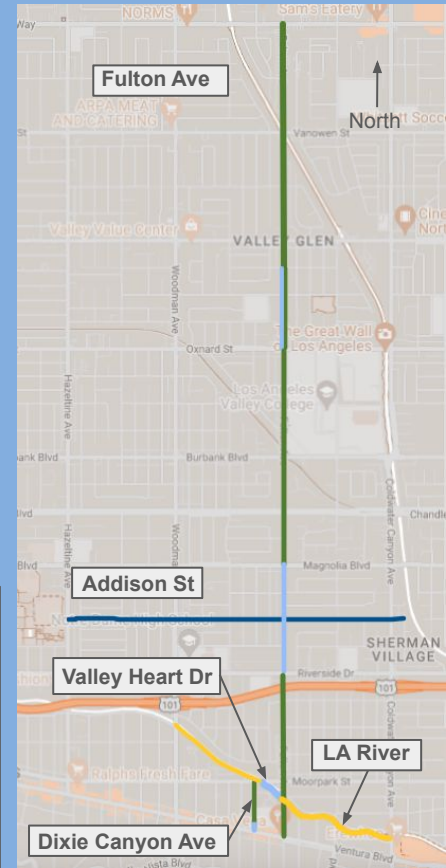
- Signalized crossings on street to connect in-river bike path

Dixie Canyon

- Bike Lanes, Moorpark St to Ventura Blvd

Valley Heart Dr

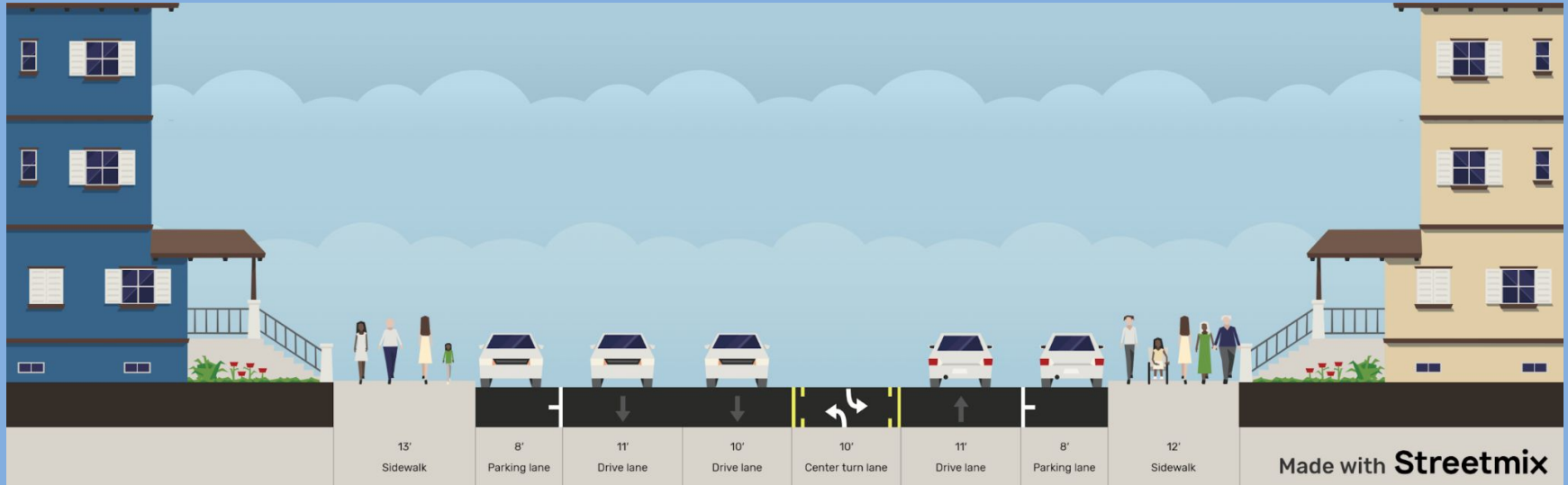
- Sharrow, Fulton Ave to Moorpark St



Existing - Fulton from Moorpark St to Sarah St



Existing - Fulton from Moorpark St to Sarah St



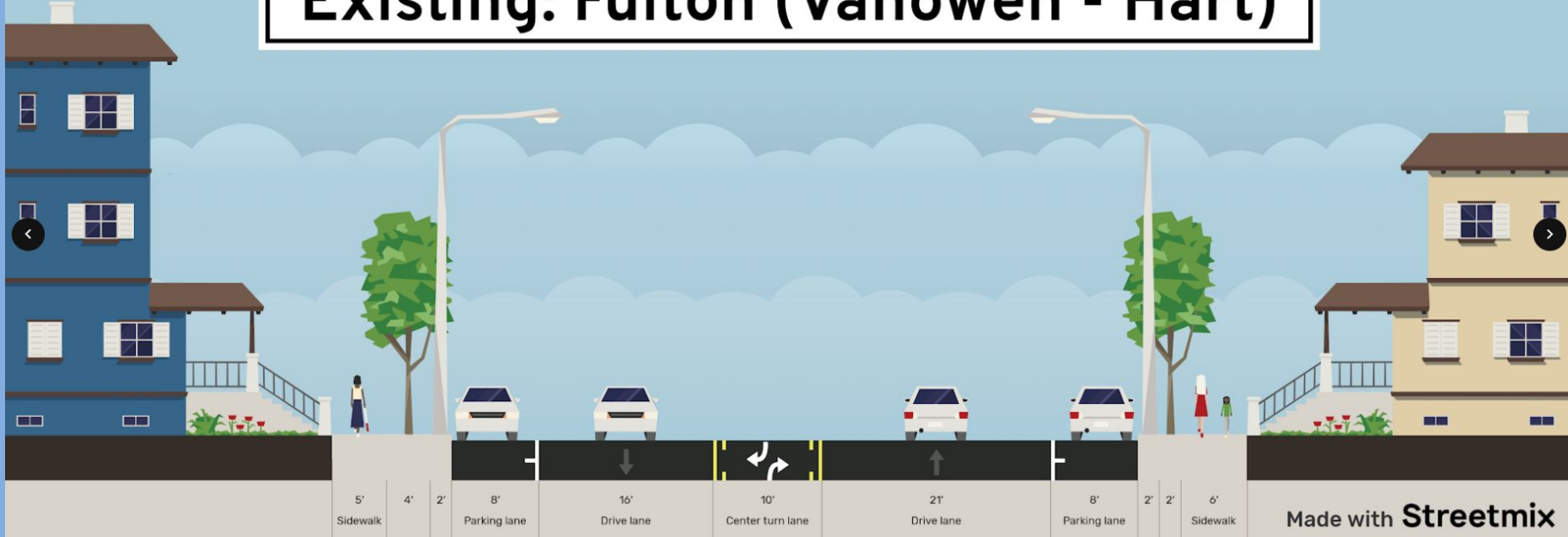
Proposed - Fulton Ave from Moorpark St to Sarah St



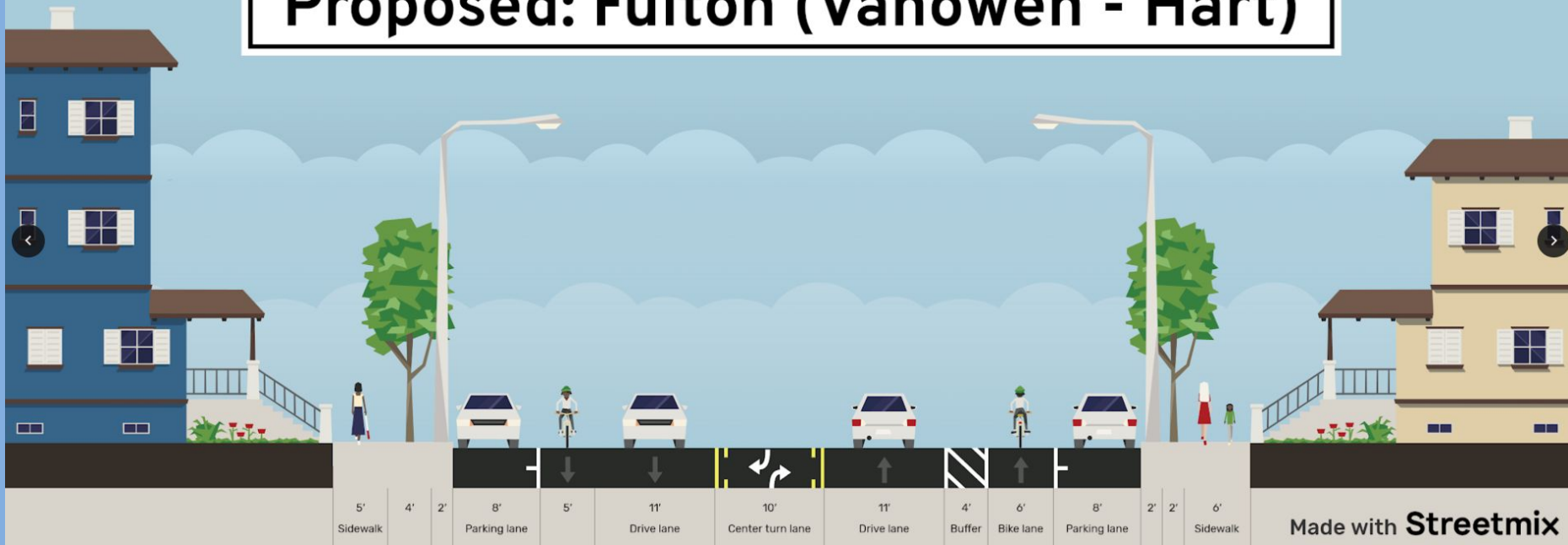
Existing - Fulton from Vanowen St to Hart St



Existing: Fulton (Vanowen - Hart)



Proposed: Fulton (Vanowen - Hart)



Bike Lanes - Class 2



Dedicated lanes on streets, marked for bicycles, providing a riding space for cyclists away from moving traffic

Sharrows - Class 3 Bike Route



Shared road spaces marked with signs to indicate that drivers and cyclists share the road equally, promoting awareness and cooperation.

Traffic Calming - Intersection Tightening



- Wider sidewalk areas marked with paint and flexible bollards at intersections to reduce turning speeds, shorten crossing distances and enhance visibility for pedestrians.
- To be installed at:
 - Addison St
 - Morse Ave, Ethel Ave, Greenbush Ave, Ventura Canyon Ave, Mammoth Ave, Matilija Ave, Stern Ave, Murietta Ave
 - Fulton Ave
 - Sherman Way, Vanowen St, Victory Blvd

Traffic Calming - Traffic Circle



- Small round islands in the middle of intersections that help slow down cars, making our streets safer for everyone
- To be installed on
 - Addison St / Varna Ave
 - Addison St/ Sunnyslope Ave

Traffic Signals - Pedestrian Hybrid Beacon



A special crosswalk signal that stops traffic only when activated by pedestrians, enhancing safety without disrupting traffic flow

To be installed at:

- Woodman Ave / LA River
- Moorpark St / LA River
- Fulton Ave / LA River
- Moorpark St / Allott Ave
- Hazeltine Ave / Addison Ave

LA BRAVE: Bikeways, Riverways & Active Valley Equity

LA BRAVE Project Budget and Schedule (Draft)

- Approximately \$40 million in total project costs
- Active Transportation Program Cycle 7 request of approximately \$30 million
- Planning and Design: 2025-2028
- Construction: 2030-2032

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Next Steps

- Project team submits ATP grant application (June)
- Grant awards announced by State of California (October)
- Project development begins, if awarded (Summer 2025)