Appendix F: Channel Adjacent and Safe Crossing Subcomponent Opportunities

Channel adjacent project subcomponent opportunities were identified as potential complimentary improvements on parcels adjacent to greenways. These potential subcomponents provide multiple benefit opportunities on parcels that are currently ripe for improvements. While greenway paths provide recreation, connectivity and greenery, channel adjacent project subcomponents may serve as destinations unto themselves along the greenways in the form of pocket parks or greenspace. Where possible, enhancements provided by channel adjacent project subcomponents were formulated to achieve multiple plan goals (e.g., stormwater management). Appendix F provides more details about potential parcels where channel adjacent project subcomponents could be implemented.

Throughout the SGV Greenway Network, approximately 60 miles of Tier 1 tributary segments within those segments include 121 potential greenway crossings including driveways, local streets, roads, freeways, and railroad spurs and tracks. Channel Adjacent and Safe Crossing Subcomponent Opportunities provides guidance for each of the 121 potential crossings.

SAN GABRIEL VALLEY GREENWAY NETWORK

STRATEGIC IMPLEMENTATION PLAN

APPENDIX F: CHANNEL ADJACENT AND SAFE CROSSING SUBCOMPONENT OPPORTUNITIES

January 2025

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

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

This technical memorandum identified channel adjacent project subcomponent opportunities as potential complementary improvements on parcels adjacent to greenways. These potential subcomponents provide multiple benefit opportunities on parcels that are currently ripe for improvements. Details are provided about potential parcels where channel adjacent project subcomponents could be implemented.

This document also provides guidance for potential greenway crossings, including driveways, local streets, roads, freeways, and railroad spurs and tracks, within approximately 60 miles of Tier 1 tributary segments throughout the SGV Greenway Network.

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List of Abbreviations

APN	Accessor's Parcel Number
BMPs	best management practices
CPUC	California Public Utilities Commission
HVC	high visibility crosswalk
LACPW	Los Angeles County Public Works
mi.	mile
PHB	Pedestrian Hybrid Beacon
Plan	San Gabriel Valley Greenway Network Strategic Implementation Plan
ROW	right of way
RRFB	rectangular rapid flashing beacon
SGV	San Gabriel Valley
TM	Technical Memorandum
USACE	United States Army Corps of Engineers

Section 1: Introduction

The San Gabriel Valley Greenway Network Strategic Implementation Plan (SGV Greenway Network Plan) is a multi-objective effort to transform the existing Los Angeles County Flood Control District right of way (ROW) in the San Gabriel Valley (SGV) into a world-class Greenway Network. The SGV Greenway Network Plan will serve as a guide for future development along the Greenway Network corridors. The SGV Greenway Network Plan prioritizes planned greenway projects, proposes project subcomponents, and creates an implementation framework and vision for creating multi-benefit projects that advance the goals of the various stakeholders and partner agencies.

The SGV Greenway Network Plan is a roadmap to the design and prioritization of greenway projects for LA County and other implementing municipalities in the SGV. During the SGV Greenway Network Plan's development, a prioritization framework was established to identify locations or areas with greater need and higher potential for beneficial impact using five key lenses: Circulation, Community, Synergy, Environment, and Feasibility. The resulting "Tier 1" tributary segments were used as a starting point for the Plan Team to identify constraints and opportunities, develop alignments, and propose conceptual design alternatives.

Within each Tier 1 segment, the Plan Team concurrently evaluated and identified project subcomponent opportunities along, adjacent to, or near the Tier 1 segments where existing land or open space could be modified to provide additional benefits. Opportunities included Pocket Parks and Greenspaces, Greenway Amenities, Safe Crossings, and Stormwater Management where open space can be used to beneficially capture, treat, and infiltrate stormwater runoff and/or surface water. Multi-use/multi-benefit greenway alignments were threaded together with project subcomponent opportunities into ten example conceptual designs.

Section 2.1 of this Technical Memorandum (TM) describes the methodology used to identify and screen project subcomponent opportunities, distribution by project subcomponent type, Tier 1 tributaries, and prioritization approach and results. Sections 2.2 and 2.4 discuss project subcomponent opportunities adjacent to the Tier 1 greenways identified by the Plan Team. Section 2.3 provides an overview of information specific to Tier 1 tributaries. Section 3 includes a summary of necessary safe crossings for the Tier 1 greenway reaches.

Section 2: Project Subcomponents - Stormwater Management and Pocket Parks and Greenspaces Opportunities

2.1 Methodology

The consultant team initially identified 268 potential Stormwater Management and Pocket Parks and Greenspaces project subcomponent opportunities in conjunction with reviewing greenway path alignment opportunities. Project subcomponent opportunities were identified immediately adjacent to Tier 1 reaches where there was open space or existing land use that could be modified to provide the desired elements. Opportunities consisted of potential surface and sub-surface stormwater BMPs, existing park enhancements and/or connections, potential new parks, and open space enhancements to existing schools and/or neighborhood connections. The 268 potential project subcomponents were screened to identify feasible and desirable opportunities to meet the goals of the project using the following criteria:

1. Remove project subcomponent opportunities on parcels that are not on or adjacent to Tier 1 channels with greenways, as shown on the proposed greenway path alignment alternatives.

2. Prioritize project subcomponent opportunities that are located on parcels that are publicly owned or owned by a public utility to increase the likelihood of successful project implementation.
3. Remove project subcomponent opportunities identified on school properties due to potential challenges in meeting cross-organization consensus. Two school sites were included on a case-by-case basis.
4. Remove project subsurface BMP subcomponent opportunities that are not multi-benefit. Some subsurface BMPs may be included in the greenway at a later stage of project development.

Applying this screening criteria and a manual review by the Plan Team reduced the number of project subcomponent opportunities from 268 to 65.

Subcomponent opportunities were further refined based on a qualitative analysis of the remaining 65. Specifically, the remaining opportunities were evaluated for their potential to achieve multiple benefits and capture offsite stormwater. Factors that were considered include: benefit to greenway users, benefit to adjacent neighborhoods, site area, site configuration, accessibility, potential to capture offsite runoff, and constructability. Project subcomponent opportunities were identified with the potential to be combined with other close by parcels to achieve additional benefit. Project subcomponent opportunities were also selected to create a relatively uniform geographic distribution along Tier 1 channels. In some cases, project subcomponent opportunities that were screened out, or not previously identified, were reconsidered to create a more balanced geographic spread. Little Dalton Wash and Puente Creek opportunities for project subcomponent opportunities were extremely limited. Including additional project subcomponent opportunities on these tributaries would likely require the acquisition of privately owned parcels. This qualitative review refined the list of subcomponent opportunities to 35. Attachment A includes a map that summarizes the location and characteristics of the 35 project subcomponent opportunities and corresponding parcel(s).

These 35 project subcomponent opportunities are detailed herein for consideration on future projects and for demonstrating how project proponents may use the same approach to identify other project subcomponent opportunities on future greenway projects. With input from the Steering Committee and LA County Public Works, some of these project subcomponent opportunities were combined with selected greenway segments and crossings to create the ten example conceptual designs.

One-page summaries were prepared for each of the 35 project subcomponent opportunities including:

1. A brief project description
2. Location
3. Aerial view with parcel limits
4. Parcel size
5. Land ownership
6. Construction considerations
7. Project elements
8. Weighted channel reach score for adjacent greenway

Project elements and construction considerations were assessed for each based on a high-level review of available information and engineering experience. Project element criteria assess potential multi-benefits, including offsite stormwater management opportunities, reduction in impervious area, park/greenspace construction, neighborhood access to channel ROW, and adjacent to early implementation project(s). Each criterion was evaluated on a yes/no basis.

Construction considerations assess potential barriers to project implementation. Construction considerations should be evaluated in greater detail at later stages of project development when

substantially more information is available. At this stage, criteria include significant site slope, existing structures that would require demolition, significant ground disturbance, tree protection, and nearby sensitive air quality/noise receptors. Alternatives that are not expected to include these burdens may be favored. Construction access via public roadway was considered as a positive element for alternatives.

Channel scores for the adjacent tributary reach were prepared previously by Studio-MLA for selecting Tier 1 channel segments based on a variety of publicly available datasets as detailed in Task 603/604 – Draft/Final Matrix, normalized relative to other channel segments, and weighted by Studio-MLA per feedback from the steering committee.

These scores are not specific to the project subcomponent opportunities and instead provide a general assessment of the nearby channel segment. Score information includes the Circulation score, Community score, Synergy score, Environment score, Feasibility score, and whether the channel reach is maintained by United States Army Corps of Engineers (USACE). Scores for channel reaches were used as a lens to aid formulation of ten conceptual designs. Additional details regarding channel scores may be found in the Technical Memo for Task 606 – Final Greenway Alignment Alternatives. One-page summaries for the project subcomponent opportunities are provided in Attachment B.

2.2 Project Subcomponent Opportunities Distribution

Table 1 provides a summary of the number of project subcomponent opportunities for each Tier 1 tributary and the progression through the screening process. Little Dalton Wash, Puente Creek, and Rubio Wash opportunities were extremely limited. Including additional project subcomponent opportunities on these segments would likely require the acquisition of privately owned parcels. Reasonable distribution was possible for the remaining Tier 1 tributaries as shown in Table 1.

Table 1. Summary of the number of Tier 1 tributary project subcomponent opportunities through the screening process

Tier 1 Tributary	Number of Opportunities - Project subcomponents				
	Initially Identified	After Screening	Selected for Further Review	Est. Tier 1 Length (mi.)	Est. Project subcomponents per Channel Mile (#/mi.)
Alhambra Wash	23	3	3	5.3	0.6
Eaton Wash	16	9	7	7.5	0.9
Thompson Creek	16	14	5	5.9	0.9
Walnut Creek	58	19	7	7.7	0.9
Live Oak Wash/ San Dimas Wash	33	4	3	7.2	0.4
San Jose Creek	39	6	3	7.6	0.4
Little Dalton Wash	11	1	1	2.2	0.5
Big Dalton Wash	39	5	4	4.9	0.8
Rubio Wash	6	1	1	2.5	0.4
Puente Creek	27	3	1	3.9	0.3
Total	**268**	**65**	**35**	**54.7**	**0.6 (average)**

2.3 Tier 1 Tributary Summaries

The Tier 1 tributary summaries presented in this section were informed by the Task 505 – Draft GIS Mapping: Tributary Narratives. Codes in headings (e.g., A15, A21, ET2) refer first to the tributary of interest followed by the number that was assigned to each project subcomponent opportunity.

2.3.1 Alhambra Wash (A15, A21, A22)

The Alhambra Wash Tier 1 segment is a 5.3-mile tributary that crosses through urban and suburban areas of San Gabriel, Alhambra, and Rosemead as well as unincorporated areas of LA County. The segment is rich with potential activity generators along the tributary, connecting to many potential destinations, including commercial and retail areas along prominent throughfares, public parks, and schools.

With few existing greenway connections in the area, the Alhambra Wash has been identified through previous path planning efforts by San Gabriel Valley Council of Government and Southern California Association of Governments. The Alhambra Wash tributary also has limited tree canopy and mostly consists of developed impervious land, which could be improved through potential greenway projects.

Project implementation may be faced with challenges related to constrained ROWs on either side of the channel, with less than 8 feet available in most locations and with limited, unimpeded channel access points from adjacent roadways or property; complex and diverse land use and land ownership; or intersect with multiple jurisdictional interests.

The project subcomponent opportunities identified for the Alhambra Wash Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.2 Eaton Wash (ET2, ET5, ET6, ET10, ET11, ET12, ET13)

The Eaton Wash Tier 1 segment is a 7.5-mile tributary, flowing north to south, from Pasadena to the Rio Hondo. Activity generators and potential connection opportunities are prominent in the tributary, including a potential greenway network connection point with an existing Class IV greenway along Rosemead Boulevard, schools, retail, office, and industrial areas.

With prominent opportunity, activity generators and potential connections, Eaton Wash greenway and community project recommendations have been identified by San Gabriel Valley Council of Government and the Los Angeles County Bicycle Master Plan. Southern portions of Eaton Wash lack access to transit options, and lack of tree canopy.

The tributary has a promising amount of ROW available along its channels in most areas and generally has over 10 feet of ROW available outside of the flood control channel, providing at least the minimum requirement for a greenway. Physical constraints and attributes include underground segments and intersections of the tributary that may present alignment challenges. Other complexities to consider include several potentially challenging crossings of major arterials located along the tributary. Existing greenways are concentrated to the north in Pasadena, with fewer connections existing in the southern portions of the tributary.

The project subcomponent opportunities identified for the Eaton Wash Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.3 Thompson Creek (TH2, TH10, TH12, TH14, TH15)

The Thompson Creek Tier 1 segment is a 5.9-mile tributary connecting the canyons above Claremont with San Jose Creek. Activity generators in the area include a handful of schools and colleges, a Metrolink commuter rail line, and several on-street greenways.

Areas to the south of Thompson Creek are the most burdened environmentally and socioeconomically. Several parks and two major open spaces located in the area serve as places for community gatherings and recreation activities. With these existing amenities, the area generally shows average need for parks, except for the southern portion of the tributary near Pomona; this area has limited parks and tree canopy, with high need for both.

With greater than 20 feet of ROW width available along most of its channels, Thompson Creek presents excellent opportunities for greenway development. Much of the Thompson Creek tributary is lacking tree canopy. Vacant, government-owned parcels along the tributary could provide opportunities for greenway adjacent projects and amenities, such as pocket parks and greenspace or shade structures.

The project subcomponent opportunities identified for the Thompson Creek Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.4 Walnut Creek (WC1, WC36, WC37, WC38, WC47, WC52, WC53)

The Walnut Creek Tier 1 tributary stretches approximately 7.7 miles from the confluence with Big Dalton Wash to hills above Pomona and the Puddingstone Reservoir. Walnut Creek is a naturalized channel east of Covina Hill Road. There are several activity generators along the channel, including California State Polytechnic University, Pomona (Cal Poly Pomona) and several schools adjacent to Walnut Creek. Pockets of commercial, retail, and industrial facilities are located throughout the area that may generate activity. Existing trails also contribute to circulation opportunities. Walnut Creek has potential to connect with several on-street greenways. Existing greenways are concentrated in the eastern areas near La Verne, with a few other on-street facilities near West Covina.

Environmental and socioeconomic burden in this area is average to high. With greater than 20 feet of ROW width available along most of its channels, Walnut Creek presents excellent opportunity and sufficient area for greenway development along most of this tributary. Tree canopy and other environmental factors are healthier to the south as compared to the north of the tributary where limited tree canopy, higher heat vulnerability, and low permeability/pervious surface exist.

Walnut Creek was identified as a top project in the San Gabriel Council of Governments' Greenways Study and opportunities are currently underway including a short multi-use trail being developed near the San Gabriel River, connecting to Walnut Creek.

The project subcomponent opportunities identified for the Walnut Creek Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.5 Live Oak Wash / San Dimas Wash (SD23, SD24, SD26)

The Live Oak Wash / San Dimas Wash Tier 1 segment is approximately 7.2 miles in length. This study area is comprised of San Dimas Wash, Puddingstone Channel, and Live Oak Wash. The area is primarily residential with several schools and connections to major parks and recreational areas, including Bonelli Regional Park, South Hills Recreational Area, Horsethief Canyon Park, and others.

Environmental and socioeconomic burden in the area is average and areawide average household average is average-to-high for LA County. Environmentally, the area ranks average in terms of tree canopy, heat vulnerability, and permeability. With sufficient ROW available in many areas, greenway opportunities along the tributaries are plentiful.

The area was identified as a top project in the San Gabriel Council of Governments' Greenways Study. Several projects in development along the tributaries, including a three-phase project along San Dimas Wash is under development within Glendora.

The project subcomponent opportunities identified for the Live Oak Wash / San Dimas Wash Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.6 San Jose Creek (SJ 5, SJ11, SJ40)

The Tier 1 segment of the San Jose Creek tributary stretches 7.6 miles from the San Gabriel River to the mountains via Thompson Creek. At 24 miles, San Jose Creek is one of the largest tributaries in the study area and, with only minor segments of constrained ROW, there are many opportunities for greenway development along the channels of the creek.

The area does not have many retail or commercial corridors, but there are some light industrial job centers and important connections to transit. Many of the San Jose Creek communities are heavily burdened environmentally and socioeconomically, and many are ranked as “park poor" and lack tree canopy.

A short greenway exists on the western end of San Jose Creek. San Jose Creek has been identified for greenway development in the LA City Bike Master Plan 2012 as an early implementation project. A 3.0-mile greenway project within Pomona is currently in development.

The project subcomponent opportunities identified for the San Jose Creek Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.7 Little Dalton Wash (LD8)

The Tier 1 segment of Little Dalton Wash is a 2.2-mile tributary connecting the Angeles National Forest to the San Gabriel River via Big Dalton Wash.

With available ROW along most of the tributary, Little Dalton Wash presents many opportunities. Additionally, the area is primarily residential with few commercial, retail, or industrial centers. There are several schools in the area, including Citrus College, Azusa Pacific University, Paramount Elementary, and Merwin Elementary School among others. Toward the center of the tributary, the Azusa Downtown Gold Line Station provides potential connection to high quality transit. The areas surrounding Little Dalton Wash generally rank low for socioeconomic and environmental burden.

While few previously planned projects along the tributary have been identified, Little Dalton was named in the San Gabriel Council of Governments’ Greenways Study as a top project for greenway opportunities. The area has limited tree canopy and presents limited multi-benefit opportunities for consideration with greenway project implementation.

The project subcomponent opportunities identified for the Little Dalton Wash Tier 1 segment is described in the one-page summaries located in Attachment B.

2.3.8 Big Dalton Wash (BD9, BD21, BD26, BD28)

At approximately 4.9 miles in length, the Tier 1 segment of Big Dalton Wash stretches from the San Gabriel River to the Big Dalton Wilderness Park in the Angeles National Forest. The area is mostly residential with few commercial, retail, or industrial land uses. Activity generators and community connections near the tributary include several nearby schools, on-street bike routes near Glendora as well as parts of Covina and toward the San Gabriel River, and nearby rail stations. Greenway projects in this tributary have opportunities to provide community benefit by serving as a connection to the two sides of the tributary and the areas in between. Situated between Little Dalton Wash and San Dimas Wash, the Big Dalton Wash greenway could serve as future connections to adjacent tributaries.

Greenway Channel Adjacent and Safe Crossing Subcomponent Opportunities could help address environmental challenges such as limited tree canopy and vulnerability to heat island effects, which are prevalent in the area, as well as more concentrated and extreme socioeconomic and environmental burden

in the western half of the tributary, with certain areas ranking in the 98th percentile for environmental burden. With over 13 feet of available ROW width along most of the tributary and few impediments identified along the Tier 1 segment, Big Dalton Wash has promising potential for greenway projects. Additionally, several vacant parcels adjacent to the tributary are government-owned and identified as good potential opportunities for future greenway connections with adjacent parks or open spaces.

The project subcomponent opportunities identified for the Big Dalton Wash Tier 1 segment are described in the one-page summaries located in Attachment B.

2.3.9 Rubio Wash (R2)

The Tier 1 segment of Rubio Wash is approximately a 2.5-mile tributary that crosses through urban and suburban communities of Los Angeles County including the communities San Gabriel, Rosemead, and South El Monte. Rubio Wash presents complex physical challenges to implementation. The tributary has a highly constrained ROW along much of the channel, with homes and structures encroaching the ROW on either side of the channel, abutting the channel in some areas. With few roads providing access to the tributary and less than 8 feet of available space for greenway or other uses along much of the ROW, physical constraints may require more complex design to improve opportunities for project implementation.

A greenway has been proposed along Rubio Wash through previous planning efforts, including the 2012 Southern California Association of Governments' Regional Transportation Plan, the 2016 Metro Active Transportation Strategic Plan, the 2012 Los Angeles County Bicycle Plan, and the San Gabriel Valley Council of Governments' Greenway Study. The tributary is rich with potential activity generators, including two nearby schools, Emma W. Shuey Elementary School and Mildred B. Janson Elementary School, and retail or commercial corridors near the greenway, including areas along Valley Boulevard and Las Tunas Boulevard, and the Southern Pacific Railway.

With few existing greenways (aside from the Rio Hondo Bike Path) and few parks, gateways, or open space adjacent to Rubio Wash, the area has a high need and great potential to benefit from greenway projects. Additionally, the communities in the northern portion of the tributary lack access to reliable transit. Greenway opportunities will connect residents with local business districts, places of employment, schools, and other significant destinations by providing safe dedicated bike routes and improved access to transit centers, bus lines, or Metro stops. Environmentally, the southern part of the tributary would benefit from greenway projects to address lacking tree canopy, high concentrations of impervious surfaces, and a highly vulnerable heat index.

The project subcomponent opportunities identified for the Rubio Wash Tier 1 segment is described in the one-page summaries located in Attachment B.

2.3.10 Puente Creek (P2)

The Puente Creek Tier 1 segment is approximately a 3.9-mile tributary to the north of San Jose Creek, coursing through portions of West Covina, Valinda, West Puente Valley, La Puente, and Hacienda Heights. Activity generators identified in the vicinity include pockets of commercial or retail sites and several schools, including Wing Lane Elementary School, Nelson Elementary School, Del Valle Elementary School, Grandview College Preparatory Academy, Sparks Elementary School, Sierra Vista Middle School, and Workman High School.

Major existing on-street greenways near Puente Creek could serve as important circulation connections, including Temple Avenue, Valinda Avenue, and along San Jose Creek. Additionally, a 1.9-mile, on-street early implementation greenway project, located on the north side of the Puente Creek greenway between Valinda Avenue and Hacienda Boulevard, is currently being designed. The Puente Creek Greenway/Greenway early implementation project was identified in the 2012 Los Angeles County Bicycle Master Plan and will provide

several benefits including a new rest area with benches. Combined with additional access and greenway implementation projects, this area of Puente Creek could provide combined benefits and improved community access.

The area is generally heavily impacted by socioeconomic and environmental burdens. Puente Creek has been identified and recommended through previous planning studies for a community greenway. Puente Creek lacks park space with some areas designated by the Los Angeles County's Department of Parks and Recreation analysis with "high" to "very high" need for parks. Tree canopy is also lacking across the area. Multi-benefit greenway projects would provide valuable enhancement for the area by offering combined use of available ROW for greenway access as well as community enhancements via parks, open space, or other vegetated/shaded areas.

The project subcomponent opportunities identified for Puente Creek is described in the one-page summaries located in Attachment B.

2.4 Beneficial Project Subcomponent Organization

2.4.1 Preliminary Prioritization Methods

An initial set of potential beneficial project elements, to approximate multiple benefits, and construction challenges, were compiled for each of the 34 project subcomponent opportunities herein (Attachment B). This prioritization exercise was used as an informational tool to identify potential benefits associated with specific opportunities, but ultimately relied on manual review and deliberation for inclusion in the conceptual designs. BD21 was not included in this analysis because BD21 was considered as part of the 35 projects after this section was developed. Weighted channel scores (i.e., Circulation score, Community score, Synergy score, Environment score, Feasibility score) were also included in the analysis to provide greenway path alignment context to project subcomponents. The three preliminary prioritization categories (i.e., potential project elements, potential construction logistics, and weighted channel scores) were equally weighted for the purposes of this initial assessment. Implications of this assumption are explored later in this section. Project subcomponent opportunities were scored using criteria and score bins (i.e., score of 1 or 2) outlined in Table 2. Qualitative criteria were scored by the Plan team. All raw scoring may be found in Attachment B.

Table 2. Preliminary Project Subcomponent Opportunities Prioritization Criteria and Scoring

Preliminary Prioritization Criteria	Category	Score = 1	Score = 2
Offsite stormwater management opportunities	Beneficial Project Element	No	Yes
Reduction in impervious area	Beneficial Project Element	No	Yes
Park/greenspace construction	Beneficial Project Element	No	Yes
Neighborhood access to channel	Beneficial Project Element	No	Yes
Adjacent to early implementation project	Beneficial Project Element	No	Yes
Significant site slope	Construction Challenges	Yes	No
Existing structures that would require demolition	Construction Challenges	Yes	No
Construction access via public roadway	Construction Challenges	No	Yes
Significant ground disturbance	Construction Challenges	Yes	No
Possible tree removal	Construction Challenges	Yes	No
Nearby sensitive air quality/noise receptors	Construction Challenges	Yes	No
Circulation score	Channel Rating	Per Weighted Channel Scores	
Community score	Channel Rating	Per Weighted Channel Scores	

Synergy score	Channel Rating	Per Weighted Channel Scores
Environment score	Channel Rating	Per Weighted Channel Scores
Feasibility score	Channel Rating	Per Weighted Channel Scores

Criteria scoring was done using a mix of quantitative and qualitative scoring approaches that were defined to provide reproducibility and defensibility of results. Due to a difference in scoring method for each criterion, results were normalized to make comparisons across criteria possible. Quantitative weighted channel scores were normalized between zero = score of zero, to one = best score, for each criterion, so all normalized scores were within the range of zero to one. Qualitative scores were normalized by determining the percentile of a selected project's benefits compared to other projects for each qualitative criterion, thus avoiding pitfalls associated with qualitative criteria. This approach allowed for differentiation of relative project performance, which highlights differentiating benefits across project alternatives.

Sub-criteria of beneficial project elements and construction challenges were equally weighted, which assumed equivalent importance within these prioritization categories. Channel score sub-criteria were weighted per Tier 1 prioritization weights. Normalized scores were multiplied by their component weights and summed, representing their aggregate benefit. Alternatives were rank ordered from highest benefit to lowest benefit.

2.4.2 Preliminary Prioritization Results

Project subcomponent opportunities that demonstrated benefits in all three categories of prioritization compared to other alternatives were predictably preferred to other alternatives (**Figure** 1). Other alternatives perform well due to outsized relative benefits in one or two categories. For example, project subcomponent opportunity SJ11 was assigned the least amount of construction challenges and had multiple beneficial project elements; however, the San Jose reach SJ11 is located along demonstrated relatively low channel scores, so other alternatives scored relatively higher in aggregate.

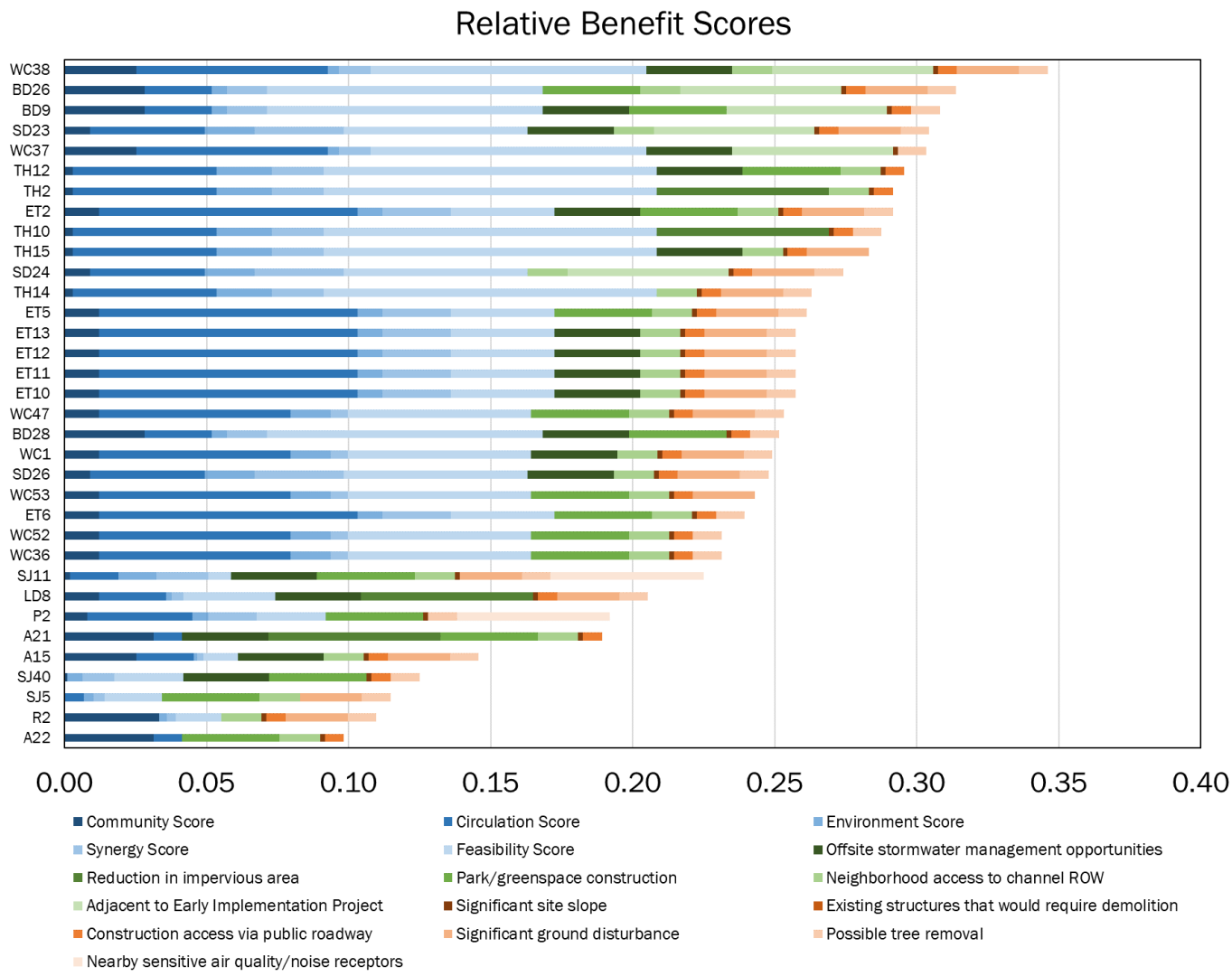

Figure 1. Tier 1 tributary aggregate relative benefit scores

Due to the complexities in trade-offs associated with alternatives, the category ranks of project subcomponent alternatives were also considered (Table 3). As mentioned, alternatives that demonstrate the most potential benefits were either high performing across all preliminary prioritization categories (e.g., WC38), or performed exceedingly well in one or two categories (e.g., BD26). While the yes/no scoring system for most criteria was coarse, it provided enough information about potential project subcomponents to identify what benefits could be anticipated resulting from which projects.

Within the preliminary rank ordering of project subcomponents, five unique channel areas are represented in the top ten ranked project subcomponents. Channels represented in the top ten project subcomponents include Big Dalton, Thompson Creek, Eaton, Walnut Creek, and San Dimas. Channels not represented in the top ten preliminary project subcomponents are Alhambra, Rubio, Little Dalton, Puente, and San Jose. These channels were not preferred due to their relatively poor channel scores, which indicates that the project would occur in an area where a greenway path alignment is of less demand than other channel areas despite potential multi-use or lack of construction challenge benefits.

The initial rank ordering of project subcomponent opportunities was used to formulate full projects that include the project subcomponent in question, a greenway path alignment, and crossings. Specifically, projects were formulated starting with project subcomponents that demonstrate high promise for potential project elements, potential construction logistics, and weighted channel scores to help the Project Team direct their focus. During full conceptual design formulation, other factors relating to greenway path alignment and crossing constraints informed whether the project was considered further.

Table 3. Tier 1 Tributary Preliminary Project Subcomponent Opportunities Prioritization Criteria and Scoring				
Project Subcomponent Opportunity	Aggregate Rank	Channel Reach Rank	Potential Project Elements Rank	Potential Construction Logistics Rank
WC38	1	6	4	3
BD26	2	15	3	3
BD9	3	15	2	23
SD23	4	23	4	3
WC37	5	6	7	30
TH12	6	1	8	31
TH2	7	1	11	31
ET2	8	8	8	3
TH10	9	1	15	23
TH15	10	1	24	21
SD24	11	23	12	3
TH14	12	1	33	3
ET5	13	8	16	3
ET13	14	8	24	3
ET12	15	8	24	3
ET11	16	8	24	3
ET10	17	8	24	3
WC47	18	18	16	3
BD28	19	15	13	23
WC1	20	18	24	3
SD26	21	23	24	3
WC53	22	18	16	21
ET6	23	8	16	23
WC52	24	18	16	23
WC36	25	18	16	23
SJ11	26	29	8	1
LD8	27	27	6	3
P2	28	26	32	2
A21	29	32	1	31
A15	30	28	24	3
SJ40	31	31	13	23
SJ5	32	34	16	20
R2	33	30	33	3
A22	34	32	16	31

Section 3: Safe Crossing Subcomponents

Project subcomponents discussed in Section 2 will not be stand-alone in their formulation and will include greenway path alignments, discussed in the Task 606 – Final Greenway Alignment Alternatives, and safe crossings. Throughout the SGV Greenway Network, approximately 60 miles of Tier 1 tributary segments include 121 potential greenway crossings including driveways, local streets, roads, freeways, and railroad spurs and tracks. Appendix F provides guidance for each of the 121 potential crossings. Developing efficient and safe crossings are essential to creating a desirable and continuous greenway system. Tier 2 and 3 segments include the same categories and types of crossings and project proponents may use the 121 example crossings as references to specify their own crossings. Each crossing was and should be evaluated while considering the following factors, barriers, and limitations:

1. Ensuring distance from nearest intersection:
    - For signalized intersections, the proposed crossing was placed 200 to 300 ft away from the nearest signal.
    - For unsignalized intersections, the crossing was placed 100 ft away from the nearest signal.
2. When either distance was not possible, the route was diverted to cross at the nearest existing intersection.
    - At signalized intersections, high visibility crosswalks (HVC) were selected, with a leading pedestrian interval to be considered.
    - At stop-controlled intersections, HVC were selected.
    - At uncontrolled locations where sufficient distance could not be achieved, the crossing was placed at the leg of the intersection, using the treatment as specified in Table 5-2.
3. Coordination is required with whomever owns the transportation facility, whether it be State, County, cities, school districts, electric and water districts, and railroads.
4. For rail intersections, it was noted when California Public Utilities Commission (CPUC), Rail Safety Division coordination would be required. The CPUC regulates services and utilities, assuring access to safe and reliable utility infrastructure and services. This includes overseeing grade crossings for all railroads, freight, and public transit. Any modification of a railroad crossing or proposal for a new crossing requires coordination with the CPUC.
5. At locations where crossing near the channel was not possible due to proximity to the nearest intersection or roadway configuration (i.e., crossing a freeway), an alternate route utilizing on street bike routes and a combination of crossings was proposed.
6. Table 5-2 outlines the crossing classifications based on roadway configurations and posted speed limits.

Table 4. Road crossing classifications							
Configuration	Speed						
	15	20	25	30	35	40	45
2 Lanes	HVC	HVC	HVC	HVC	RRFB	RRFB	RRFB
2 Lanes, with Turn Lane	HVC	HVC	HVC	RRFB	RRFB	RRFB	RRFB
4 Lanes	HVC	HVC	HVC	RRFB	PHB	PHB	PHB
4 Lanes, with Turn Lane	HVC	HVC	HVC	RRFB	PHB	PHB	PHB
4 Lanes, with Raised Median	HVC	HVC	HVC	RRFB	PHB	PHB	PHB
6 Lanes, with Turn Lane	RRFB	RRFB	RRFB	PHB	PHB	PHB	PHB
6 Lanes, with Raised Median	RRFB	RRFB	RRFB	PHB	PHB	PHB	PHB
8 Lanes, with Raised Median	RRFB	RRFB	RRFB	PHB	PHB	PHB	PHB

HVC: high visibility crosswalks

RRFB: rectangular rapid flashing beacons

PHB: Pedestrian Hybrid Beacon

The safe crossing subcomponents identified for all Tier 1 reaches are detailed in Attachment C.

Attachment A: Location Map

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LOS ANGELES, COUNTY OF CA

SGV GREENWAY IMPLEMENTATION PLAN

DATE: NOVEMBER 2021
PROJECT: 153937

Notes:
1. Basemap: ESRI & Affiliates.

0 2 4
Miles

N

LEGEND

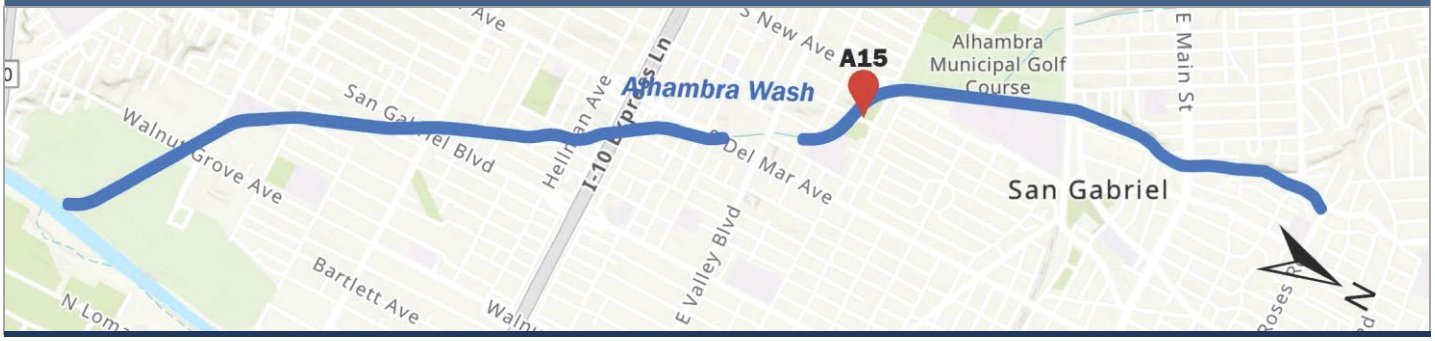
- POTENTIAL PROJECT LOCATION
- CREEK/WASH CENTERLINE

POTENTIAL PROJECT LOCATIONS

Attachment B: Project Summaries

Vincent Lugo Park Retrofit and Enhancements

Channel: Alhambra Reach: Alhambra Wash 2 **Project ID: A15**



DESCRIPTION

Vincent Lugo Park is located on this parcel, near the intersection of W. Wells St and Ramona St, and adjacent to Alhambra Wash. The park is owned and maintained by the City of San Gabriel. Proposed retrofit and enhancement of the existing park and stormwater management features were submitted through Measure W in July 2021. The existing facilities (park and parking spaces) would provide additional community benefit, serving as an access point to the SGV greenway, a safe travel alternative for commuters, recreationalists, and students. This project would leverage existing facilities and minimize modification anticipated to park facilities or operation to accommodate the new SGV access, which would limit increased funding or oversight.

PROJECT SITE:

Municipality: Vincent Lugo Park San Gabriel, CA

Ownership: City of San Gabriel

Parcel No: 5360-002-900, 5360-011-900, 5360-012-901 **Parcel Size:** 9.9 Acres

Available ROW: 13-17 Feet

Nearest Intersection: W Wells St and S Ramona St

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: Parking and access to greenway through park

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
Yes	1.2	1.4	0.3	0.2	3.4

Future Park Near Las Tunas Dr. and Mission Dr.

Channel: Alhambra Reach: Alhambra Wash 1 **Project ID: A21**

DESCRIPTION

This parcel is located along the Alhambra Wash channel in San Gabriel, near the intersection of W. Las Tunas Dr. & N. Mission Dr. It is owned by the San Gabriel County Water District, and could provide opportunity for a park adjacent to the greenway. There is an additional vacant parcel to the south, which is privately owned. If obtained, it could provide opportunity for offsite stormwater treatment.

PROJECT SITE:

Municipality: Potential Park
San Gabriel, CA

Ownership: San Gabriel County Water District

Parcel No: 5364-017-904 **Parcel Size:** 1.4 Acres

Available ROW: 8-13 Feet

Nearest Intersection: W Las Tunas Dr and N Mission Dr

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [x] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [x] Significant Ground Disturbance
- [x] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
Yes	1.3	1.2	0.15	0.15	2.8

Future North Alhambra Wash Gateway Park at Alhambra Rd.

Channel: Alhambra Reach: Alhambra Wash 1 **Project ID: A22**

DESCRIPTION

This parcel is owned by the City of San Gabriel and located on the north end of the proposed Alhambra Wash greenway. The west-branch of the Alhambra Wash channel runs through the parcel, with Alhambra Rd. along the north side, and residential property to the south and west. This parcel could serve as a community gateway access point to the north end of the Alhambra Wash greenway from the surrounding residential and commercial areas. This access point could be reached directly from a main surface road (Alhambra Rd) and not require navigating neighborhood side-streets.

PROJECT SITE:

Municipality: **Gateway entry park San Gabriel, CA**

Ownership: **City of San Gabriel**

Parcel No: **5364-025-900** **Parcel Size:** **0.2 Acres**

Available ROW: **>24 Feet**

Nearest Intersection: **Alhambra Sycamore Dr and N Mission Dr**

POTENTIAL PROJECT ELEMENTS:

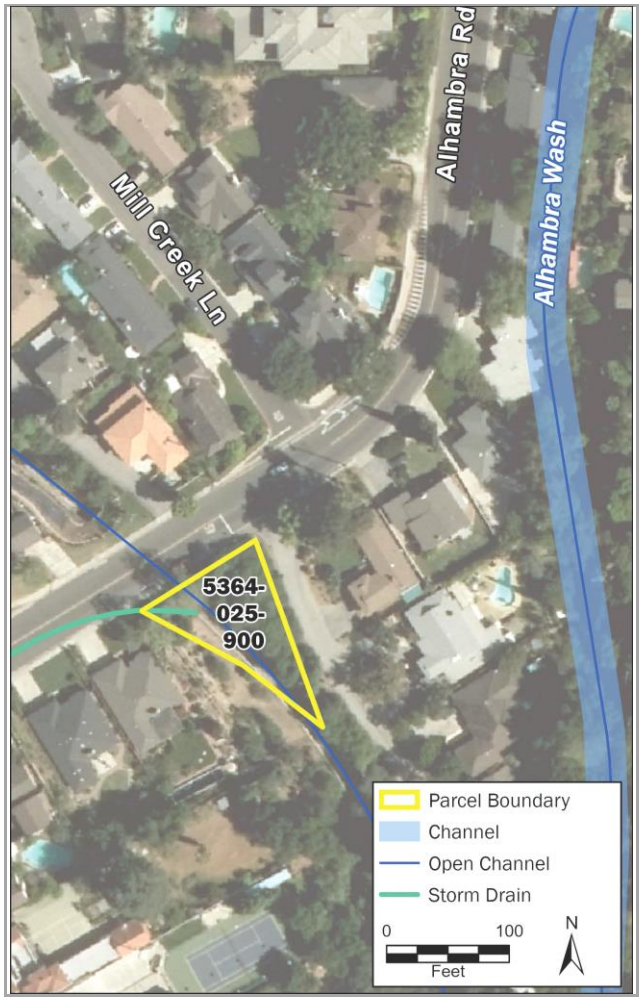
- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: North end of potential Alhambra Wash greenway. Adjacent to Alhambra Rd.

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☑ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
Yes	1.3	1.2	0.15	0.15	2.8

Irwindale Spreading Grounds Improvements

Channel: Big Dalton Reach: Big Dalton 2 **Project ID: BD9**

DESCRIPTION

This site is the existing Irwindale Spreading Grounds, located near the intersection of Irwindale Ave. and Calle Breceda. The LA County Flood Control District owns the parcel, which could be improved with peripheral landscaping and multi-use pathways that connect it with the channel greenway. The proposed adjacent greenway has been previously identified as an 'early implementation' project which means it is currently in design, in construction, or has been constructed by LA County. This area also provides potential to retrofit infiltration facilities if needed.

PROJECT SITE:

Municipality: **Irwindale Ave and Calle Breceda Irwindale, CA**

Ownership: **LA County Flood Control District**

Parcel No: **8417-007-910** **Parcel Size:** **26.2 Acres**

Available ROW: **13-17 Feet**

Nearest Intersection: **Irwindale Ave and Calle Breceda**

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [ ] Neighborhood Access to Channel ROW
- [x] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [x] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.25	1.65	0.55	0.65	5.8

Hilda Solis Retrofit and Enhancements

Channel: Big Dalton Reach: Big Dalton 2 **Project ID: BD21**

DESCRIPTION

Hilda L. Solis Park is an existing park under the City of Baldwin Park's jurisdiction with amenities including open space, a playground, basketball courts and exercise equipment. The Baldwin Park Teen Center and Skate Park occupies the north end of the park property. Including a gateway at this site would connect the park to the larger greenway network.

PROJECT SITE:

Municipality: Existing park along long stretch of channel Baldwin Park, CA

Ownership: City of Baldwin Park

Parcel No: 8554-005-900 **Parcel Size:** 0.4 Acres

Available ROW: 8-13 Feet

Nearest Intersection: Central Ave and Vineland Ave

POTENTIAL PROJECT ELEMENTS:

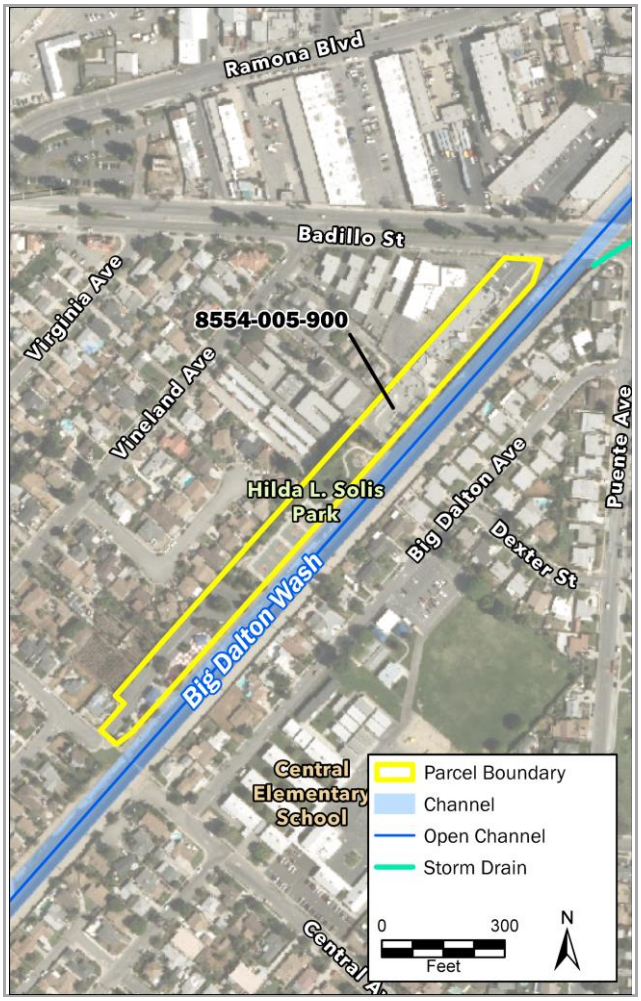
- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [x] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.25	1.65	0.55	0.35	5

Potential Park, Stichman Ave and Clydwood St

Channel: Big Dalton Reach: Big Dalton 2 **Project ID: BD26**

DESCRIPTION

This parcel is located in the City of Baldwin Park near Stichman Ave. and Clydwood St., adjacent to the southern end of the Big Dalton Wash channel. The Valley County Water District owns the parcel which could serve as a pocket park with a neighborhood connection to the Big Dalton greenway. The proposed adjacent greenway has been previously identified as an 'early implementation' project.

PROJECT SITE:

Municipality: **Potential pocket park / neighborhood connection**
Baldwin Park, CA

Ownership: **Valley County Water District**

Parcel No: **8554-016-901** **Parcel Size:** **0.1 Acres**

Available ROW: **17-19 Feet**

Nearest Intersection: **Stitchman Ave and Clydwood Street**

POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☑ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

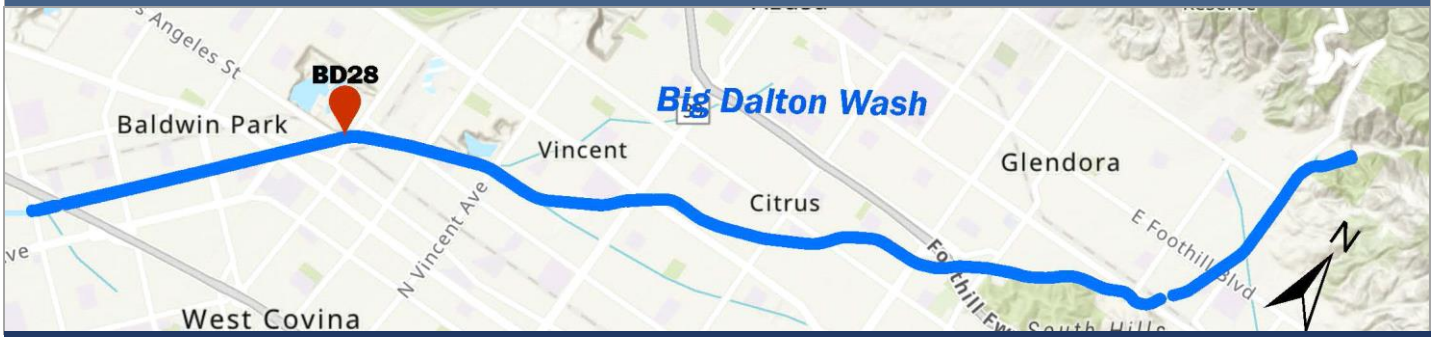
Additional Construction Notes: Potential for buried water district infrastructure

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.25	1.65	0.55	0.65	5.8

Potential Park at Los Angeles St and Azusa Canyon Rd

Channel: Big Dalton Reach: Big Dalton 2 **Project ID: BD28**



DESCRIPTION

The potential pocket park would be adjacent to Big Dalton Wash, and located opposite from the intersection of Los Angeles St. and Azusa Canyon Rd. The City of Irwindale owns the parcel. The parcel could also be used for vehicular parking for users of the greenway and/or expand the already-available 17-19 foot with greenway ROW. Opportunity for additional benefit may be achieved if combined with another adjacent parcel at the Los Angeles St./Azusa Canyon Road intersection, although this parcel appears to be currently used by the City for equipment storage. The proposed adjacent greenway has been previously identified as an 'early implementation' project.

PROJECT SITE:

Municipality: Potential pocket park opposite channel from intersection
Irwindale, CA

Ownership: City of Irwindale

Parcel No: 8415-001-908 **Parcel Size:** 2.5 Acres

Available ROW: 17-19 Feet

Nearest Intersection: Los Angeles Street and Azusa Canyon Road

POTENTIAL PROJECT ELEMENTS:

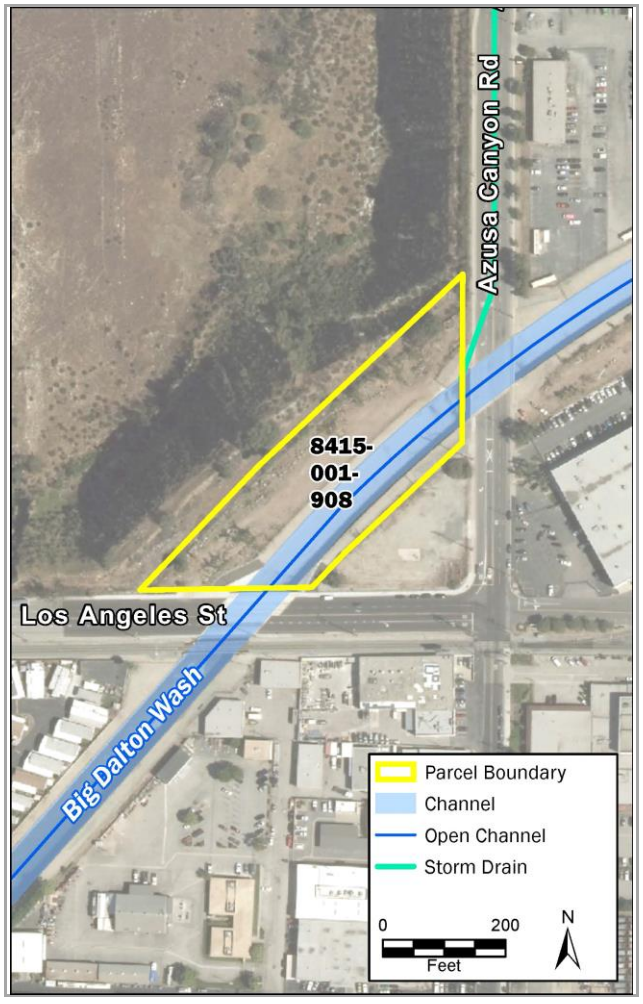
- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [ ] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: Adjacent to large rock quarry parcel which could potentially offer additional opportunities.

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [x] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.25	1.65	0.55	0.65	5.8

Eaton Wash Spreading Grounds Retrofit

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET2**

DESCRIPTION

A potential surface BMP retrofit area is located along the northern end of the Eaton Wash greenway, at the intersection of Sierra Madre Blvd and Washington Blvd. The Eaton Spreading Ground is located in this parcel. It currently provides substantial stormwater management, but could be enhanced to provide additional amenities for the adjacent, Eaton Wash greenway. A second County owned parcel located to the east, separated by a narrow privately-owned parcel, APN-5752-002-901, with existing uses of power transmission infrastructure and Crown Valley Nursery, could be combined with this parcel and project elements to provide additional stormwater management benefit via potential surface storage or BMP retrofit. The second parcel / potential combined project element (APN-5752-002-901) is not greenway-adjacent.

PROJECT SITE:

Municipality: **Potential surface BMP retrofit Pasadena, CA**

Ownership: **LA County Flood Control District**

Parcel No: **5751-018-903, 5751-019-900** **Parcel Size:** **27.0 Acres**

Available ROW: **13-17 Feet**

Nearest Intersection: **Sierra Madre and Washington Blvd**

POTENTIAL PROJECT ELEMENTS:

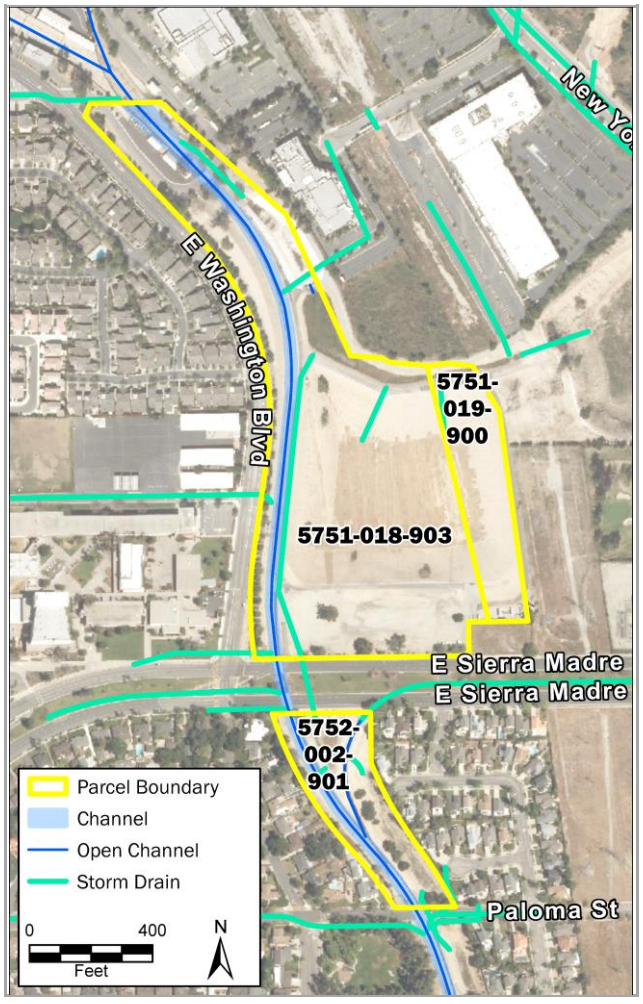
- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

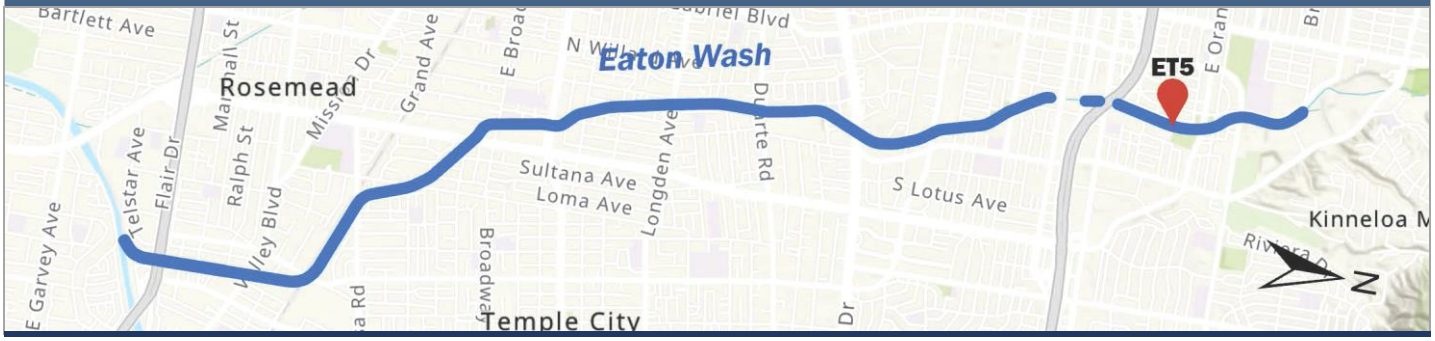


WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Eaton Wash Improvements, West of Vina Vieja Park

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET5**



DESCRIPTION

The Vina Vieja Park is located on this parcel, which is adjacent to Eaton Wash on the east side of the channel, near the intersection of Canyon Wash Dr and Orange Grove Blvd. The parcel is owned by LA County and has an estimated available greenway ROW of 17-19 foot for possible stormwater improvements with alternating culvers and surface drainage. The parcel would be accessed through the adjacent Vina Vieja Park (see APN-5752-007-900). The project could function independently or in combination with proposed, adjacent projects on the following sites: APN's 5750-003-902, 5750-003-905, 5752-007-900, & 5752-006-901.

PROJECT SITE:

Municipality: Narrow strip along E side of channel S of intersection
Pasadena, CA

Ownership: LA County Flood Control District

Parcel No: 5752-007-902 **Parcel Size:** 19.3 Acres

Available ROW: 17-19 Feet

Nearest Intersection: Canyon Wash Drive and Orange Grove Blvd

POTENTIAL PROJECT ELEMENTS:

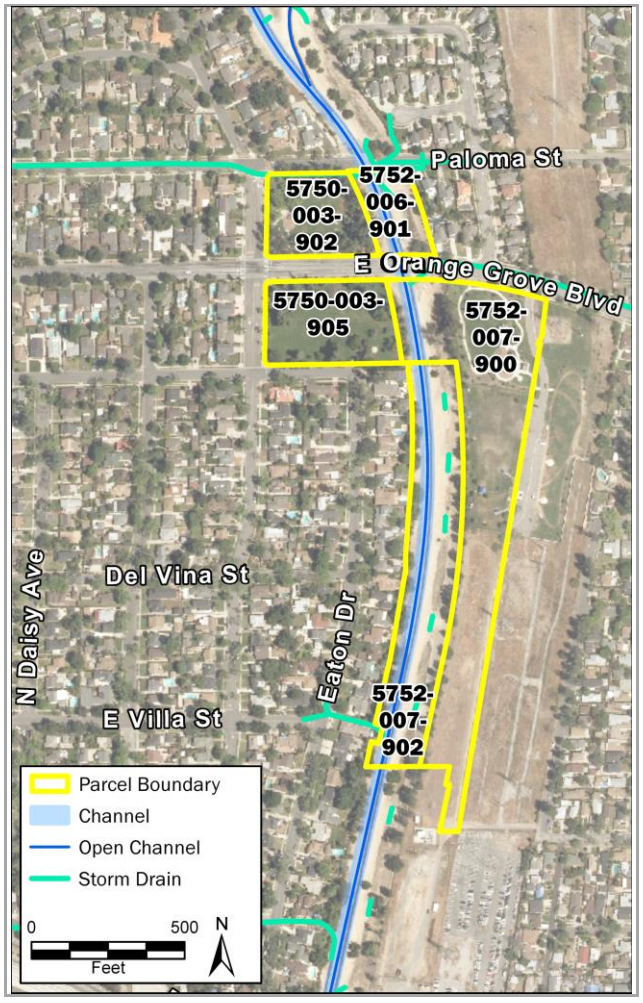
- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: May be able to incorporate adjacent utility easement

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Pocket park and off-stream path at Kinneloa Avenue

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET6**

DESCRIPTION

This vacant parcel area is located at the northern end of Eaton Wash near the intersection of Brandon St. and Kinneloa Ave. The parcel is owned by the City of Pasadena and provides an opportunity for a pocket park that could include BMPs to treat stormwater from nearby streets.

PROJECT SITE:

Municipality: **Potential pocket park and bike path connection point**
Pasadena, CA

Ownership: **City of Pasadena**

Parcel No: **5754-008-906** **Parcel Size:** **3.0 Acres**

Available ROW: **> 24 Feet**

Nearest Intersection: **Kinneola Ave and Brandon Street**

POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Sunnyslope Park Improvements

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET10**

DESCRIPTION

The Sunnyslope Park sits on this parcel, located near the intersection of Canyon Wash Dr. and Orange Grove Blvd. The park is owned by the City of Pasadena and offers opportunities to treat offsite stormwater from surrounding roadways and the storm sewer line that drains under Paloma Street on the north side of the park. The project at this site could function independently or be combined with projects at one or more of the following adjacent sites: APNs 5752-006-901, 5752-007-902, 5750-003-905, 5752-007-900 .

PROJECT SITE:

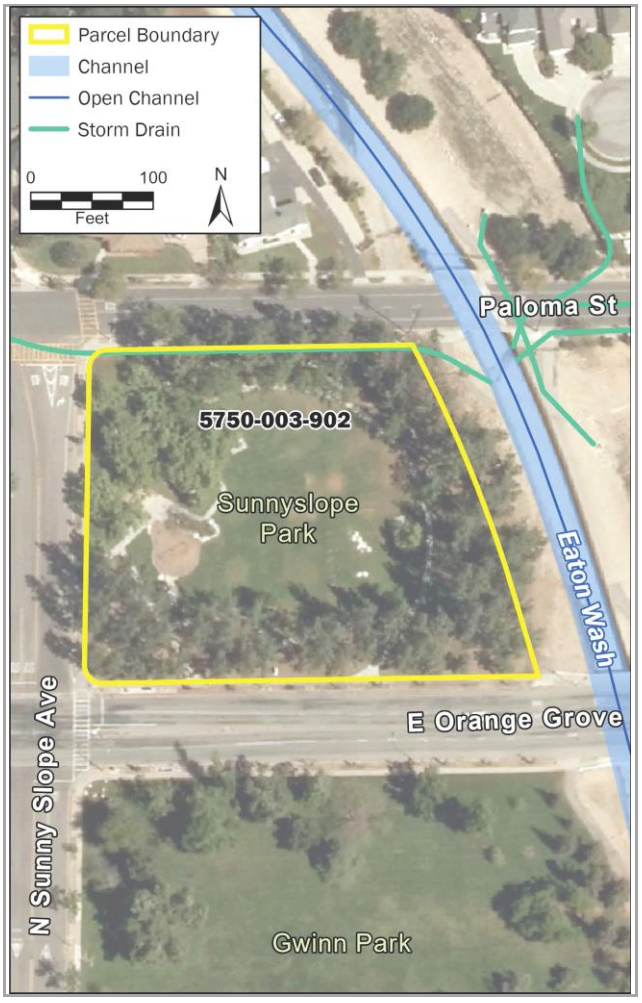
Municipality: **Sunnyslope Park, NE of intersection Pasadena, CA**

Ownership: **City of Pasadena**

Parcel No: **5750-003-902** **Parcel Size:** **2.0 Acres**

Available ROW: **17-19 Feet**

Nearest Intersection: **Orange Grove Blvd and Sunny Slope Ave**



POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Gwinn Park Improvements

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET11**

DESCRIPTION

Gwinn Park is located near the intersection of Sunny Slope Ave. and Orange Grove Blvd. The park is owned by the City of Pasadena and offers opportunity to collect and treat runoff from adjacent streets, including Orange Grove Boulevard. Adding paths through the park could allow access to the greenway from the neighborhood to the southeast. The project at this site could function independently or be combined with one or more projects at the following adjacent sites: APN's 5752-006-901, 5752-007-902, 5750-003-902, 5752-007-900 .

PROJECT SITE:

Municipality: Gwinn Park, SE of intersection Pasadena, CA

Ownership: City of Pasadena

Parcel No: 5750-003-905 **Parcel Size:** 2.7 Acres

Available ROW: 17-19 Feet

Nearest Intersection: Orange Grove Blvd and Sunny Slope Ave

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Vina Vieja Park Improvements

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET12**

DESCRIPTION

The Vina Vieja Park occupies this parcel, located on the east side of Eaton Wash near the intersection of Sunny Slope Ave. and Orange Grove Blvd. The park is owned by the City of Pasadena and would provide direct access to the greenway with an estimated available ROW of 17-19 feet. This project could be expanded to include an unimproved, utility-owned parcel that borders the eastern side of the property. The nearby utility-owned parcel (APN 5752-007-800) was eliminated because it did not meet the government owned criteria, but following further consideration, a recommendation is made to include this site due to potential opportunity for significant expansions of a passive use park area and spreading ground. The project at this site could function independently or be combined with one or more of the following projects at adjacent sites: APN's 5752-006-901, 5752-007-902, 5750-003-902, 5750-003-905.

PROJECT SITE:

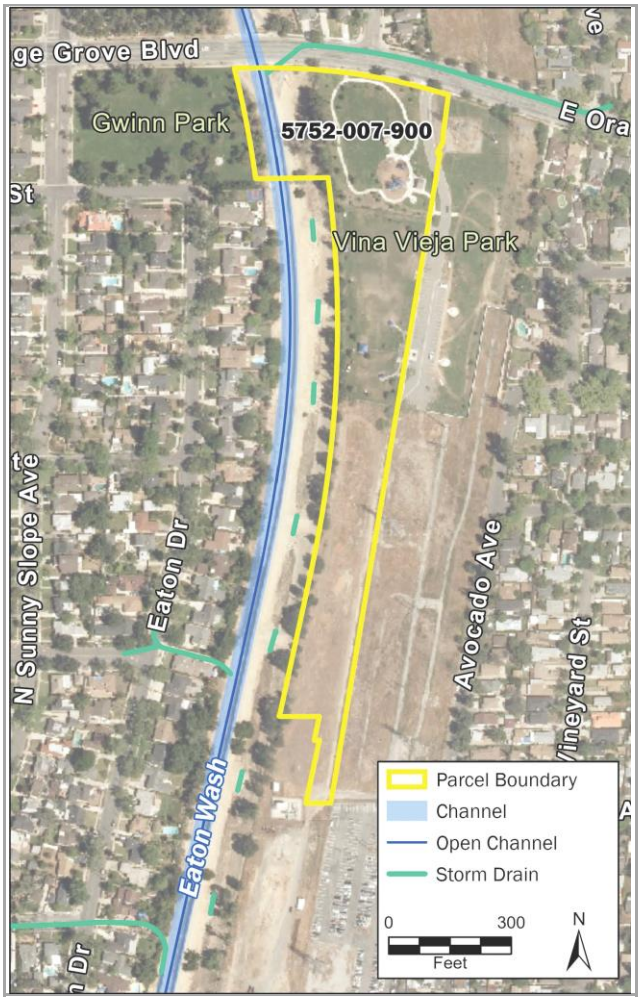
Municipality: Vina Vieja Park
Pasadena, CA

Ownership: City of Pasadena

Parcel No: 5752-007-900 **Parcel Size:** 8.2 Acres

Available ROW: 17-19 Feet

Nearest Intersection: Orange Grove Blvd and Canyon Wash Drive



POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Eaton Blanch Park Improvements

Channel: Eaton Reach: Eaton Wash 1 **Project ID: ET13**

DESCRIPTION

The Eaton Blanche Park is located generally on the west side of Eaton Wash near the intersection of Oneida St. and La Presa Dr. The park is owned by the City of Pasadena and could be a good access point to the greenway on the west side of the channel. Stormwater BMPs could be added to passive use areas of the park. Additional opportunities include adding a pedestrian bridge for a channel crossing to the east side of the Wash to undeveloped portions of the same park parcel and the opportunity to extend a trail spur across a utility corridor to the adjacent Wilson Middle School.

PROJECT SITE:

Municipality: **Eaton-Blanche Park, NE of intersection Pasadena, CA**

Ownership: **City of Pasadena**

Parcel No: **5754-030-901, 5754-031-901** **Parcel Size:** **9.3 Acres**

Available ROW: **> 24 Feet**

Nearest Intersection: **Oneida Street and La Presa Drive**

POTENTIAL PROJECT ELEMENTS:

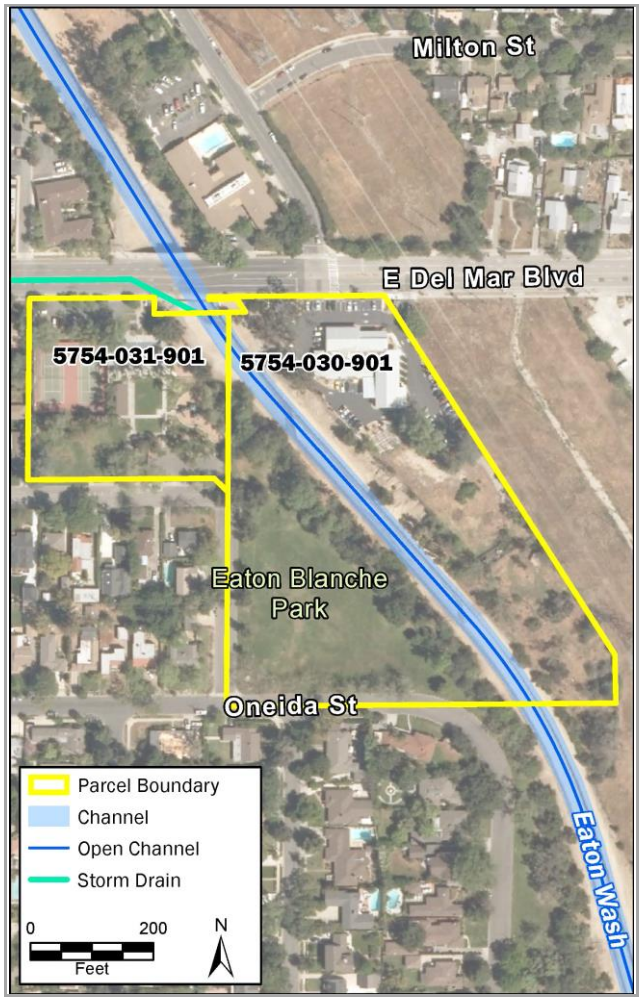
- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: May be able to incorporate adjacent utility easement

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

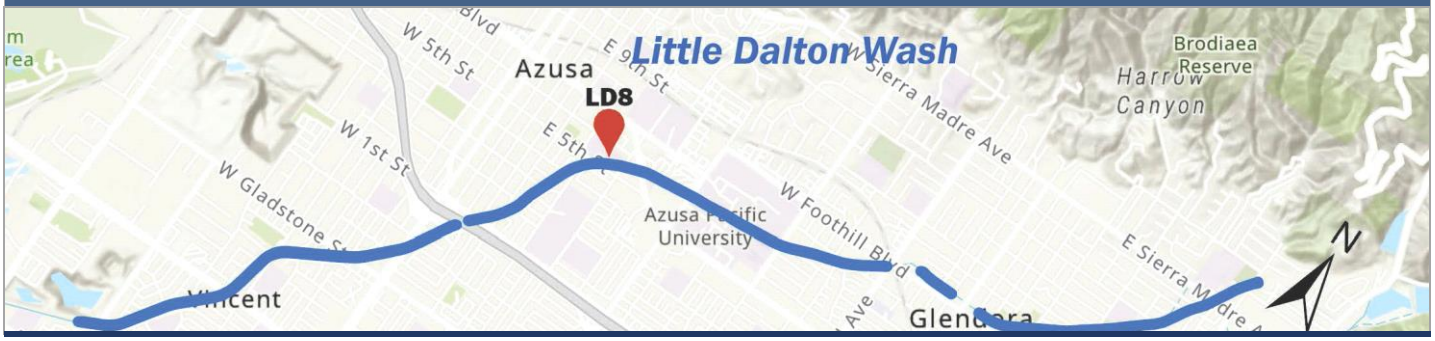
Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.1	0.75	1	5.2

Lee Elementary School Improvements

Channel: Little Dalton Reach: Little Dalton 3 **Project ID: LD8**



DESCRIPTION

This parcel is located near the center of the Little Dalton Wash tributary, in the City of Azusa near 5th Street and Cerritos Ave. Lee Elementary School is located on the parcel which is owned by the Azusa Unified School District. The majority of the open space on the parcel appears to be used for school playing fields, but there appears to be some open space adjacent to the wash that would be improved as a pocket park, environmental learning opportunity, or improved connection to the greenway used by students, cyclists and pedestrians. This potential connection could serve as a greater community asset due to available ROW along most of the channel and opportunity for unobstructed greenway with few constraints. Opportunities for expand the greenway project beyond the creek ROW are limited along Little Dalton Creek.

PROJECT SITE:

Municipality: Existing school
Azusa, CA

Ownership: Azusa Unified School District

Parcel No: 8612-002-903 **Parcel Size:** 10.4 Acres

Available ROW: 13-17 Feet

Nearest Intersection: E 5th Street and Cerritos Ave

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [x] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [ ] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	1.65	0.35	0.35	5

Potential Park at Puente Creek / San Jose Creek Confluence

Channel: Puente Creek Reach: Puente Creek 1 **Project ID: P2**

DESCRIPTION

The vacant area is located at the confluence of Puente Creek and San Jose Creek channels. The land is owned by LA County Flood Control District and provides opportunity for a small, unique pocket park overlooking the channels confluence. The site could serve as a stop for greenway users in a heavily industrial area. Pedestrian bridges could connect the greenways on both sides of the channels. Opportunities for expanding the greenway project beyond the creek ROW are limited along Puente Creek.

PROJECT SITE:

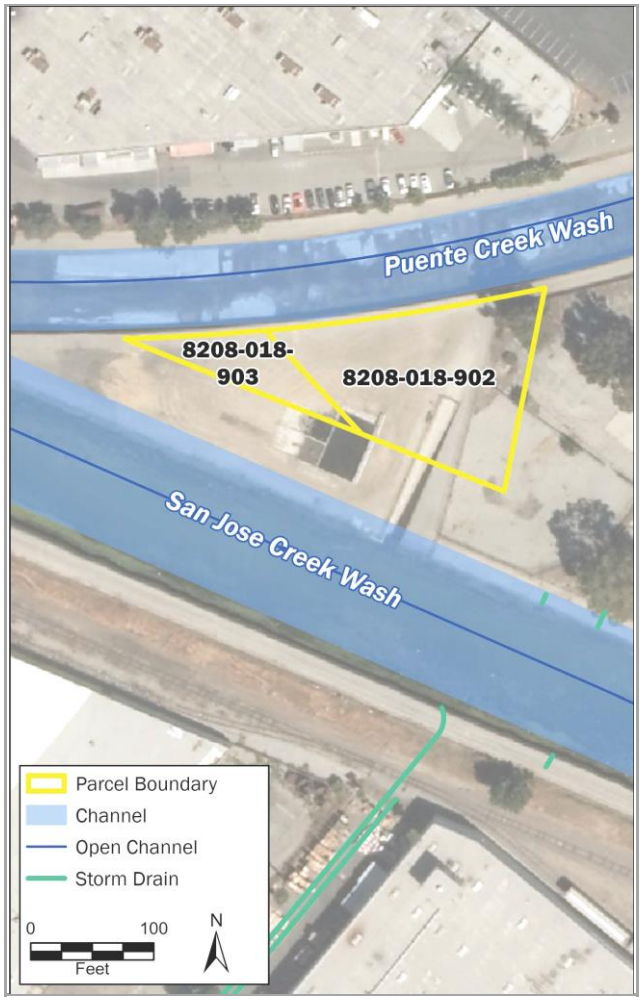
Municipality: Potential Park
City of Industry, CA

Ownership: LA County Flood Control District

Parcel No: 8208-018-902, 8208-018-903 **Parcel Size:** 0.6 Acres

Available ROW: > 24 ft from San Jose channel, 17-19 from Puente channel

Nearest Intersection: Don Julian Road and S 7th Ave



POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☐ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: Pedestrian bridge, overlook

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☐ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☐ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.8	1.75	0.55	0.85	4.6

Sally Tanner Park Improvements

Channel: Rubio Reach: Rubio Wash 3 **Project ID: R2**

DESCRIPTION

The Sally Tanner Park is located near the mid-point of the Rubio Wash near the intersection of Mission Dr and Delta Ave in the City of Rosemead. The park is owned by the San Gabriel County Water District. The site provides great potential for connecting an existing park and publicly used space with the Rubio Wash greenway for enhanced transit and recreation opportunities. This location would provide direct access to the greenway and is one of the few locations along Rubio Wash for expanding the greenway project beyond the ROW.

PROJECT SITE:

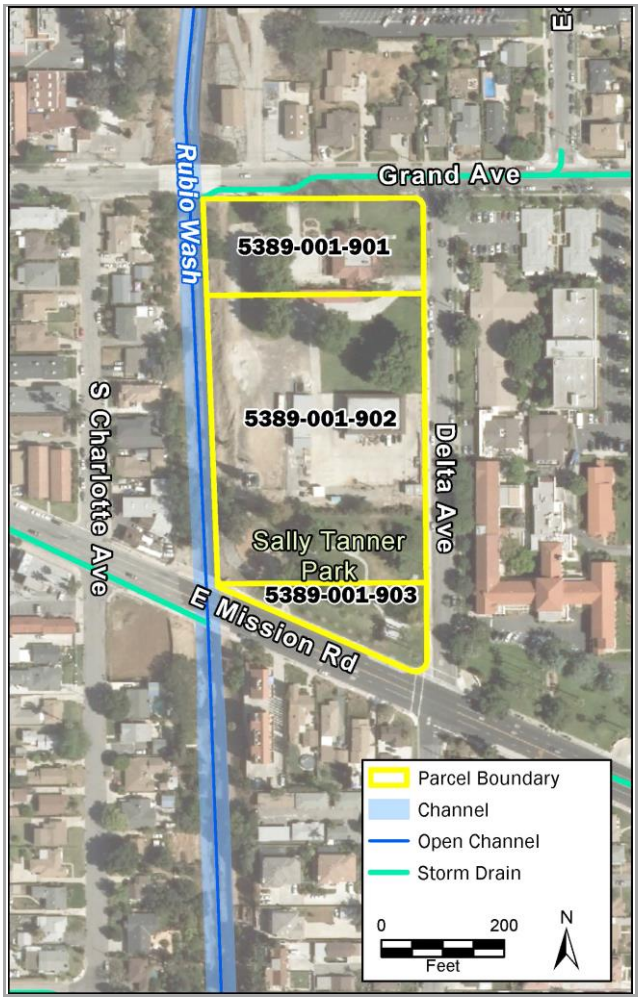
Municipality: **Park area on water utility land Rosemead, CA**

Ownership: **San Gabriel County Water District**

Parcel No: **5389-001-901, 5389-001-902, 5389-001-903** **Parcel Size:** **5.7 Acres**

Available ROW: **> 24 Feet**

Nearest Intersection: **E. Mission Drive and Delta Ave**



POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☐ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: Rubio Wash early implementation project ends south of Mission DRIVE (between Valley Rd and either Orange / Grand / or Fairview); this parcel is on the North side of Mission Dr. - beyond EIP but within a few blocks.

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.35	1.1	0.4	0.25	4.2

Arrow High School Improvements

Channel: San Dimas Reach: Live Oak 2 **Project ID: SD23**

DESCRIPTION

Arrow High School is located along the San Dimas Wash near the intersection of Gladstone St and Sunflower Ave. The current land use of the City-owned parcel includes recreation facilities and an existing park, affiliated with the Arrow High School, and impervious but sparsely-vegetated open space. There is an estimated 17-19 feet of available ROW, providing opportunity to use a portion of the channel-adjacent open space for on-site stormwater management without affecting the existing ball fields. The proposed project and adjacent Early Implementation Project No. 6 - San Dimas Wash Bikeway Phase II would provide combined, additional project benefits of improving community access and enhancing recreational opportunities, in a manner and location that are consistent with the current, dedicated public land.

PROJECT SITE:

Municipality: Existing Park
Glendora, CA

Ownership: City of Glendora

Parcel No: 8653-003-904 **Parcel Size:** 15.3 Acres

Available ROW: 17-19 Feet

Nearest Intersection: Gladstone Street and Sunflower Ave

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [x] Adjacent to Early Implementation Project

Additional Project Notes: Impervious but sparse vegetation, Large area for possible BMP.

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

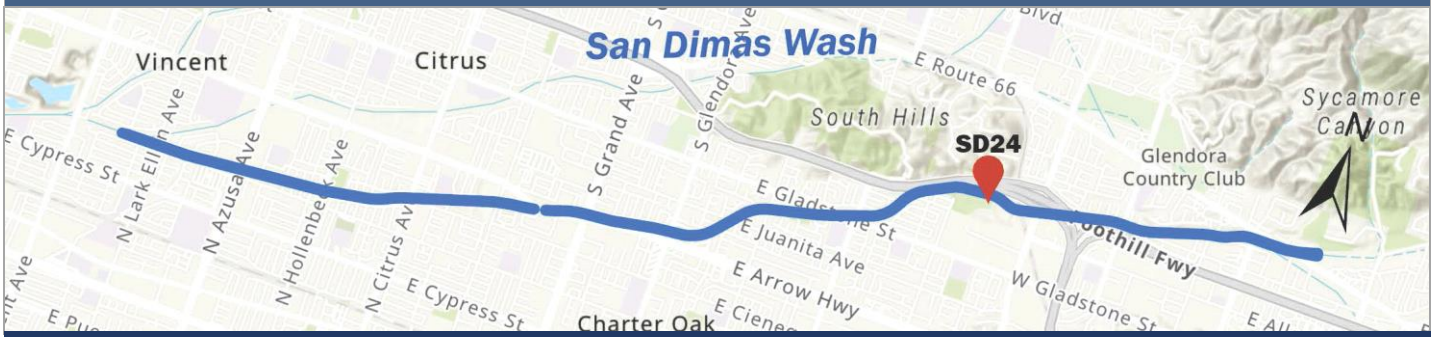
Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.85	2.4	0.9	1.25	5.4

Louie Pompei Memorial Sports Park Improvements

Channel: San Dimas Reach: Live Oak 2 **Project ID: SD24**



DESCRIPTION

The Louie Pompei Memorial Sports Park is located along San Dimas Wash near Valley Center Ave and Allen Ave. The parcel is owned by the City of Glendora and is currently used as a public baseball park, and public open space. The Forbes Spreading Grounds is also adjacent to the park in a separate parcel. The park parcel would provide additional social and recreational benefit as an access point to the greenway that would leverage existing public space and provide consistency with the current land use. The spreading ground parcel could also be incorporated into improvements, or done alone, which could include perimeter landscaping and pathway. The proposed adjacent greenway has been previously identified as an 'early implementation' project.

PROJECT SITE:

Municipality: Existing Park
Glendora, CA

Ownership: City of Glendora

Parcel No: 8642-018-907 **Parcel Size:** 16.8 Acres

Available ROW: 17-19 Feet

Nearest Intersection: Valley Center Ave and Allen Ave

POTENTIAL PROJECT ELEMENTS:

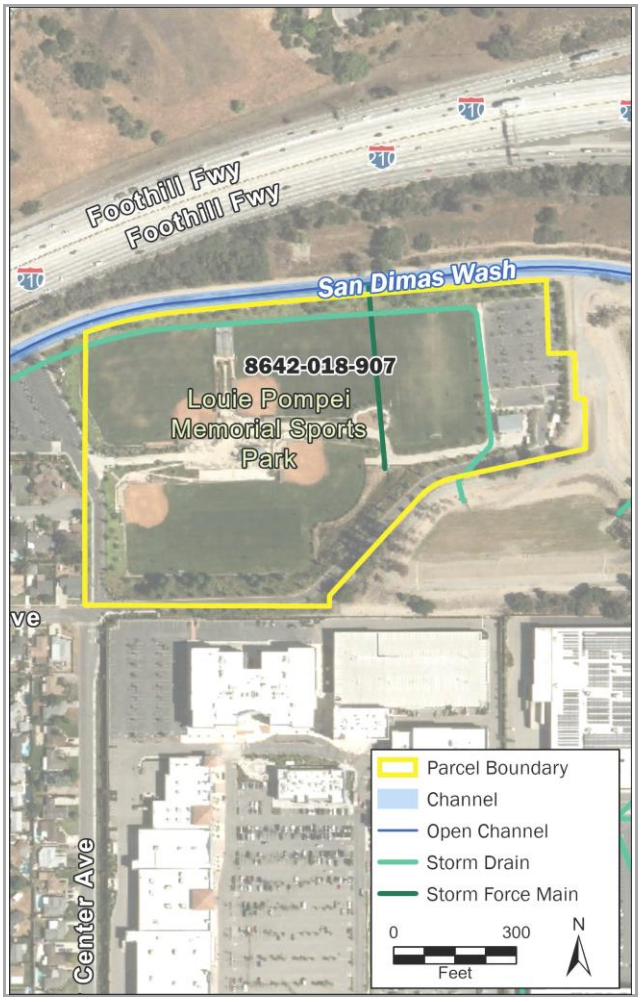
- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☐ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☑ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

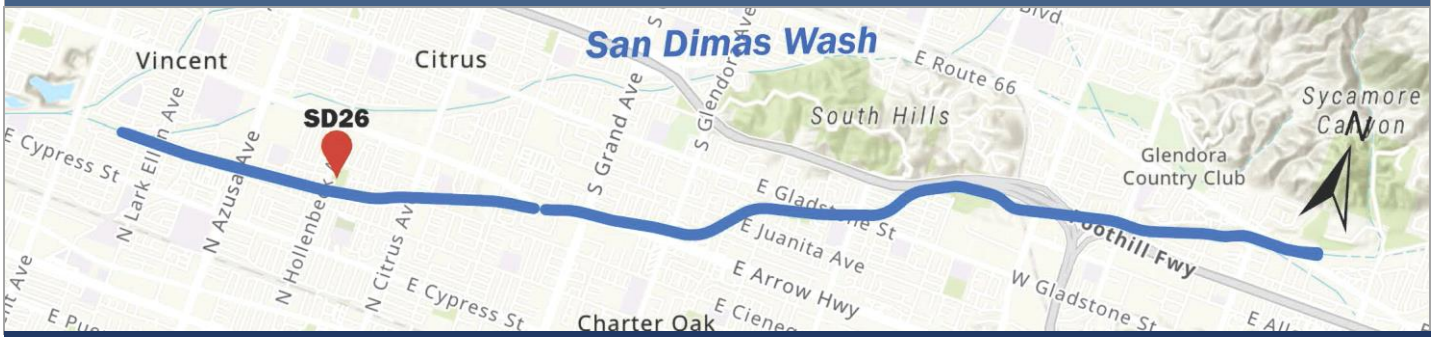


WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.85	2.4	0.9	1.25	5.4

Hollenbeck Park Stormwater Improvements

Channel: San Dimas Reach: Live Oak 2 **Project ID: SD26**



DESCRIPTION

The Hollenbeck Park is located along the San Dimas Wash near the intersection of Hollenbeck Ave and Grondahl Street. The City of Covina owns Hollenbeck Park and associated public recreation facilities. Integrating off-site stormwater management into the project would likely require active control (e.g., pumping system) for diversion and capture of off-site stormwater, with passive management within the available on-site greenspace.

PROJECT SITE:

Municipality: **Existing Park Covina, CA**

Ownership: **City of Covina**

Parcel No: **8407-001-905** **Parcel Size:** **9.5 Acres**

Available ROW: **19-24 Feet**

Nearest Intersection: **Hollenbeck Ave and Grondahl Street**

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

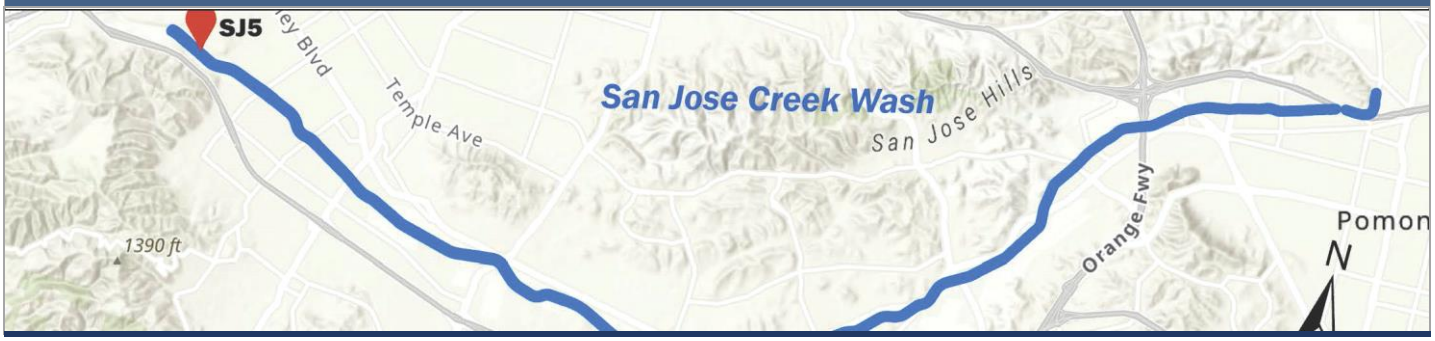
- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.85	2.4	0.9	1.25	5.4

San Jose Creek Pocket Park at 4th Avenue

Channel: San Jose Reach: San Jose Creek 8 **Project ID: SJ5**



DESCRIPTION

The LA County Flood Control District owns these two parcels that are adjacent to the wash ROW and near the intersection of Larkport Ave and South 4th Ave. The land with existing storm drain features provides opportunity for a small pocket park, additional stormwater BMPs, and neighborhood access point from the north. Steep grade at the site may require slope reinforcement or retaining walls.

PROJECT SITE:

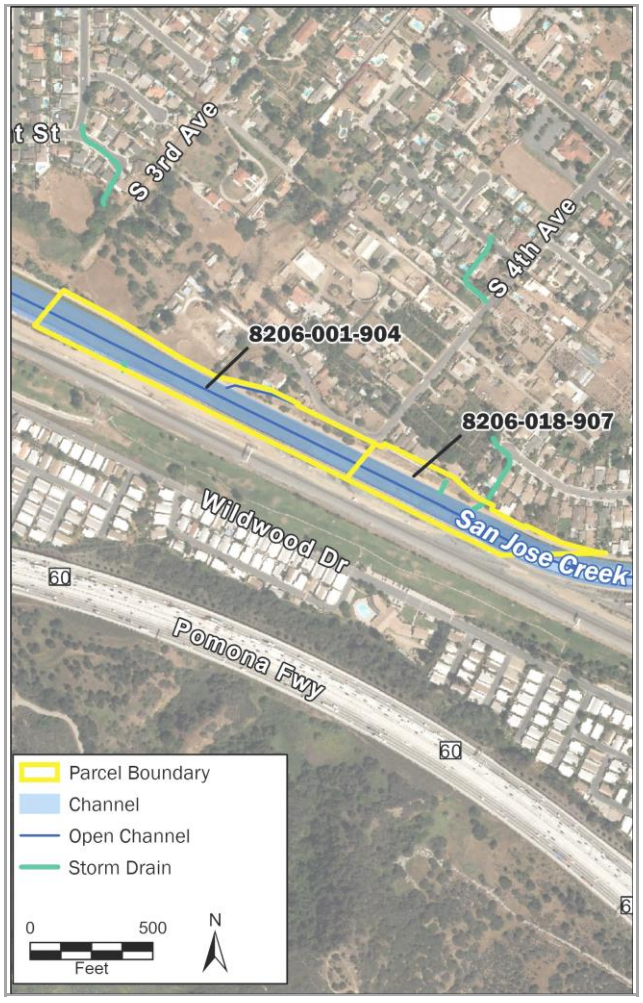
Municipality: Potential Park
La Puente, CA

Ownership: LA County Flood Control District

Parcel No: 8206-001-904, 8206-018-907 **Parcel Size:** 9.0 Acres

Available ROW: > 24 Feet

Nearest Intersection: S 4th Ave and Larkport Ave



POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☑ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☐ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.15	1.15	0.45	0.35	4.4

Potential Park and Improvements at Loumont St and Elsah Ave

Channel: San Jose Reach: San Jose Creek 9 **Project ID: SJ11**

DESCRIPTION

This potential pocket park opportunity is located near the intersection of Loumont St. and Elsah Ave. Unincorporated government land area could be used to divert and treat off-site stormwater runoff via gravity at existing stormwater outfall within channel ROW. This feature could be incorporated into design of the channel greenway and may require retaining walls.

PROJECT SITE:

Municipality: S of intersection Whittier, CA

Ownership: US Government

Parcel No: 8120-019-904 **Parcel Size:** 36.9 Acres

Available ROW: > 24 Feet

Nearest Intersection: Loumont Street and Elsah Ave

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [ ] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [ ] Nearby Sensitive Air Quality/Noise Receptors

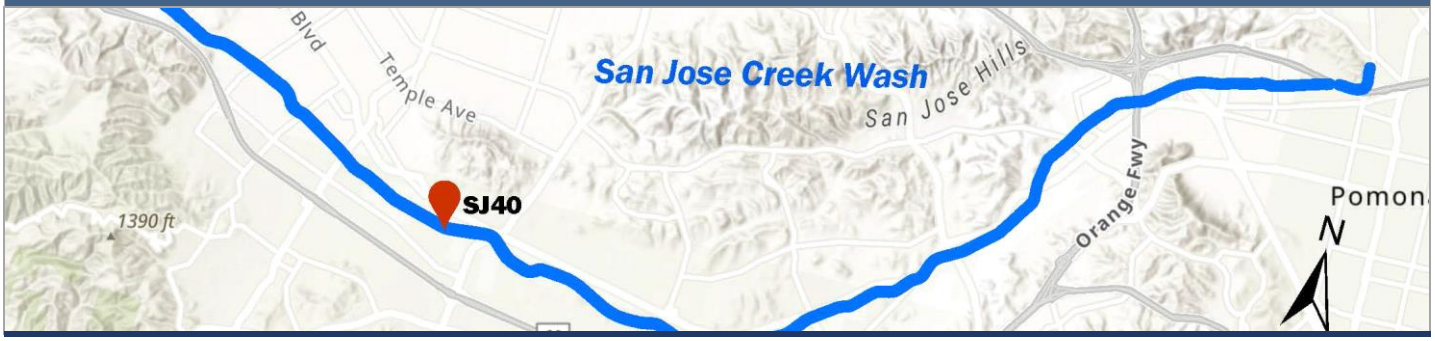
Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.4	1.35	0.8	0.9	3

Potential Park, San Jose Creek at Chestnut Street

Channel: San Jose Reach: San Jose Creek 7 **Project ID: SJ40**



DESCRIPTION

A long open space, spanning 3 adjacent parcels located near the intersection of Chestnut St. and Kearn Creek Ct. The utility owned open space is parallel to the channel and provides opportunity for a wide greenway and/or linear park. There is also opportunity to treat stormwater from nearby roadways.

PROJECT SITE:

Municipality: N of intersection City of Industry, CA

Ownership: City of Industry

Parcel No: 8242-012-812, 8242-013-841 **Parcel Size:** 9.2 Acres

Available ROW: 13-17 Feet

Nearest Intersection: Chestnut St and Kearn Creek Ct

POTENTIAL PROJECT ELEMENTS:

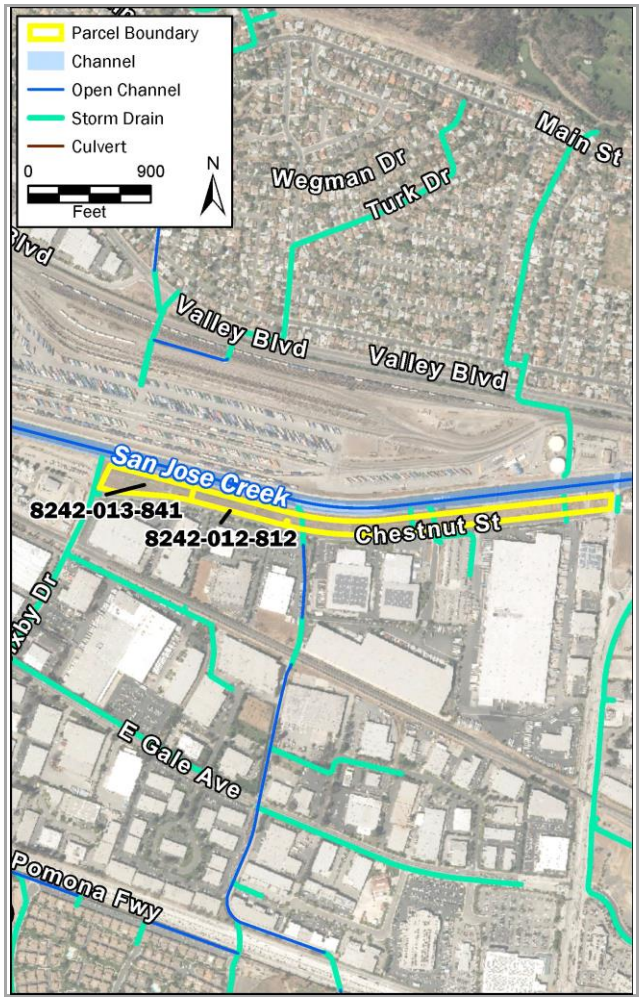
- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [ ] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [x] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

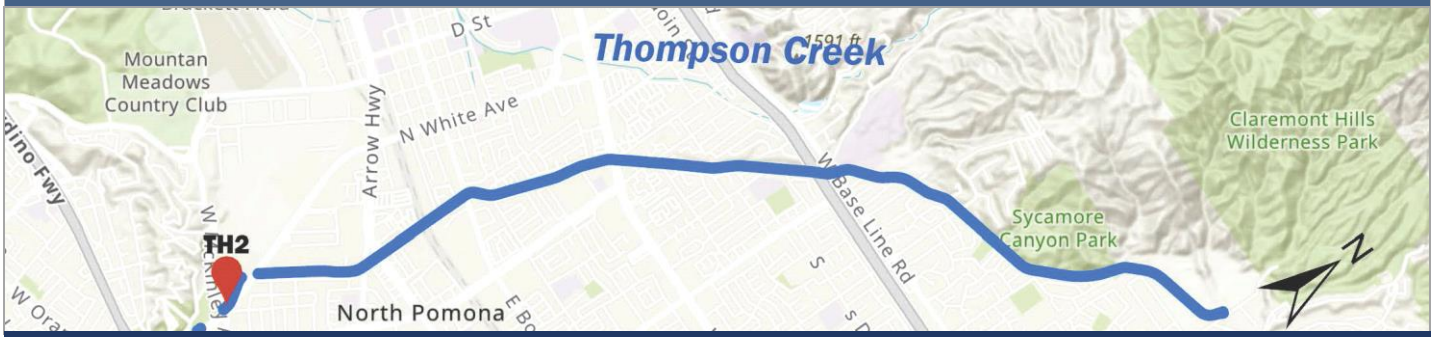
Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.3	1.1	0.55	0.5	4.6

Potential Park North of McKinley Park

Channel: Thompson Reach: San Jose Creek 1 **Project ID: TH2**



DESCRIPTION

This greenspace is located at the western / lower portion of Thompson Wash near the intersection of McKinley Ave and White Ave, and across the street to the north of the existing Ganesha Park. The greenspace is approximately 1.5 acres at the southern tip of a larger parcel that is owned by the City of Pomona and contains the Fairplex facility. The southern tip of the parcel is well vegetated with trees interspersed throughout; there are no apparent surface structures and predominant land use appears limited to public greenspace. Greenway projects opportunities include a pocket park, shade structures or benches areas to enhance the existing greenspace, and on-site stormwater management feature. The greenway-adjacent parcel would also offer a neighborhood access point and link to McKinley Park the public recreation area located directly south and across the street (McKinley Ave) from this parcel. With changing uses of the Fairplex facility, there may be opportunities to reduce impervious surfaces or convert some paved areas to porous pavement.

PROJECT SITE:

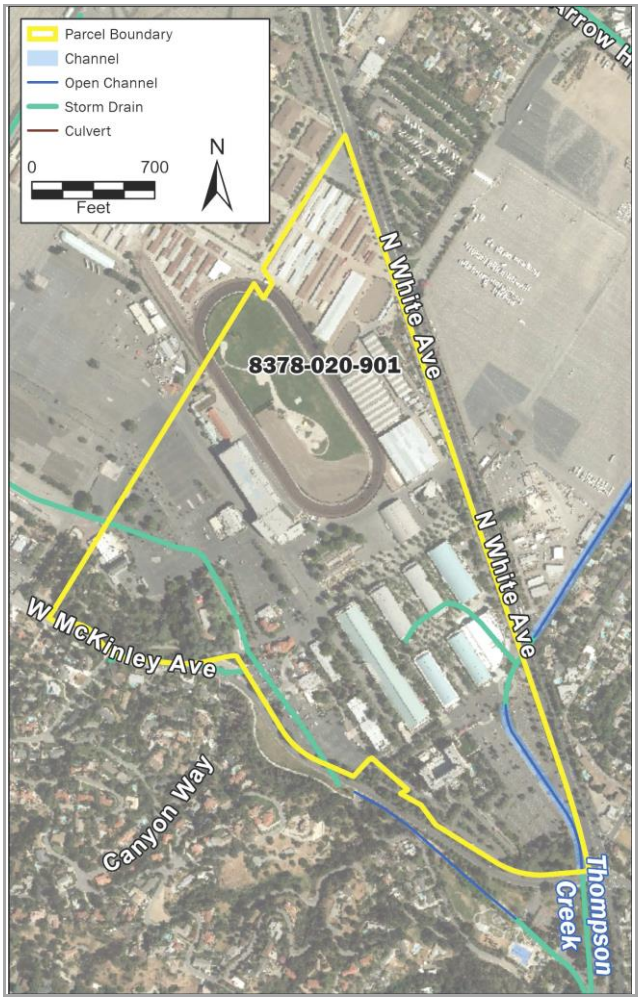
Municipality: Potential Park Pomona, CA

Ownership: City of Pomona

Parcel No: 8378-020-901 **Parcel Size:** 128.6 Acres

Available ROW: > 19 Feet

Nearest Intersection: McKinley Ave and White Ave



POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☑ Reduction in Impervious Area
- ☐ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☑ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

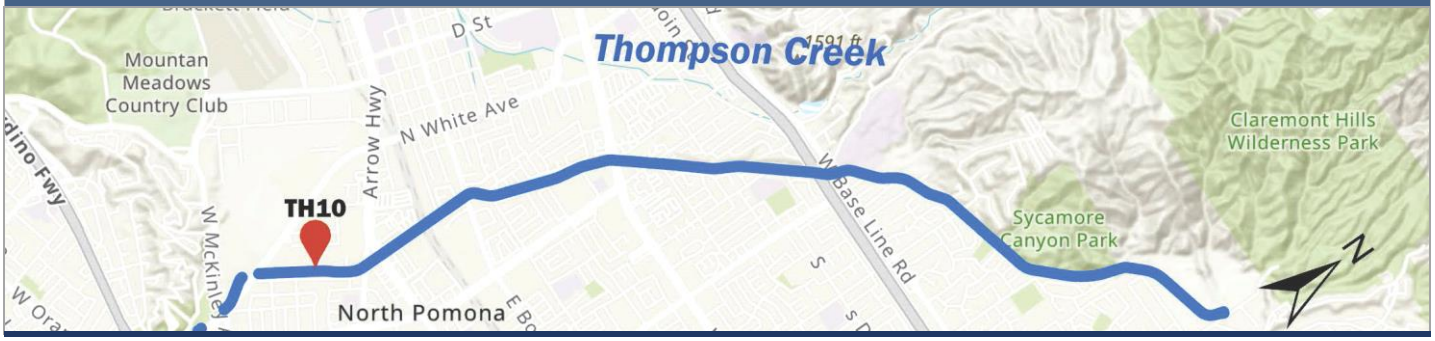
Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.45	2.6	0.95	0.9	6

Fariplex / LA County Fairgrounds Improvements and Potential Retrofit

Channel: Thompson Reach: San Jose Creek 1 **Project ID: TH10**



DESCRIPTION

A large parking lot owned by LA County that is associated with the Fairplex campus and event center, home of the LA County Fair. The parking lot is located adjacent to the channel, near the fairgrounds and Fairplex facilities. There is an opportunity to reduce impact of runoff from a large paved area by using permeable pavement and/or infiltration to capture stormwater and recharge groundwater. The large area may also provide opportunity to divert additional water from the channel for infiltration.

PROJECT SITE:

Municipality: **Pomona, CA**

Ownership: **LA County**

Parcel No: **8378-019-900** **Parcel Size:** **66.7 Acres**

Available ROW: **8-13 Feet**

Nearest Intersection: **Fulton Rd and Warren Pl**

POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☑ Reduction in Impervious Area
- ☐ Park/Greenspace Construction
- ☐ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: Significant opportunity to capture onsite stormwater from large paved area.

POTENTIAL CONSTRUCTION LOGISTICS:

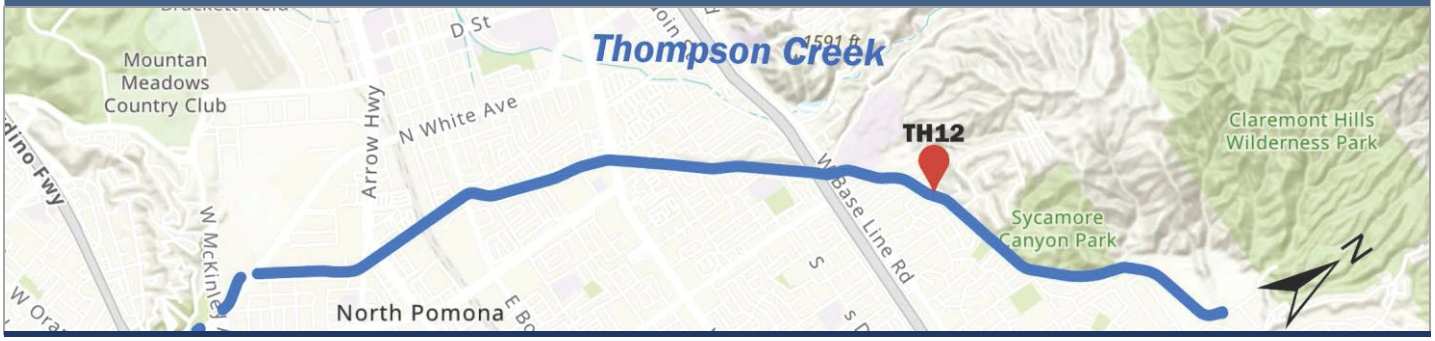
- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.45	2.6	0.95	0.9	6

Potential Off-Greenway Park and BMP near Web Canyon Rd and Glen Way

Channel: Thompson Reach: San Jose Creek 1 **Project ID: TH12**



DESCRIPTION

This parcel is located near the intersection of Glen Way and Webb Canyon Rd on a parcel owned by Metropolitan Water District. Portions of the parcel are adjacent to the channel, providing a direct connection to the proposed greenway and additional opportunity for an adjacent park. The parcel provides potential opportunity for a stormwater infiltration area for runoff from the surrounding land, and possibly for some off-site areas and/or flows diverted from the channel.

PROJECT SITE:

Municipality: **Unincorporated, CA**

Ownership: **Metropolitan Water District**

Parcel No: **8669-004-911** **Parcel Size:** **1.3 Acres**

Available ROW: **13-17 Feet**

Nearest Intersection: **Web Canyon Road and Glen Way**

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [x] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

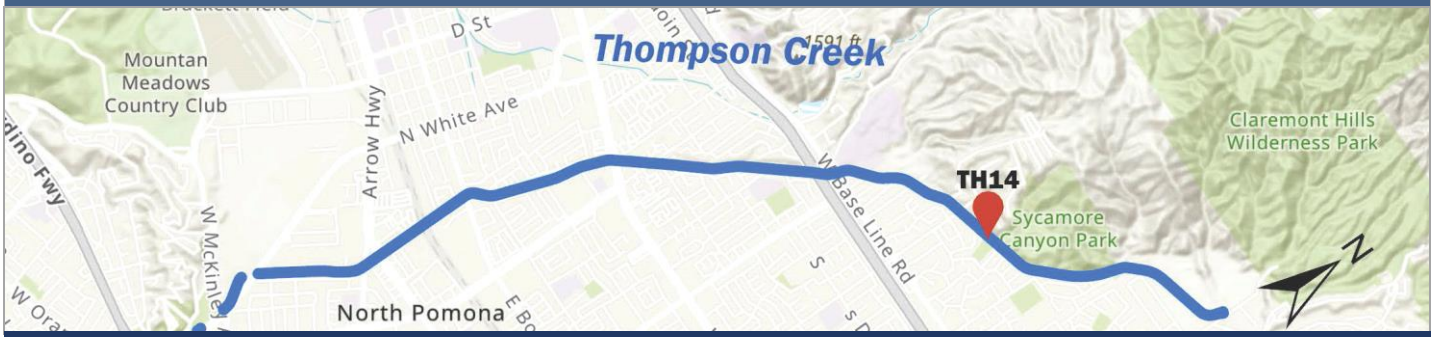
- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [x] Significant Ground Disturbance
- [x] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.45	2.6	0.95	0.9	6

Higginbotham Park Improvements

Channel: Thompson Reach: San Jose Creek 1 **Project ID: TH14**



DESCRIPTION

This parcel is the Higginbotham Park, owned by the City of Claremont. A portion of the park could be modified to store and infiltrate stormwater runoff. The park would also provide a connection to the greenway as well as additional recreational opportunities and connection point to the Thompson Creek Trail.

PROJECT SITE:

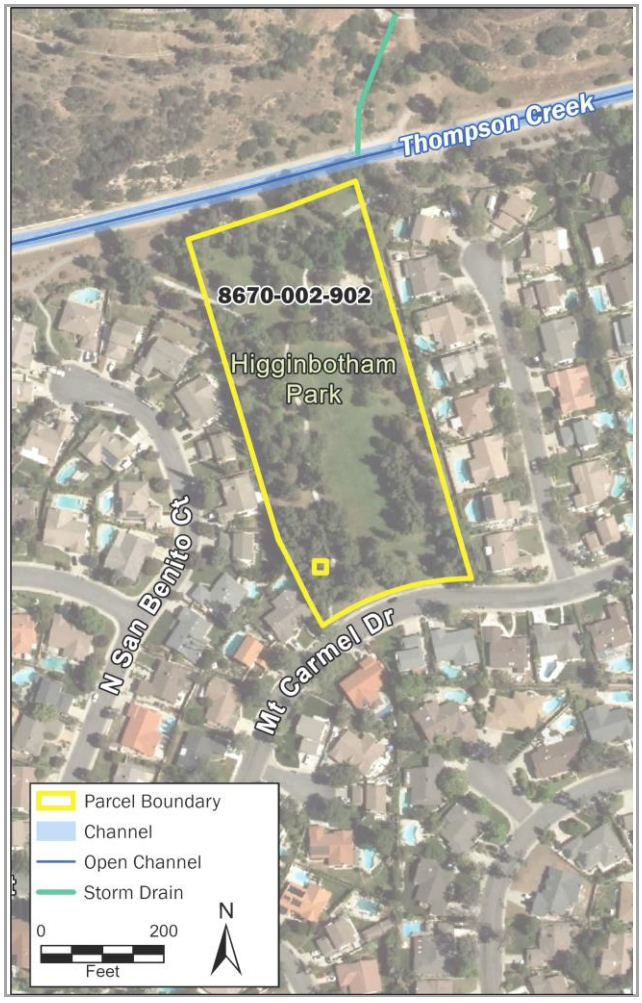
Municipality: Higginbotham Park
Claremont City, CA

Ownership: City of Claremont

Parcel No: 8670-002-902 **Parcel Size:** 4.3 Acres

Available ROW: > 24 Feet

Nearest Intersection: Mt Carmel Dr and San Fernando Ct



POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☐ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

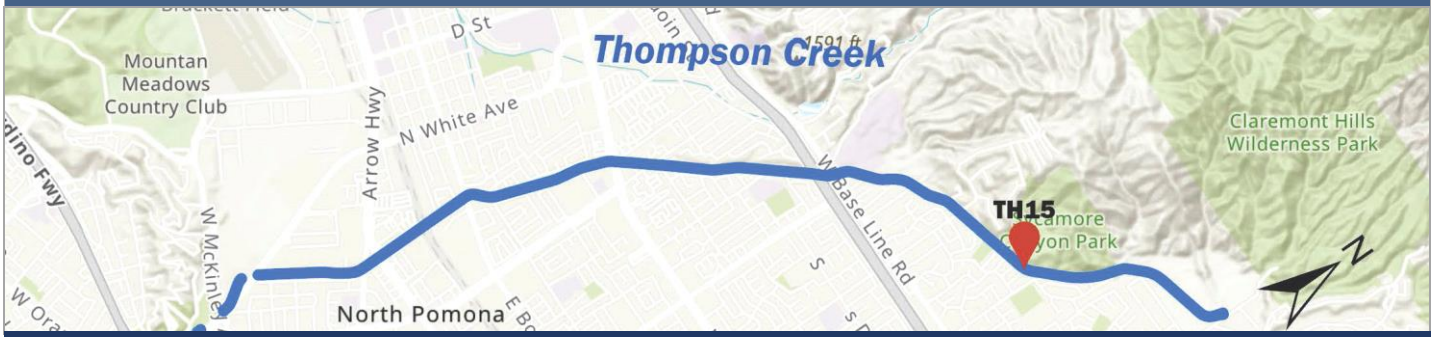
Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.45	2.6	0.95	0.9	6

Claremont Hills Wilderness Park Improvements

Channel: Thompson Reach: San Jose Creek 1 **Project ID: TH15**



DESCRIPTION

The Claremont Hills Wilderness Park is owned by the City of Claremont and the Metropolitan Water District. The park currently provides community access to the Thompson Creek Trail walking and bicycle trail network, and could also provide access to the adjacent channel and proposed greenway. This land area provides opportunity to integrate stormwater BMPs to treat stormwater from the nearby street and parking lot.

PROJECT SITE:

Municipality: **Claremont Hills Wilderness Park**
City of Claremont, CA

Ownership: **City of Claremont**

Parcel No: **8670-001-916** **Parcel Size:** **1.5 Acres**

Available ROW: **19-24 Feet**

Nearest Intersection: **Armstrong Dr and Indian Hill Blvd**

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: Opportunity to treat water from nearby street and parking lot.

POTENTIAL CONSTRUCTION LOGISTICS:

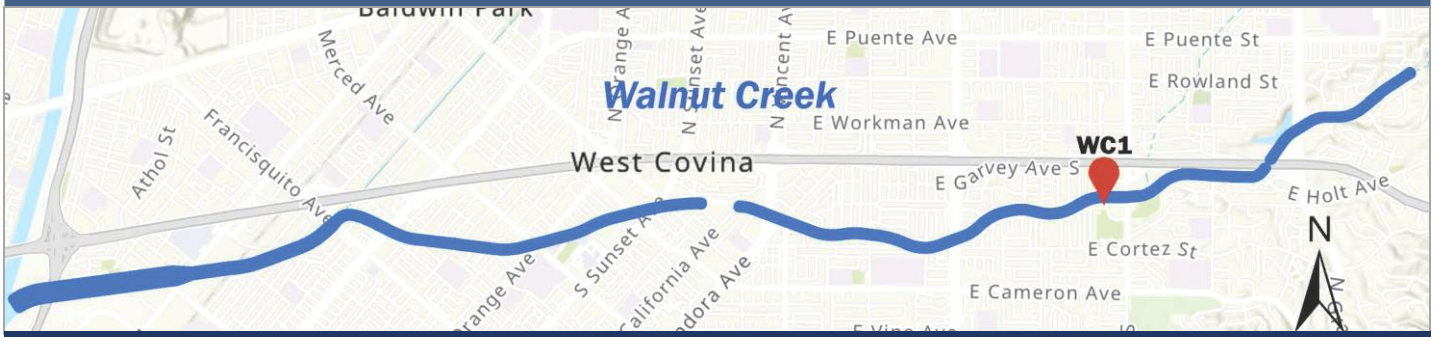
- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [x] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.45	2.6	0.95	0.9	6

Greenway Connection and BMPs at Cortez Park

Channel: Walnut Creek Reach: Walnut Creek 2 **Project ID: WC1**



DESCRIPTION

This is a site that could include greenspace with stormwater BMPs along the eastern end of the Walnut Creek channel near Citrus St and Walnut Creek Pkwy. Parcel APN 8479-022-013 is currently vacant but has a residential use type. With acquisition or an easement, the parcel could support a linear greenspace to connect Cortez Park with the greenway and channel, and provide on-site stormwater management diverted from Cortez Park and the surrounding area. Stormwater BMPs could also be constructed in Cortez Park.

PROJECT SITE:

Municipality: **Adjacent to Cortez Park West Covina, CA**

Ownership: **City of West Covina; private residential**

Parcel No: **8479-015-902, 8479-022-013, 8479-022-901** **Parcel Size:** **13.4 Acres**

Available ROW: **17-19 Feet**

Nearest Intersection: **Citrus Street and Walnut Creek Pkwy**

POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [ ] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

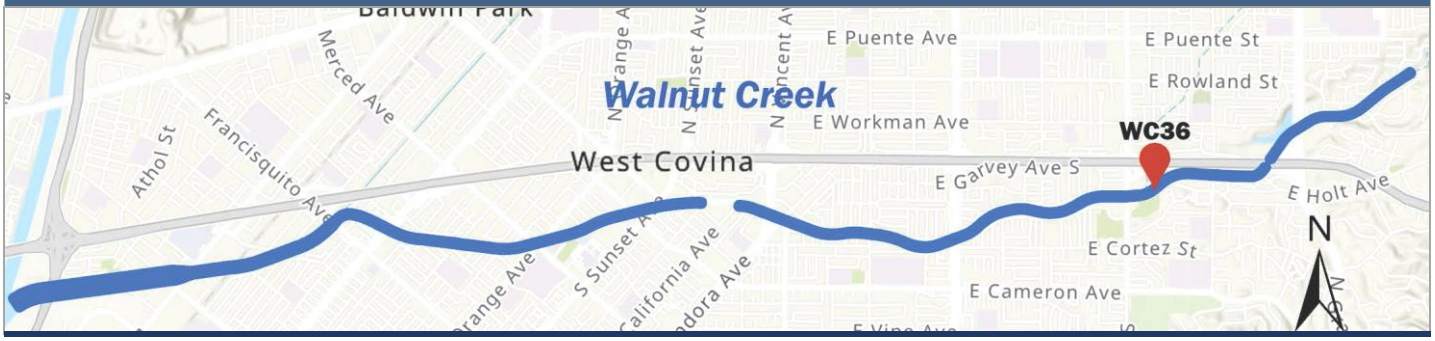
- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.05	0.85	0.4	5.4

Equestrian Center / Athletic Field Improvements

Channel: Walnut Creek Reach: Walnut Creek 2 **Project ID: WC36**



DESCRIPTION

This site currently contains a public equestrian center and athletic field in the City of West Covina. It is located near the intersection of Citrus Ave and Vanderhoor Drive. The City owns this property which could provide connectivity to the proposed Walnut Creek greenway and provide parking for greenway users. If viable, expansion of the site into the adjacent vacant land could provide additional benefit. The vacant land is currently privately owned with a residential land use.

PROJECT SITE:

Municipality: Existing equestrian park West Covina, CA

Ownership: City of West Covina

Parcel No: 8480-016-030, 8480-016-908 **Parcel Size:** 10.3 Acres

Available ROW: 13-17 Feet

Nearest Intersection: Citrus Ave and Vanderhoor Drive

POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

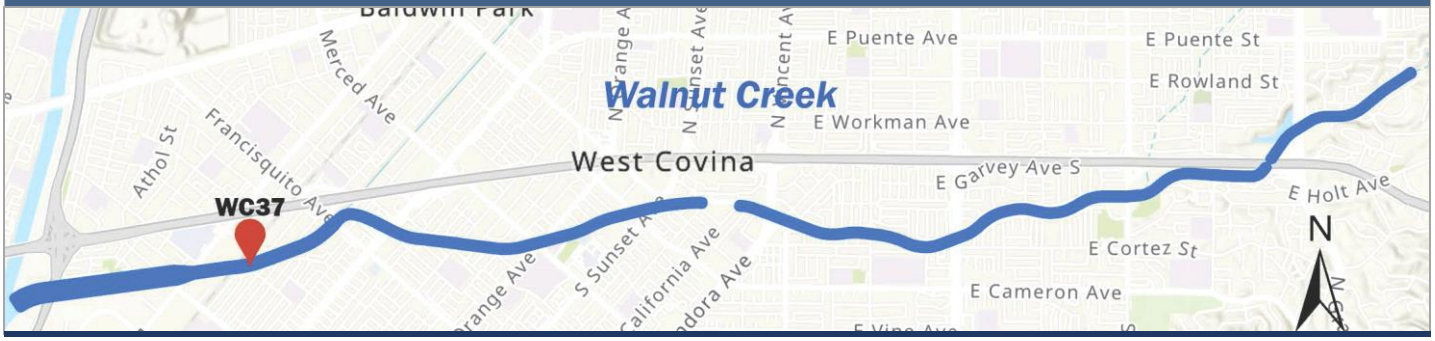
- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.05	0.85	0.4	5.4

Stormwater BMP, West of Syhre Park

Channel: Walnut Creek Reach: Walnut Creek 1 **Project ID: WC37**



DESCRIPTION

See Project Component WC38 at Syhre Park, for potential combined-project involving infiltration of diverted stormwater for irrigation purposes of the existing nursery. The privately owned parcel, adjacent to and directly west of Syhre Park, is a privately operated, irrigated nursery which could provide additional stormwater management via beneficial use of diverted stormwater for irrigation. Pairing the two parcels and potential project elements into a combined project could provide greater benefit allowing beneficial use of captured stormwater for irrigation, without occupying existing park greenspace for detention/infiltration.

PROJECT SITE:

Municipality: Existing plant nursery
Baldwin Park, CA

Ownership: City of Baldwin Park

Parcel No: 8560-028-800 **Parcel Size:** 1.6 Acres

Available ROW: 13-17 Feet

Nearest Intersection: Ahern Drive and Feather Ave

POTENTIAL PROJECT ELEMENTS:

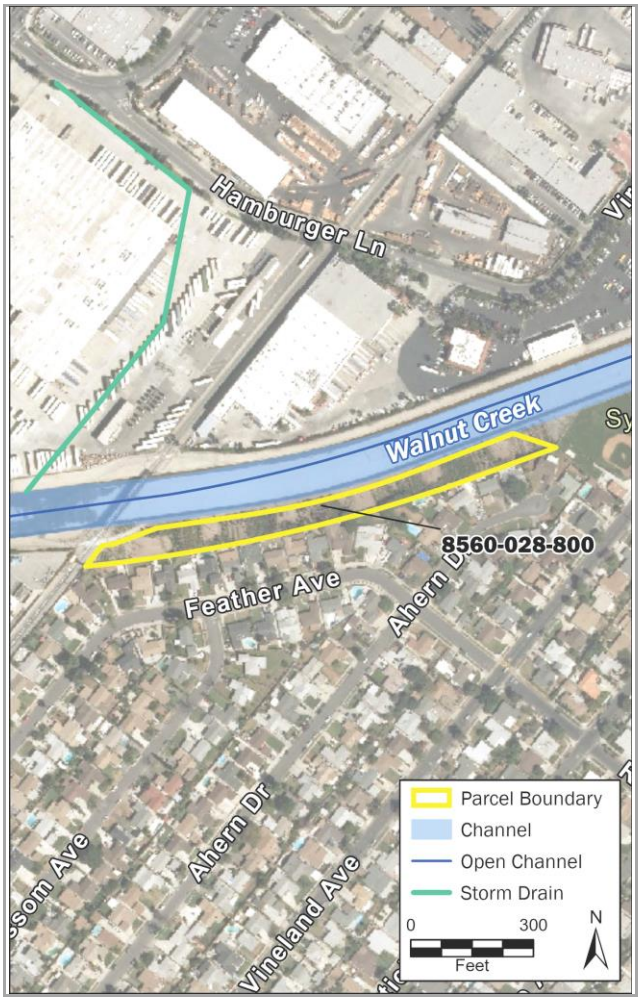
- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [ ] Neighborhood Access to Channel ROW
- [x] Adjacent to Early Implementation Project

Additional Project Notes: Potential project combination with Project WC38.

POTENTIAL CONSTRUCTION LOGISTICS:

- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [ ] Construction Access via Public Roadway
- [x] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

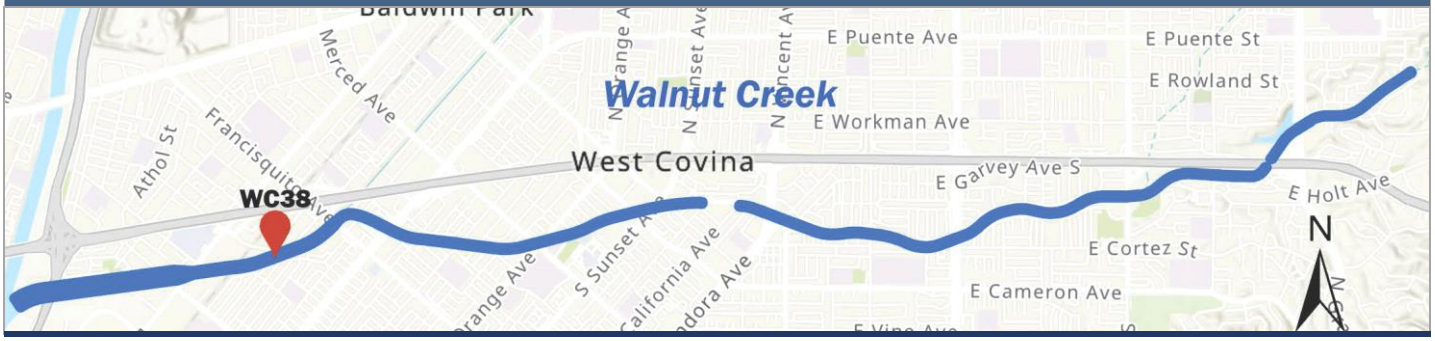
Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.2	3.05	0.5	0.5	5.8

Syhre Park Greenway Connection and BMPs

Channel: Walnut Creek Reach: Walnut Creek 1 **Project ID: WC38**



DESCRIPTION

This parcel is part of Syhre Park, located in the City of Baldwin Park near the intersection of Vineland Ave. and Rath St. The parcel would provide an opportunity to expand the greenway width beyond the channel ROW and potentially integrate stormwater management opportunities into the park. Possible limitations with the site may be encountered due to existing park uses (e.g. baseball field). But, existing park amenities would be an additional benefit (e.g. restroom, benches, and dedicated parking). This project could also be combined with the proposed project on an adjacent parcel (APN 8560-028-800), to the west. A joint project could include a system to divert stormwater to the adjacent property, to be utilized by the nursery for irrigation. Pairing the two project elements into a combined project could provide greater benefit allowing beneficial use of captured stormwater for irrigation, without occupying existing park greenspace for detention/infiltration.

PROJECT SITE:

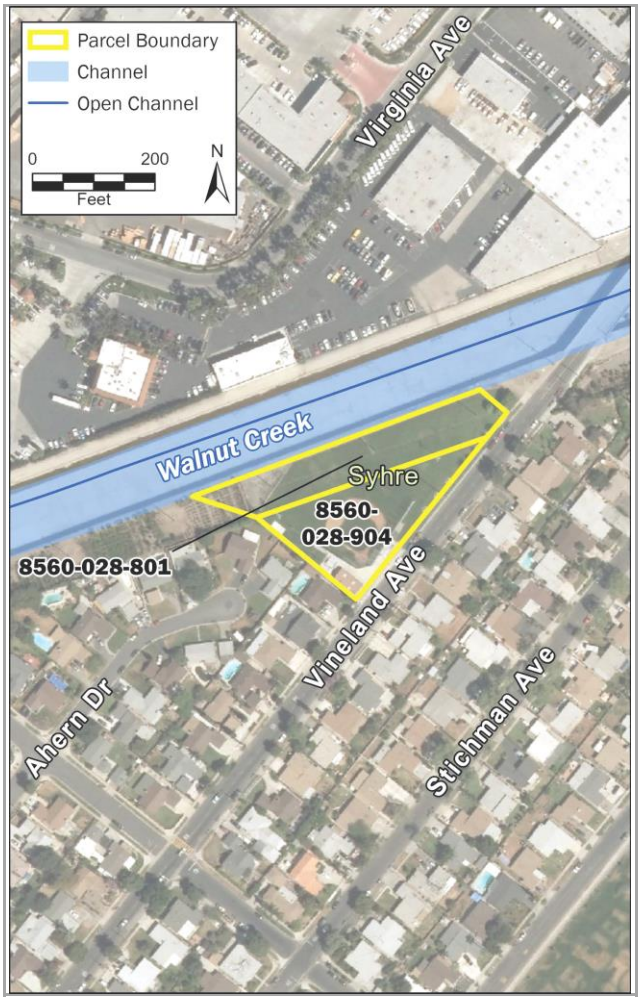
Municipality: Existing Syhre Park
Baldwin Park, CA

Ownership: City of Baldwin Park

Parcel No: 8560-028-801, 8560-028-904 **Parcel Size:** 1.6 Acres

Available ROW: 13-17 Feet

Nearest Intersection: Vineland Ave and Rath Street



POTENTIAL PROJECT ELEMENTS:

- [x] Offsite Stormwater Management Opportunities
- [ ] Reduction in Impervious Area
- [ ] Park/Greenspace Construction
- [x] Neighborhood Access to Channel ROW
- [x] Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

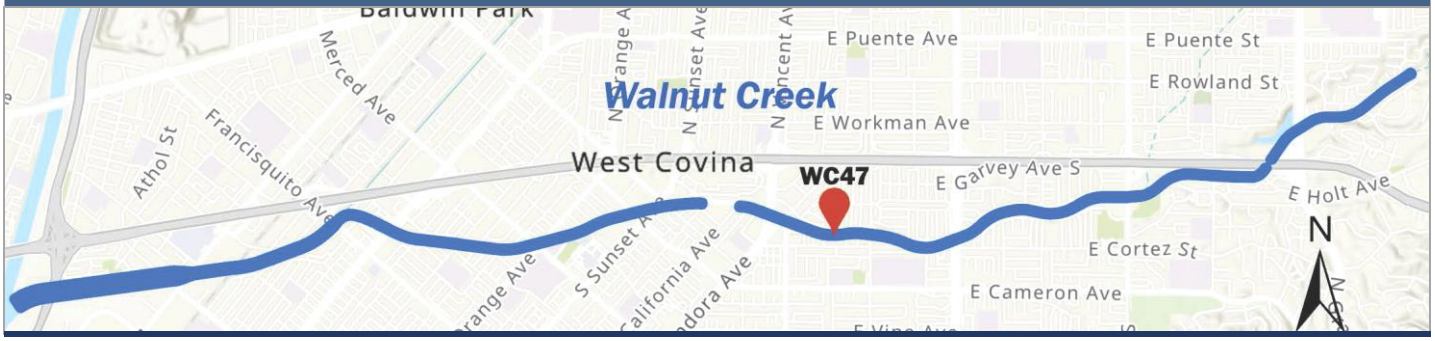
- [ ] Significant Site Slope
- [ ] Existing Structures Requiring Demolition
- [x] Construction Access via Public Roadway
- [ ] Significant Ground Disturbance
- [ ] Tree Removal and/or Protection
- [x] Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes:

WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	1.2	3.05	0.5	0.5	5.8

Pocket Park near Service Ave and Pima Ave

Channel: Walnut Creek Reach: Walnut Creek 2 **Project ID: WC47**



DESCRIPTION

A small pocket park or expanded on-channel greenway could be incorporated into the bump-out adjacent to the creek. A County owned parcel to the west (8476-021-049) currently serves as a maintenance access for the channel and could be converted into a connection between the greenway and Service Avenue to connect the greenway to the adjacent neighborhood.

PROJECT SITE:

Municipality: **Potential area for pocket park/benches/shade structure**
West Covina, CA

Ownership: **LA County Flood Control District**

Parcel No: **8476-021-915** **Parcel Size:** **2.4 Acres**

Available ROW: **17-19 Feet**

Nearest Intersection: **Service Ave and Pima Ave**

POTENTIAL PROJECT ELEMENTS:

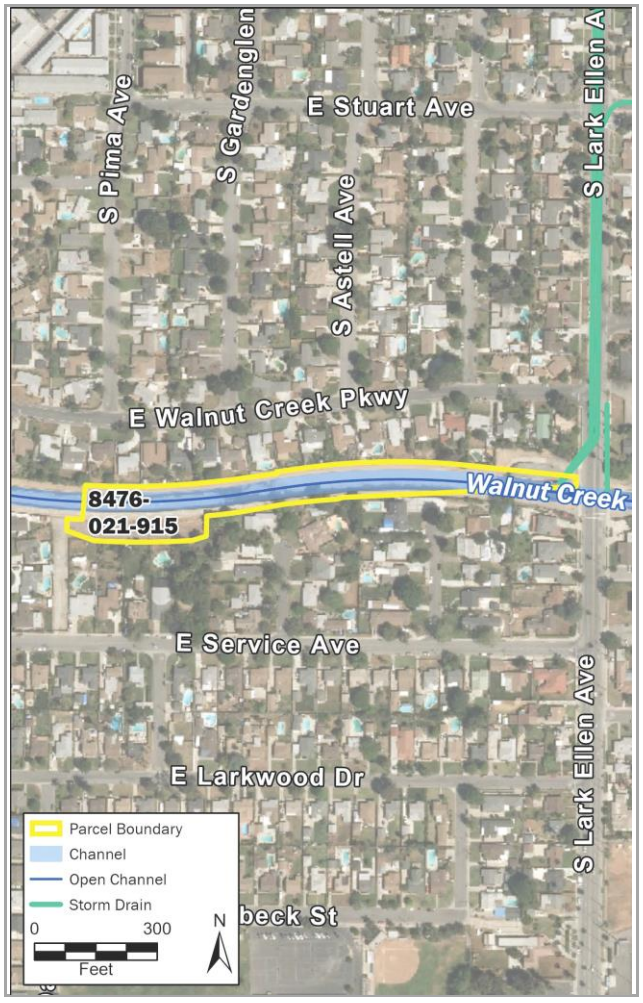
- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

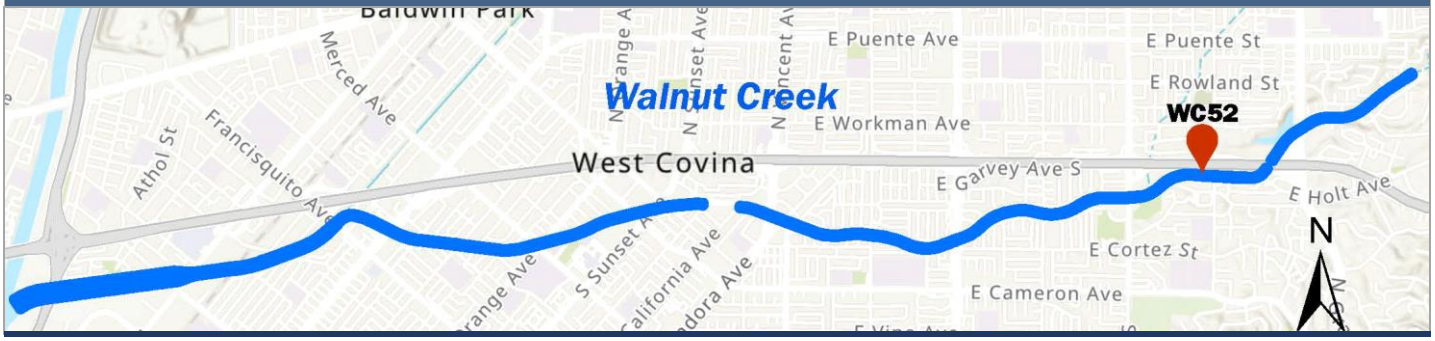
Additional Construction Notes: n/a



WEIGHTED CHANNEL REACH SCORES					
Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.05	0.85	0.4	5.4

Potential Multi-Level Pocket Park Near Garvey Ave and Barranca St

Channel: Walnut Creek Reach: Walnut Creek 2 **Project ID: WC52**



DESCRIPTION

A sloped parcel that currently provides maintenance access to the channel, could be incorporated as a multi-level pocket park overlooking the channel. At the top of the slope there may be space for an expanded, multi-use path where an off-channel route is also proposed. Surrounded by industrial, retail and commercial properties, the parcel could provide a good point of access to the greenway. A foot bridge or stairs may be required to access the greenway and would provide access in a high-traffic area where access may otherwise be constrained.

PROJECT SITE:

Municipality: **Potential area for multi-level park with wider upper path**
West Covina, CA

Ownership: **LA County Flood Control District**

Parcel No: **8480-001-910** **Parcel Size:** **0.2 Acres**

Available ROW: **13-17 Feet**

Nearest Intersection: **Garvey Ave and Barranca Street**

POTENTIAL PROJECT ELEMENTS:

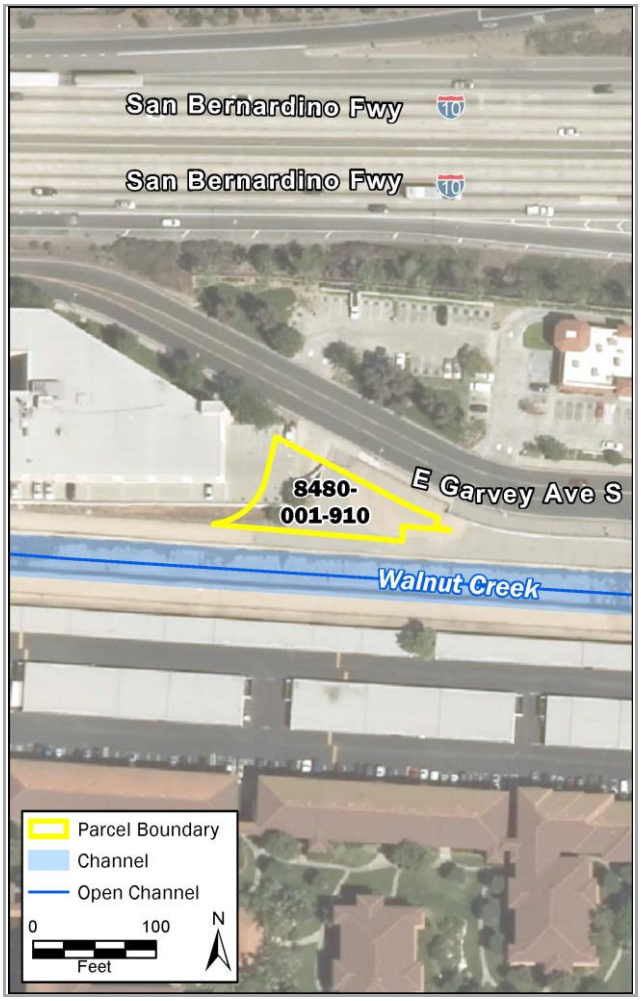
- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: Park on existing impervious surface. Site possibly elevated above channel and may require footpath to access.

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☑ Significant Ground Disturbance
- ☐ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

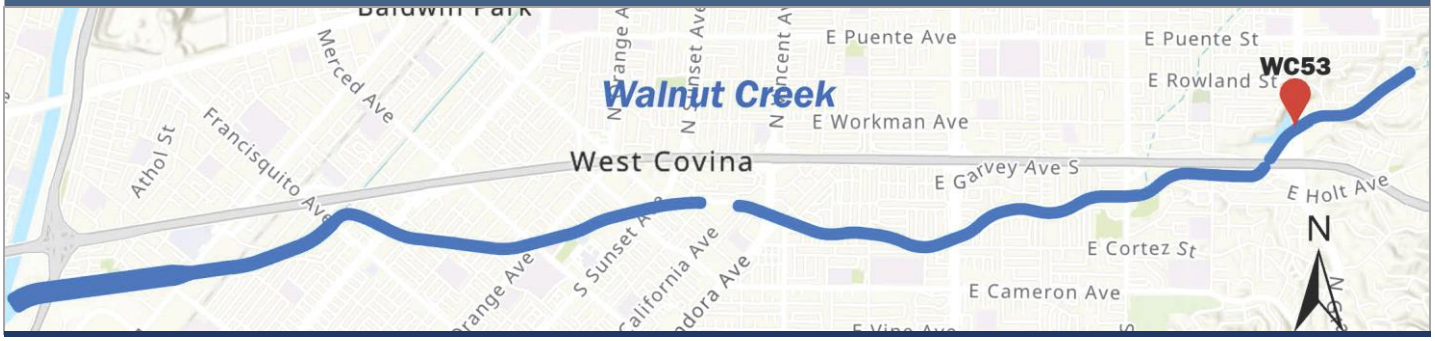


WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.05	0.85	0.4	5.4

Improvements to Walnut Spreading Grounds Near Grand Ave and I-10

Channel: Walnut Creek Reach: Walnut Creek 2 **Project ID: WC53**



DESCRIPTION

LA County's Walnut Spreading Grounds is located on this site, and can divert flow from Walnut Creek. It is located at the northern end of the Tier 1 Walnut Creek channel. Vehicular parking, a trail, and other amenities could be constructed around the existing lake to provide greenway users additional recreation opportunities at an existing water feature. Potentially, modifications could be made to the spreading basin facility to improve infiltration and/or water quality, but would require additional investigation.

PROJECT SITE:

Municipality: Potential park for overlooking basin Covina, CA

Ownership: LA County Flood Control District

Parcel No: 8451-016-908 **Parcel Size:** 10.3 Acres

Available ROW: > 24 Feet

Nearest Intersection: Grand Ave amd Fairway Lane

POTENTIAL PROJECT ELEMENTS:

- ☐ Offsite Stormwater Management Opportunities
- ☐ Reduction in Impervious Area
- ☑ Park/Greenspace Construction
- ☑ Neighborhood Access to Channel ROW
- ☐ Adjacent to Early Implementation Project

Additional Project Notes: n/a

POTENTIAL CONSTRUCTION LOGISTICS:

- ☐ Significant Site Slope
- ☐ Existing Structures Requiring Demolition
- ☑ Construction Access via Public Roadway
- ☐ Significant Ground Disturbance
- ☑ Tree Removal and/or Protection
- ☑ Nearby Sensitive Air Quality/Noise Receptors

Additional Construction Notes: n/a

WEIGHTED CHANNEL REACH SCORES

Army Corps Channel	Community Score	Circulation Score	Environment Score	Synergy Score	Feasibility Score
No	0.95	3.05	0.85	0.4	5.4

Attachment C: Safe Crossing Summaries

Attachment C: Safe Crossing Summaries

Greenway crossings of vehicular roadways are summarized on the pages that follow. Each safe crossing summary includes a description of the proposed location, jurisdictions, transit service, the number of lanes to be crossed, speed limits, and a suggested treatment for the safe crossing. Safe crossing treatments are suggestions generated by a conceptual review of the sites based on current field conditions and design standards, and the assumed bank of the channel that will be selected for the greenway. Each jurisdiction will need to design specific, safe crossing treatments at the time of implementation that consist of crosswalk markings, pedestrian hybrid beacon. At some locations, potential opportunities for new overcrossings, cross-channel bridges, and cantilevered platforms have been identified.

Section 1: Alhambra Wash – Project Crossings

Alhambra Wash Crossing 1: Union Pacific Railroad and Mission Road

Alhambra Wash passes beneath the Union Pacific Railroad Alhambra Subdivision tracks directly to the south of Mission Road. Vertical clearance is insufficient beneath the railroad tracks and Mission Road for a bicycle and pedestrian undercrossing. A railroad grade crossing for a path is not recommended for reasons involving user safety and railroad operations. The Alhambra Wash channel to the north has no available right-of-way for a path along either of its banks. San Gabriel High School, located on the southeast crossing of the intersection of Alhambra Wash and the railroad tracks, has many of its students residing on the northwest quadrant and southwest quadrant, while the northeast quadrant is outside of the school's attendance zone.

An overcrossing above the railroad tracks is recommended. A crossing of Mission Road could be achieved either with an extended overcrossing or by means of a new crosswalk located at Granada Avenue.

Location: Union Pacific Railroad Alhambra Subdivision tracks and Mission Road between Granada Avenue and Santa Anita Street

Cross-Street Names: UP RR, Mission Road

Lanes to Cross: 4 plus a railroad

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Overcrossing above railroad tracks and either an overcrossing or a crosswalk across Mission Road

Local Jurisdiction: City of Alhambra and City of San Gabriel

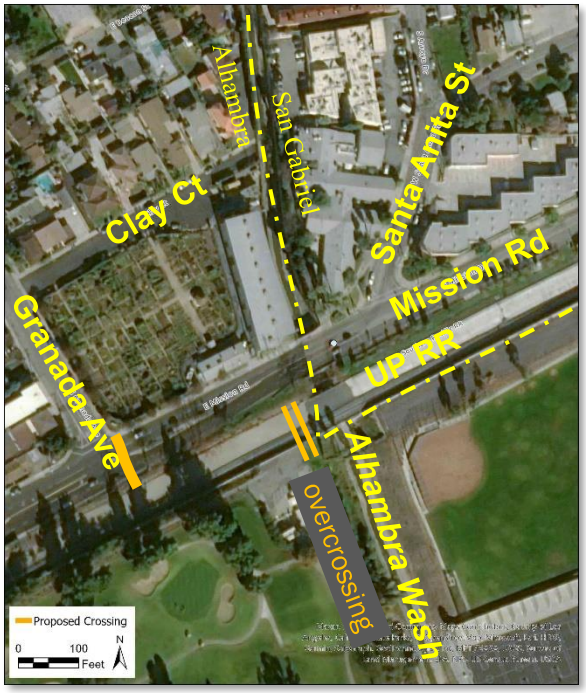


Figure 1-1

Alhambra Wash Crossing 2: Channel crossing south of UP Railroad

Alhambra Wash passes between Alhambra Municipal Golf Course and San Gabriel High School. San Gabriel High School, located on the southeast crossing of the intersection of Alhambra Wash and the railroad tracks, has many of its students residing on the northwest quadrant and southwest quadrant, while the northeast quadrant is outside of the school's attendance zone.

A path on either bank of Alhambra Wash requires an access point either to the north via an overcrossing above the UP Railroad tracks, or to the east and west via golf course and school district service roads.

A cross-channel bridge south of the railroad tracks would enable an east connection to the service roads for the golf course and school district. Furthermore, the bridge would serve San Gabriel High School students who reside to the northwest and west of the campus.

Location: Union Pacific Railroad Alhambra Subdivision tracks

Cross-Street Names: Alhambra Municipal Golf Course service road and Alhambra Unified School District service road for San Gabriel High School

Lanes to Cross: none (Alhambra Wash channel, only)

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Cross-channel bridge connecting the Alhambra Wash path to service roads for the golf course and the high school

Local Jurisdiction: City of Alhambra and City of San Gabriel

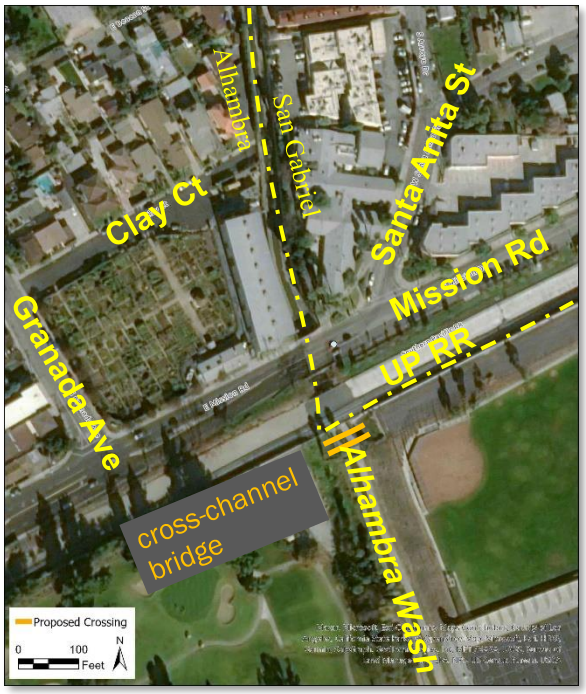


Figure 1-2

Alhambra Wash Crossing 3: Off-channel alignment along Alhambra Golf Course service road to Corto Street

An off-channel alignment using the Alhambra Golf Course service road could serve as a connection between a path along the right bank (west side) of Alhambra Wash and Corto Street. The access point would be at the golf course parking lot entrance on Corto Street.

If a cross-channel bridge (Alhambra Wash Crossing 2) were built just south of the UP railroad tracks, this off-channel alignment could provide a connection between San Gabriel High School and its attendance zone on the west side of Alhambra Municipal Golf Course, greatly shortening the walking and bicycling distance for students and reducing the demand for motor vehicle transporting of students to and from the school.

Location: Alhambra Municipal Golf Course service road between Alhambra Wash and Corto Street

Cross-Street Names: Corto Street

Lanes to Cross: 2

Posted Speed Limit: 25 mph

Suggested Crossing Treatment: Off-channel Class III bike route along the golf course service road, with guide signage on Corto Street at the access point.

Local Jurisdiction: City of Alhambra

Figure 1-2

Alhambra Wash Crossing 4: Off-channel alignment along San Gabriel High School service road to Ramona Street

The Union Pacific Railroad and the Alhambra Wash channel poses a barrier forcing east-west bicycle and pedestrian travel to occur along the fast and heavily trafficked Mission Road. San Gabriel High School, which is part of Alhambra Unified School District, lies on the left bank (east side) of Alhambra Wash but has much of its attendance area to the west of the channel. An off-channel alignment using the San Gabriel High School service road, in combination with a bridge across Alhambra Wash (Alhambra Wash Crossing 2) and a similar off-channel alignment along the Alhambra golf course service road (Alhambra Wash Crossing 3), could serve as an east-west alternative to Mission Road. This alignment would greatly shorten the walking and bicycling distance for students, provide a safer alternative to Mission Road for non-motorized travel, and reduce the demand for motor vehicle transport of students to and from the school.

The access point would be at Ramona Street just south of the Union Pacific Railroad trench, near the traffic signal at Mission Road and Ramona Street.

Location: San Gabriel High School service south of Mission Road and the Union Pacific Railroad

Cross-Street Names: Ramona Street

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Off-channel Class 3 bike route along the service road for the high school.

Local Jurisdiction: City of San Gabriel and City of Alhambra

Figure 1-4

Alhambra Wash Crossing 5: Alhambra City Corporation Yard

Alhambra Wash passes beneath the Alhambra City Corporation Yard's entrance roadway off of New Avenue north of Adams Avenue. A greenway path on the left bank (west side) of Alhambra Avenue could cross the entrance roadway with guide signage.

Location: New Avenue north of Adams Avenue

Cross-Street Names: Alhambra City Corporation Yard entrance

Lanes to Cross: 2

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Guide signage

Local Jurisdiction: City of Alhambra

Figure 1-5

Alhambra Wash Crossing 6: Ramona Street

Alhambra Wash crosses Ramona Street directly to the south of its intersection with Wells Street. The crossing will be located at the south leg of the intersection of Ramona Street and Wells Street.

Location: North leg of intersection of Ramona Street and Wells Street.

Cross-Street Names: Ramona Street, Wells Street

Lanes to Cross: 2, plus right-turn lane

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk across Ramona Street and separated bike lanes on the bridge

Local Jurisdiction: City of San Gabriel

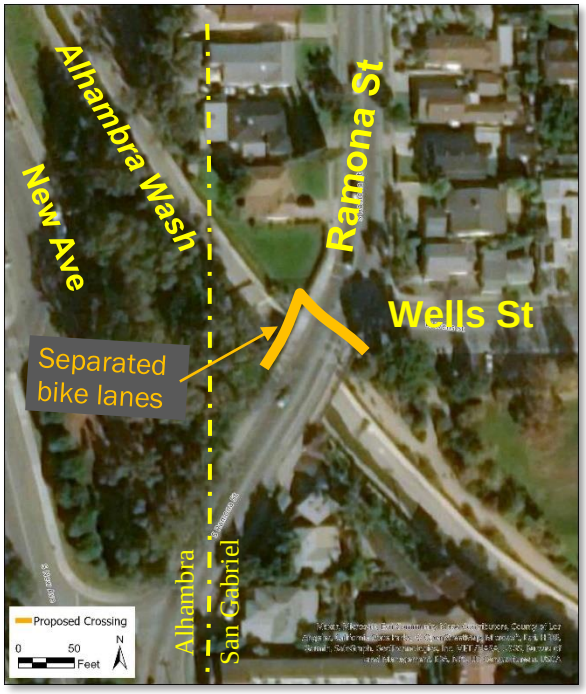


Figure 1-6

Alhambra Wash Crossing 7: Channel crossing to Newby Avenue

An existing pedestrian bridge crosses Alhambra Wash leading to a pedestrian walkway within a 19-foot corridor of public right-of-way, providing a potential access point at the intersection of Newby Avenue and Abbot Avenue. This corridor provides a pedestrian path between McKinley Elementary School on the left bank (east side) of Alhambra Wash to much of its school attendance zone on the right bank.

Replacing the existing bridge with an ADA-compliant bridge and upgrade of the existing pedestrian walkway to meet Americans with Disabilities Act and Class I greenway path standards would result in an access point for bicyclists and pedestrians on the right bank to reach the left bank. Furthermore, this upgrade would allow for a potential bike route connection to the Jackson Avenue overcrossing of the I-10 freeway, allowing bicyclists to bypass the less bicycle-friendly Del Mar Avenue/I-10 interchange.

Location: Newby Avenue pedestrian corridor between Abbot Avenue and Alhambra Wash

Cross-Street Names: Abbot Avenue

Lanes to Cross: Not applicable

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Upgrade bridge and pedestrian walkway to ADA and Class I bike path standards

Local Jurisdiction: City of San Gabriel

Figure 1-7

Alhambra Wash Crossing 8: Hovey Avenue access point

A hotel parking lot that straddles Alhambra Wash prevents a path from extending south of Hovey Avenue. An existing corridor provides a pedestrian connection between the western terminus of Hovey Avenue on the left bank (east side) of Alhambra Wash to the intersection of Newby Avenue and Abbot Avenue on the right bank via a cross-channel bridge and a pedestrian corridor. The current access point from Hovey Avenue is just south of an entry gate for the McKinley Elementary School parking lot that lies north of Hovey Avenue. County Assessor maps indicate that the school parking lot is on a parcel owned by the City of San Gabriel.

Widening the existing left bank path to Class I greenway path standards between Hovey Avenue and the pedestrian bridge would provide an east-west alternative to the less bicycle-friendly Valley Avenue to the south.

Location: Westerly terminus of Hovey Avenue at Alhambra Wash

Cross-Street Names: Manley Drive

Lanes to Cross: Not applicable

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Guide signage at the Hovey Avenue access point

Local Jurisdiction: City of San Gabriel

Figure 1-8

Alhambra Wash Crossing 9: Jackson Avenue overcrossing of I-10 Freeway

An existing pedestrian overcrossing of the Interstate 10 freeway aligns with Jackson Avenue. The bridge passes over 15 travel lanes of the freeway, including its high-occupancy toll lanes, and the Metrolink commuter tracks in the freeway median.

Upgrading the existing the Jackson Avenue bridge to Class I greenway path and ADA standards would provide a north-south alternative to the less bicycle-friendly New Avenue and Del Mar Avenue freeway undercrossings. A potential off-channel bike route could be provided between the bridge and the Alhambra Wash access point at the intersection of Newby Avenue and Abbot Avenue.

Location: Pedestrian overcrossing of Interstate 10 at Jackson Avenue.

Cross-Street Names: Ramona Boulevard, Columbia Street

Lanes to Cross: none via an overcrossing

Posted Speed Limit: 65 MPH

Suggested Crossing Treatment: Create a Class III off-channel bike route leading to the freeway overcrossing

Local Jurisdiction: City of San Gabriel, City of Rosemead, Caltrans

Figure 1-9

Alhambra Wash Crossing 10: Valley Boulevard at Abbot Avenue

Alhambra Wash passes beneath a hotel parking lot north of Valley Boulevard and a shopping center south of Valley Boulevard. An off-channel alignment for bicyclists could be provided along Abbot Avenue west of extending southward to the Jackson Avenue pedestrian overcrossing of Interstate 10. Abbot Avenue forms an offset intersection at Valley Boulevard, with the northern leg about 150 feet west of the southern leg. The southern leg is controlled by a traffic signal. The northern leg has stop sign control.

Installing a traffic signal at the intersection of Valley Boulevard and the northern leg of Abbot Avenue could lead to an off-channel route along Abbot Avenue to the Jackson Avenue overcrossing.

Location: Across Valley Boulevard at Abbot Avenue

Cross-Street Names: Valley Boulevard

Lanes to Cross: 4, plus left-turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Install traffic signal at the northern leg of Abbott Avenue

Local Jurisdiction: City of San Gabriel

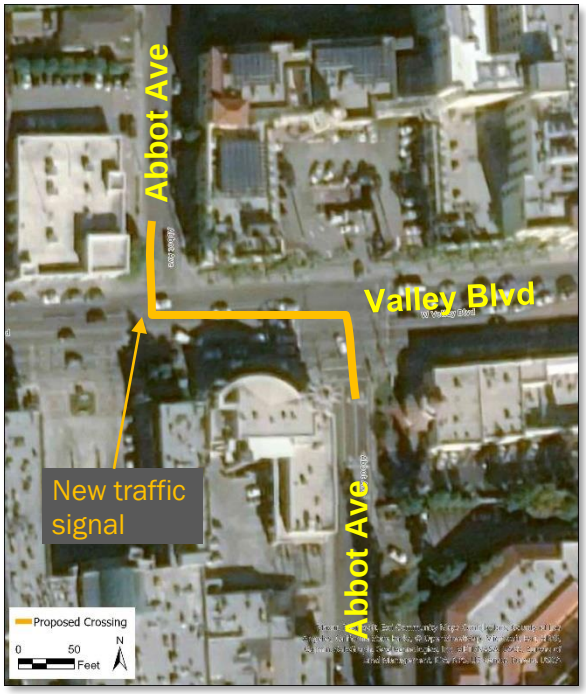


Figure 1-10

Alhambra Wash Crossing 11: Walnut Grove Avenue

Alhambra Wash crosses Walnut Grove Avenue between the signalized intersections at Rush Street and the driveway to a shopping center that includes a Walmart store. The Rio Hondo River Trail Walnut Grove Avenue Connector runs in an east-west direction along the south edge of a Southern California Edison helicopter pad. The westerly terminus of the trail is at Walnut Grove Avenue about 280 feet south of the wash and 180 feet south of the Walmart driveway.

A crossing treatment to assist bicycling, pedestrian, and equestrian users may consist of crosswalk markings and guide signs. Potentially the Walnut Grove Avenue Connector Trail in combination with a bridge over the Rio Hondo could be part of an east-west bicycle and pedestrian corridor stretching across the Whittier Narrows area. If a bridge over the San Gabriel River were built further east, the increased non-motorized activity between Rosemead and the Avocado Heights community through South El Monte could warrant a new traffic signal at this location.

Location: Across Walnut Grove Avenue, at the westerly terminus of the Rio Hondo River Trail Walnut Grove Avenue Connector

Cross-Street Names: Walnut Grove Avenue

Lanes to Cross: 4, plus a turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Rosemead, County of Los Angeles

Figure 1-11

Alhambra Wash Crossing 12: Whittier Narrows Golf Course cart undercrossings

The Rio Hondo River Trail Walnut Grove Avenue Connector runs along the right bank (west side) of Alhambra Wash through the Whittier Narrows Golf Course. The trail passes beneath three golf cart bridges. The three bridges require modification with longer bridge spans to accommodate the widening of the trail to meet Class I greenway path standards.

Location: Three golf cart bridges in Whittier Narrows Golf Course

Cross-Street Names: East of Walnut Grove Avenue

Lanes to Cross: Single golf cart lane at each of three locations

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Modify each bridge to accommodate the widening of the existing trail to Class I bike path standards.

Local Jurisdiction: Golf course operator on land leased by Los Angeles County Parks & Recreation Department

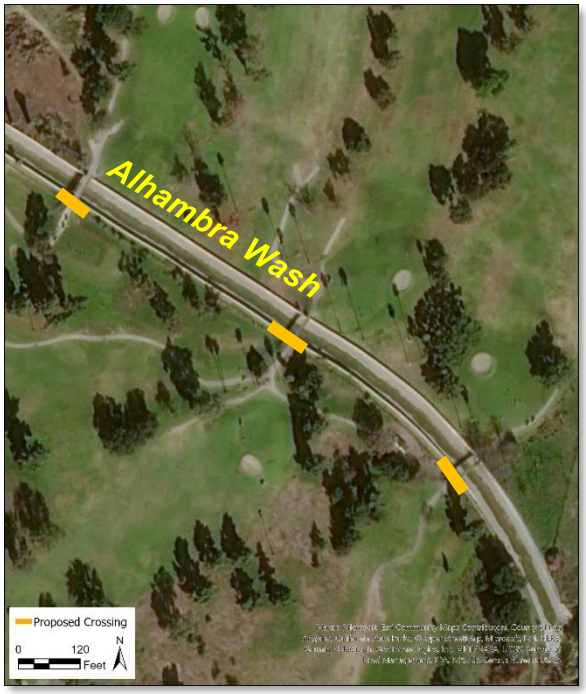


Figure 1-12

Alhambra Wash Crossing 13: Channel crossing at "The Oasis" spillway

Alhambra Wash empties into a pond, colloquially known as "The Oasis", upstream of its confluence with Rio Hondo. The Rio Hondo River Trail Walnut Grove Avenue Connector runs along the right bank (south side) of Alhambra Wash through the Whittier Narrows Golf Course. The Rio Hondo River Trail runs along the right bank (west side) of the Rio Hondo stream bed but is inaccessible to all but the most vigorous hikers, mountain bikers, and equestrian riders at the pond. Mountain bikers, for instance, must carry their bicycles as they wade or walk on fallen logs across streams.

An accessible bridge across the Alhambra Wash at the spillway into the pond would provide a connection between the Alhambra Wash path and points north along the Rio Hondo River Trail. Potentially the Walnut Grove Avenue Connector Trail in combination with a bridge over the Rio Hondo could be part of an east-west bicycle and pedestrian corridor stretching across the Whittier Narrows area and along Rush Street through the City of South El Monte. This bridge over the spillway at the Oasis would be a vital link in serving the non-motorized transportation needs in the region.

Location: The Alhambra Wash spillway into the Oasis pond.

Cross-Street Names: East of Walnut Grove Avenue

Lanes to Cross: Not applicable

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Bridge over the spillway

Local Jurisdiction: County of Los Angeles

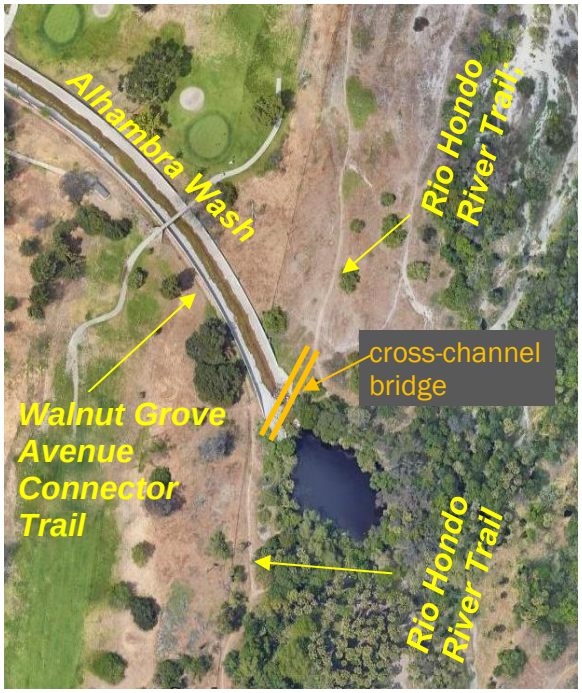


Figure 1-13

Section 2: Rubio Wash – Project Crossings

Rubio Wash Crossing 1: Rosemead Boulevard and I-10 Freeway Interchange

Rubio Wash crosses the I-10 Freeway approximately 700 feet to the west of the I-10 Freeway at Rosemead Boulevard. The freeway prevents a path being provided either at-grade or below grade along the channel and the lack of available right-of-way along the channel banks prevents the construction of an overcrossing of the freeway. An off-channel route would be required to traverse the freeway.

The Rosemead Boulevard undercrossing of I-10 has abandoned pedestrian walkways on each side of Rosemead Boulevard that are elevated above the street pavement. The west side walkway would provide the most direct route for a potential Rubio Wash greenway if it were modified to provide the vertical clearance and horizontal width to meet Class I greenway path standards. Pedestrian and bicyclist crossings of the freeway ramps on the southwest quadrant of the full cloverleaf interchange could be assisted with beacons.

The left bank (east side) of Rubio Wash south of I-10 has insufficient width for a Class I greenway path, but a path could be built upon a combination of flood control channel and Caltrans-owned rights-of-way between Rubio Wash and Rosemead Boulevard.

Location: Rosemead Boulevard

Cross-Street Names: Interstate 10

Lanes to Cross: None via an existing undercrossing

Posted Speed Limit: 65 mph

Suggested Crossing Treatment: Undercrossing beneath the freeway span and at-grade crossings of the freeway on-ramp and off-ramp

Local Jurisdiction: City of Rosemead, City of El Monte

Figure 2-1

Rubio Wash Crossing 2: Channel crossing at Rio Hondo confluence

Rubio Wash flows into Rio Hondo west of Rosemead Boulevard and north of Garvey Avenue. An existing but inaccessible pedestrian bridge that crosses Rubio Wash at the confluence could be upgraded to Americans with Disabilities Act and Class I greenway path standards. The bridge would enable potential greenway paths to be extended northward along the right bank (west side) of the Rio Hondo and along the left bank (east side) of Rubio Wash.

Location: Rubio Wash and Rio Hondo confluence

Cross-Street Names: West of Rosemead Boulevard and north of Garvey Avenue

Lanes to Cross: Not applicable

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Upgrade existing bridge over Rubio Wash to ADA and Class I bike path standards

Local Jurisdiction: City of South El Monte, City of El Monte, City of Rosemead

Figure 2-2

Rubio Wash Crossing 3: Garvey Avenue

Garvey Avenue is currently the only east-west option for bicyclists traversing the Rio Hondo between Glendon Way to the north of I-10 and San Gabriel Boulevard south of the 60 freeway. The service road on the west side of the Rio Hondo can be reached through an existing access point on the south side of Garvey Avenue to reach an existing undercrossing of Garvey Avenue. The east side of the Rio Hondo has a greenway path undercrossing of Garvey Avenue with ramp connections to the street. A new access ramp connecting the north side of Garvey Avenue with the Rio Hondo west side path and the potential Rubio Wash path would effectively create the equivalent of a diamond interchange for bicyclists, enabling them to negotiate this potentially crucial junction without having to cross heavy traffic on Garvey Avenue.

Location: Garvey Avenue overcrossing of the Rio Hondo

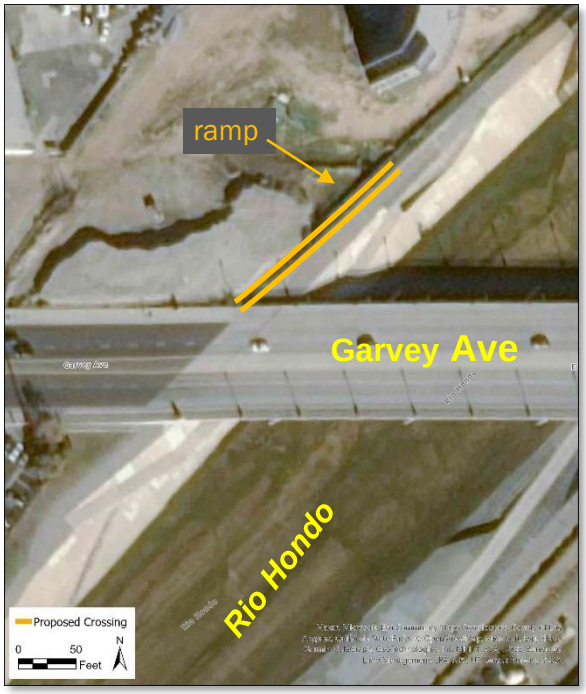
Cross-Street Names: Garvey Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Ramp connector between the north side of Garvey Avenue and the west side service road of Rio Hondo south of the Rubio Wash confluence

Local Jurisdiction: City of South El Monte, City of El Monte, City of Rosemead



Section 3: Eaton Wash – Project Crossings

Eaton Wash Crossing 1: Sierra Madre Boulevard

Eaton Wash passes beneath Sierra Madre Boulevard to the east of the signalized intersection of Sierra Madre Boulevard, Washington Boulevard, and Eaton Drive. Currently pedestrians are prohibited from using the east leg of the intersection. The installation of a crosswalk with pedestrian signals would aid greenway users in crossing Sierra Madre Boulevard

Location: Sierra Madre Boulevard

Cross-Street Names: Sierra Madre Boulevard

Lanes to Cross: 6

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Pedestrian signal at existing signalized intersection

Local Jurisdiction: City of Pasadena

Figure 3-1

Eaton Wash Crossing 2: Paloma Street

Eaton Wash crosses Paloma Street approximately 300 feet to the east of the intersection of Paloma Street and Eaton Drive. An at-grade crosswalk serving greenway users is feasible on either bank of Eaton Wash

Location: Across Paloma Street, 300 feet to the east of the intersection of Paloma Street and Eaton Drive.

Cross-Street Names: Paloma Street

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Pasadena

Figure 3-2

Eaton Wash Crossing 3: Orange Grove Boulevard

Eaton Wash crosses Orange Grove Boulevard approximately 250 feet to the west of the intersection of Orange Grove Boulevard and Canyon Wash Drive. A midblock crosswalk across Orange Grove Boulevard is feasible serving a greenway on either bank of Eaton Wash. Additional traffic control devices such as flashing beacons or a traffic signal may be installed at the crosswalk as needed.

Location: Across Orange Grove Boulevard, 250 feet to the west of the intersection of Orange Grove Boulevard and Canyon Wash Drive.

Cross-Street Names: Orange Grove Boulevard

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Pasadena

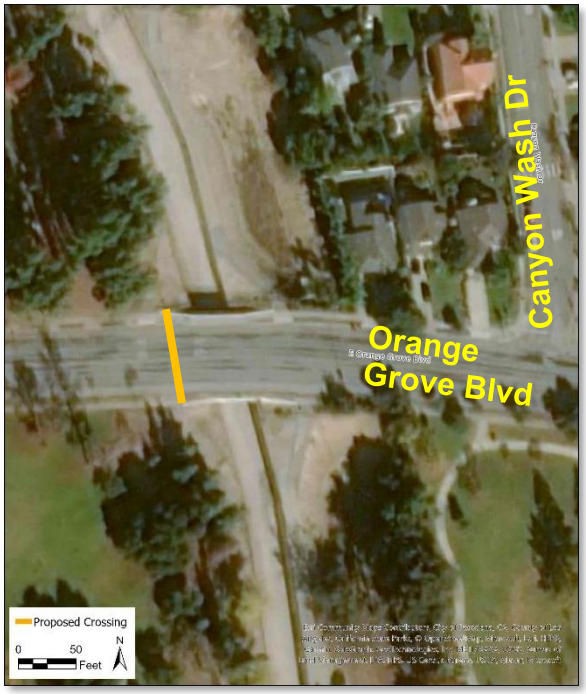


Figure 3-3

Eaton Wash Crossing 4: Maple Street, I-210 Freeway, and Foothill Boulevard

Eaton Wash passes beneath the 210 Freeway. An off-channel route to get across the freeway would be provided along Maple Street, Foothill Boulevard, and Kinneloa Avenue. Maple Street is a one-way westbound street. A contra-flow Class II bike lane could be provided serving bicyclists on the Eaton Wash segment coming from the north to continue southbound.

Location: Maple Street between Eaton Wash and Foothill Boulevard

Cross-Street Names: Maple Street

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Contra-flow Class II eastbound bike lane on Maple Street between Sunnyslope Avenue and Foothill Boulevard

Local Jurisdiction: City of Pasadena

Figure 3-4

Eaton Wash Crossing 5: Kinneloa Street and Brandon Street

Eaton Wash passes beneath commercial property south of the I-210 Freeway and emerges south of Colorado Boulevard adjacent to City of Pasadena-owned property on the east side of Kinneloa Avenue.

An access point to Eaton Wash could be created through the City property allowing bicyclists to reach Eaton Wash from Kinneloa Avenue near Brandon Street. Kinneloa Avenue is a local street.

Location: Kinneloa Avenue at Brandon Street

Cross-Street Names: Kinneloa Avenue

Lanes to Cross: 2, plus right-turn lane

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Guide signs

Local Jurisdiction: City of Pasadena

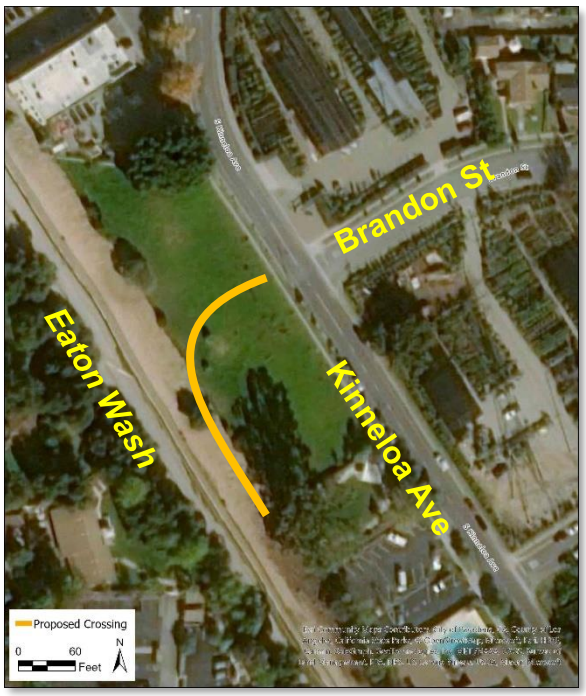


Figure 3-5

Eaton Wash Crossing 6: Del Mar Blvd

The elevation of the existing service road along the left bank (west side) of Eaton Wash is well below that of Del Mar Boulevard. A connection to Del Mar Boulevard could be provided by a pedestrian-accessible ramp leading to the south edge of the roadway. The ramp would be necessary if a path undercrossing beneath Del Mar Boulevard were to be deemed infeasible due to the lack of available lateral width.

Location: Del Mar Boulevard west of Kinneloa Avenue

Cross-Street Names: Del Mar Boulevard

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Connector ramp

Local Jurisdiction: City of Pasadena

Figure 3-6

Eaton Wash Crossing 7: California Boulevard

Eaton Wash crosses beneath California Boulevard at an elevation well below the level of the street. A connection to California Boulevard could be provided by pedestrian-accessible ramps on both the north and south sides of the roadway. The ramps would be necessary if a path undercrossing beneath California Boulevard were to be deemed infeasible due to the lack of available lateral width.

Location: Across California Boulevard, 420 feet to the west of the intersection of E California Boulevard and Madre Street.

Cross-Street Names: California Boulevard

Lanes to Cross: 2, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Ramps to the north and south of California Boulevard connecting the path to the street, and a Crosswalk, Pedestrian Hybrid Beacon across California Boulevard

Local Jurisdiction: County of Los Angeles

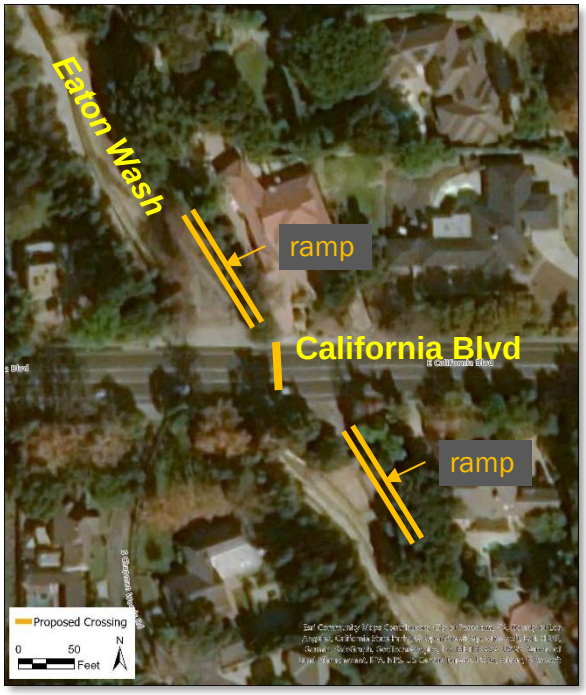


Figure 3-7

Eaton Wash Crossing 8: Huntington Drive

Eaton Wash crosses Huntington Drive approximately 500 feet to the west of the intersection of Huntington Drive and Muscatel Avenue. A connection to Huntington Drive could be provided by pedestrian-accessible ramps on both the north and south sides of the roadway. The ramps would be necessary if a path undercrossing beneath Huntington Drive were to be deemed infeasible due to the lack of available lateral width.

Location: Across Huntington Drive, 500 feet to the west of the intersection of Huntington Drive and Muscatel Avenue.

Cross-Street Names: Huntington Drive

Lanes to Cross: 8, median

Posted Speed Limit: 45 MPH

Suggested Crossing Treatment: Ramps to the north and south of Huntington Drive connecting the path to the street, and a pair of crosswalks across each roadway of Huntington Drive with a center median refuge island. The crosswalks could be supplemented with beacons or traffic signals.

Local Jurisdiction: County of Los Angeles

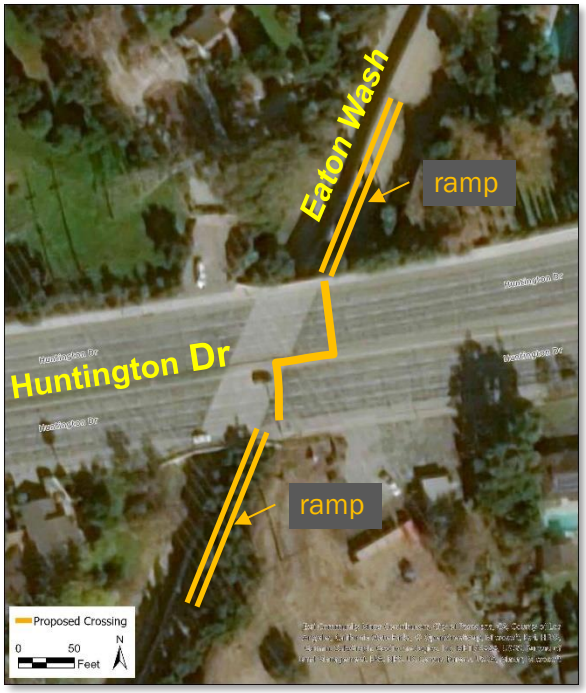


Figure 3-8

Eaton Wash Crossing 9: Duarte Road

Eaton Wash crosses Duarte Road approximately 110 feet to the east of the intersection of Duarte Road and La Presa Drive. The crossing will occur midblock across Duarte Road.

Location: Across Duarte Road, 110 feet to the east of the intersection of Duarte Road and La Presa Drive.

Cross-Street Names: Duarte Road

Lanes to Cross: 2

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: County of Los Angeles

Figure 3-9

Eaton Wash Crossing 10: Longden Avenue

Eaton Wash crosses Longden Avenue approximately 200 feet to the east of the intersection of Longden Avenue and Burton Avenue. The Eaton Wash Phase I early implementation project proposes to build a greenway path on the right bank (west side) of Eaton Wash south of Longden Avenue. The crossing will occur midblock across Longden Avenue.

Location: Across Longden Avenue, 200 feet to the east of the intersection of Longden Avenue and Burton Avenue.

Cross-Street Names: Longden Avenue

Lanes to Cross: 2

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: County of Los Angeles

Figure 3-10

Eaton Wash Crossing 11: Rosemead Boulevard

Eaton Wash crosses Rosemead Boulevard south of the intersection of Rosemead Boulevard and Olive Street. The Eaton Wash Phase I early implementation project proposes to build a greenway path on the right bank (south side) of Eaton Wash west of Rosemead Boulevard. The crossing will occur at the south leg of the intersection of Rosemead Boulevard and Olive Street.

Location: Across Rosemead Boulevard near the intersection of Rosemead Boulevard and Olive Street.

Cross-Street Names: Rosemead Boulevard

Lanes to Cross: 6, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk with beacon or traffic signal

Local Jurisdiction: City of Temple City, County of Los Angeles

Figure 3-11

Eaton Wash Crossing 17: Encinita Avenue

Eaton Wash crosses Encinita Avenue approximately 150 feet to the north of the intersection of Encinita Avenue and La Rosa Drive. The crossing will occur midblock across Encinita Avenue.

Location: Across Encinita Avenue, 150 feet to the north of intersection of Encinita Avenue and La Rosa Drive.

Cross-Street Names: Encinita Avenue

Lanes to Cross: 2

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Temple City

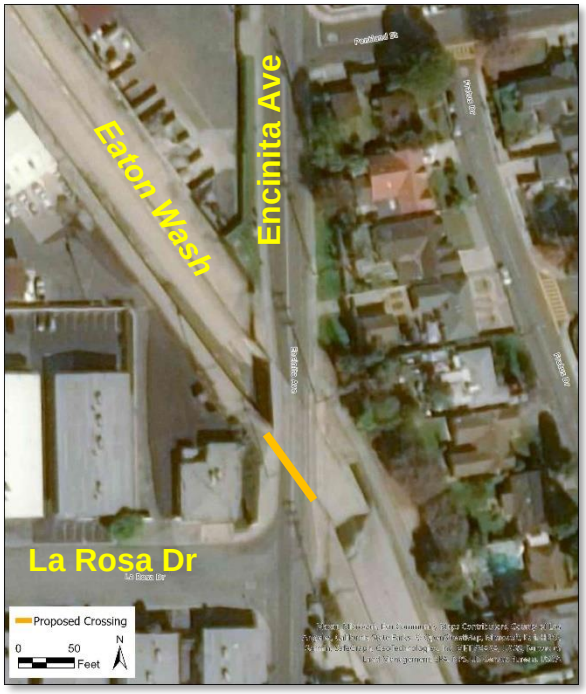


Figure 3-6

Eaton Wash Crossing 18: Lower Azusa Road

Eaton Wash crosses Lower Azusa Road approximately 360 feet to the east of the intersection of Lower Azusa Road and the Southern Pacific Railroad. The crossing will occur midblock across Lower Azusa Road.

Location: Across Lower Azusa Road, 360 feet to the east of intersection of Lower Azusa Road and the Southern Pacific Railroad.

Cross-Street Names: Lower Azusa Road

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Temple City

Figure 3-7

Eaton Wash Crossing 14: Temple City Boulevard

Eaton Wash crosses Temple City Boulevard approximately 60 feet to the north of the intersection of Temple City Boulevard and the Union Pacific Railroad tracks. Right-of-way along Eaton Wash east of Temple City Boulevard is not adequate to accommodate an overcrossing over the railroad. Bicyclists would be served by an off-channel bike route on Temple City Boulevard between Eaton Wash north of the railroad tracks to Abilene Street.

Location: Across Temple City Boulevard, 60 feet to the north of the intersection of Temple City Boulevard and the Southern Pacific Railroad.

Cross-Street Names: Temple City Boulevard

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Class III bike route on Temple City Boulevard between Eaton Wash north of the Union Pacific Railroad and Abilene Street

Local Jurisdiction: City of Temple City, City of El Monte, City of Rosemead

Figure 3-14

Eaton Wash Crossing 15: Abilene Street

Eaton Wash passes beneath the Union Pacific Railroad 900 feet north of Abilene Street. A greenway path overcrossing of the railroad is infeasible due to the lack of available right-of-way along Eaton Wash. An off-channel route on Temple City Boulevard and Abilene Street would provide a connection for bicyclists to rejoin the channel.

Location: Across Temple City Boulevard, 60 feet to the north of the intersection of Temple City Boulevard and the Southern Pacific Railroad.

Cross-Street Names: Temple City Boulevard

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Class III bike route on Temple City Boulevard and Abilene Street

Local Jurisdiction: City of Rosemead, City of El Monte

Figure 3-15

Eaton Wash Crossing 16: Valley Boulevard

Eaton Wash crosses Valley Boulevard approximately 110 feet to the east of the intersection of Valley Boulevard and Strang Avenue. The crossing of Valley Boulevard will occur east of Strang Avenue.

Location: Across Valley Boulevard, 110 feet to the east of the intersection of Valley Boulevard and Strang Avenue.

Cross-Street Names: Valley Boulevard

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or signals.

Local Jurisdiction: City of El Monte, City of Rosemead

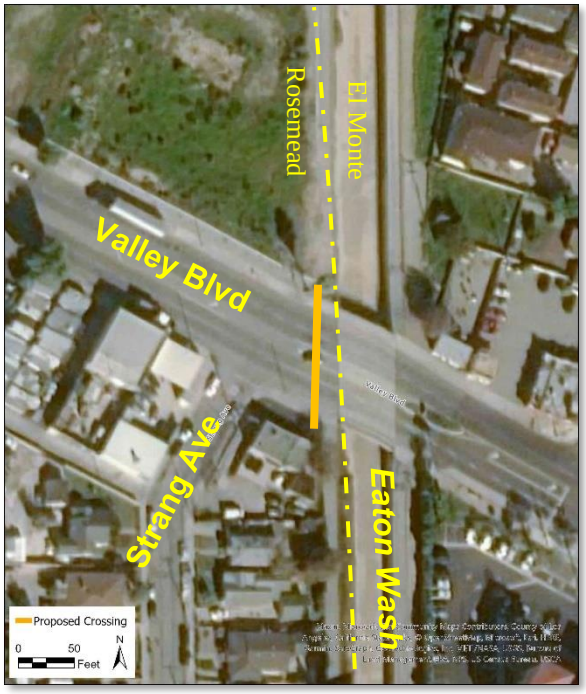


Figure 3-16

Eaton Wash Crossing 17: I-10 Freeway

Eaton Wash crosses the I-10 Freeway approximately 570 feet to the west of Baldwin Avenue. The installation of a greenway path overcrossing of the freeway would be extremely difficult at this location because the median is occupied by Metrolink commuter tracks and two busway roadways that connect to the El Monte Bus Station. An overcrossing span would exceed 300 feet. Instead of an overcrossing, an off-channel bike route would lead to the Baldwin Avenue freeway undercrossing to the east.

Location: Across I-10 Freeway, 570 feet to the west of the intersection of I-10 Freeway and Baldwin Avenue.

Cross-Street Names: I-10 Freeway, Loftus Street, Baldwin Avenue, and Flair Drive

Lanes to Cross: None via an existing undercrossing

Posted Speed Limit: 35 MPH on Loftus Street and Baldwin Avenue

Suggested Crossing Treatment: Class III bike route on Loftus Street, Baldwin Avenue, and Flair Drive

Local Jurisdiction: City of El Monte

Figure 3-17

Section 4: Little Dalton Wash – Project Crossings

Little Dalton Wash Crossing 1: Foothill Boulevard and Grand Avenue

Wash crosses Foothill Boulevard at the intersection of Foothill Boulevard and Grand Avenue. The Metro L Line, a light rail transit line that the Los Angeles County Metropolitan Transportation Authority expects to begin passenger revenue service in 2025, will pass diagonally over the intersection on an aerial structure. The Little Dalton Wash emerges from beneath the intersection and flows in a southwesterly direction.

North and west of this intersection, much of Little Dalton Wash is straddled by commercial properties and parking lots. A potential greenway on Little Dalton Wash would likely terminate at the southwest corner of the intersection of Grand Avenue and Foothill Boulevard. The existing traffic signal at Grand Avenue and Foothill Boulevard would aid bicyclists connecting between the greenway and the street network.

Location: Intersection of Foothill Boulevard and Grand Avenue.

Cross-Street Names: Foothill Boulevard and Grand Avenue

Lanes to Cross: 4, plus center turn lane (Foothill Boulevard), 4, plus center turn lane and median (Grand Avenue)

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Existing traffic signal, guide signs at the greenway terminus.

Local Jurisdiction: City of Glendora

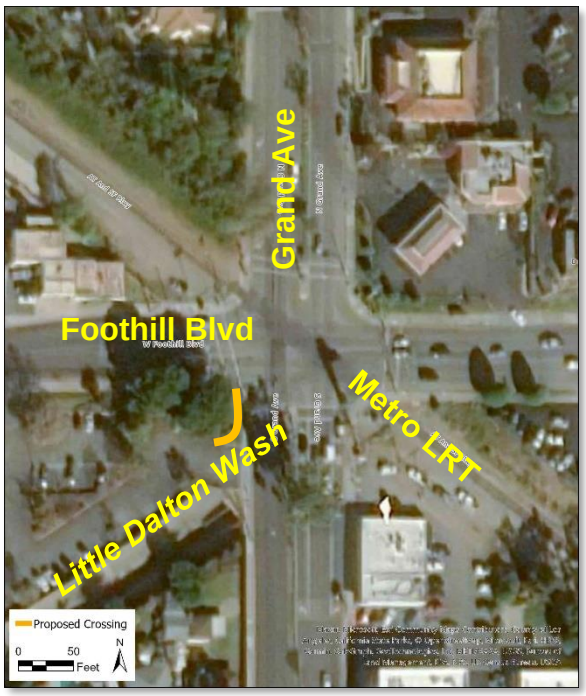


Figure 4-1

Little Dalton Wash Crossing 2: Valencia Street

Little Dalton Wash flows beneath a bridge at the south end of Valencia Street that provides motor vehicle access to a road on the left bank (south side) of the wash. According to County Assessor record, the bridge and a portion of the left bank road is within fee-owned County Flood Control District land. The Valencia Street cul-de-sac is in City of Glendora public right-of-way.

Bicyclists on the greenway would be able to circumvent the north end of the bridge using the Valencia Street cul-de-sac.

Location: Valencia Street cul-de-sac south of Carroll Avenue

Cross-Street Names: Valencia Street bridge

Lanes to Cross: Single lane bridge

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Guide signage

Local Jurisdiction: City of Glendora

Figure 4-2

Little Dalton Wash Crossing 3: Barranca Avenue

Little Dalton Wash crosses beneath Barranca Avenue approximately 200 feet to the north of the intersection of Barranca Avenue and Heber Street. No path appears feasible across the campuses of Citrus College and Azusa Pacific University west of Barranca Avenue. Therefore, bicycles would need to circumvent the two campuses using off-channel routes along Barranca Avenue either to the north via Foothill Boulevard or to the south via Alosta Avenue

Location: Across Barranca Avenue, 200 feet to the north of the intersection of Barranca Avenue and Heber Street.

Cross-Street Names: Barranca Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon, and off-channel bikeways around the Citrus College and Azusa Pacific University campuses.

Local Jurisdiction: City of Glendora

Figure 4-3

Little Dalton Wash Crossing 4: Citrus Avenue

Little Dalton Wash crosses Citrus Avenue approximately 240 feet to the north of the intersection of Citrus Avenue and University Way. No path appears feasible across the campuses of Citrus College and Azusa Pacific University east of Citrus Avenue. Therefore, bicycles would need to circumvent the two campuses using off-channel routes along Citrus Avenue either to the north via Foothill Boulevard or to the south via Alosta Avenue

Location: Across Citrus Avenue, 240 feet to the north of the intersection of Citrus Avenue and University Way.

Cross-Street Names: Citrus Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, possibly with beacons or a traffic signal, and off-channel bikeways (Class II, III, or IV) around the Citrus College and Azusa Pacific University campuses.

Local Jurisdiction: City of Azusa

Figure 4-4

Little Dalton Wash Crossing 5: Alosta Avenue

Little Dalton Wash crosses Alosta Avenue approximately 600 feet to the southeast of the intersection of Alosta Avenue and Rockvale Avenue. The crossing will occur midblock across Alosta Avenue.

Location: Across Alosta Avenue, 600 feet to the southeast of the intersection of Alosta Avenue and Rockvale Avenue.

Cross-Street Names: Alosta Avenue

Lanes to Cross: 4, plus median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk and possibly beacons or a traffic signal

Local Jurisdiction: City of Azusa

Figure 4-5

Little Dalton Wash Crossing 6: Rockvale Avenue

Little Dalton Wash crosses Rockvale Avenue approximately 260 feet to the north of the intersection of Rockvale Avenue and 5th Street. The crossing will occur midblock across Rockvale Avenue.

Location: Across Rockvale Avenue, 260 feet to the north of the intersection of Rockvale Avenue and 5th Street.

Cross-Street Names: Rockvale Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Azusa

Figure 4-6

Little Dalton Wash Crossing 7: 5th Street

Little Dalton Wash crosses 5th Street approximately 320 feet to the east of the intersection of 5th Street and Cerritos Avenue. The crossing will occur midblock across 5th Street.

Location: Across 5th Street, 320 feet to the east of the intersection of 5th Street and Cerritos Avenue.

Cross-Street Names: 5th Street

Lanes to Cross: 2

Posted Speed Limit: 20 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Azusa

Figure 4-7

Little Dalton Wash Crossing 8: Cerritos Avenue

Little Dalton Wash crosses Cerritos Avenue directly to the south of the intersection of Cerritos Avenue and Lee Drive. The crossing could be located at the intersection of Cerritos Avenue and Lee Drive at the south leg.

Location: Intersection of Cerritos Avenue and Lee Drive, south leg.

Cross-Street Names: Cerritos Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of Azusa

Figure 4-8

Little Dalton Wash Crossing 9: Pasadena Avenue

Little Dalton Wash crosses Pasadena Avenue at the intersection of Pasadena Avenue and Duell Street. The crossing could be located at the intersection of Pasadena Avenue and Duell Street at the north leg.

Location: Intersection of Pasadena Avenue and Duell Street, north leg.

Cross-Street Names: Pasadena Avenue

Lanes to Cross: 2

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of Azusa

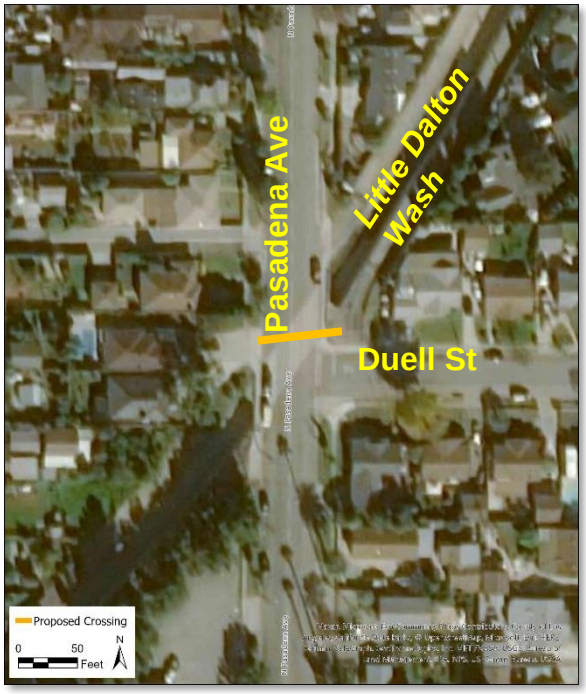


Figure 4-9

Section 5: Big Dalton Wash – Project Crossings

Big Dalton Wash Crossing 1: Irwindale Avenue

Big Dalton Wash crosses Irwindale Avenue approximately 250 feet to the north of the intersection of Irwindale Avenue and Cypress Street. The Vincent Community Bikeways early implementation project proposes to construct a greenway path on the right bank (north side) of Big Dalton Wash east of Irwindale Avenue, and install bike lanes on Irwindale Avenue south to Badillo Street. The crossing will occur midblock across Irwindale Avenue.

Location: Across Irwindale Avenue, 250 feet to the north of the intersection of Irwindale Avenue and Cypress Street.

Cross-Street Names: Irwindale Avenue

Lanes to Cross: 4, plus raised median

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk and possibly beacons or traffic signal

Local Jurisdiction: City of Irwindale

Figure 5-1

Big Dalton Wash Crossing 2: Cypress Street

Big Dalton Wash crosses Cypress Street approximately 270 feet to the east of the intersection of Cypress Street and Nora Avenue. The crossing will occur midblock across Cypress Street.

A Union Pacific spur track crosses the channel downstream of Cypress Street. Assuming a new greenway path grade crossing would be infeasible, an off-channel bike route would provide a connection between this location and rejoin Big Dalton Wash at Azusa Canyon Road.

Location: Across Cypress Street, 270 feet to the east of the intersection of Cypress Street and Nora Avenue.

Cross-Street Names: Cypress Street

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk and possibly beacons or traffic signal

Local Jurisdiction: City of Irwindale

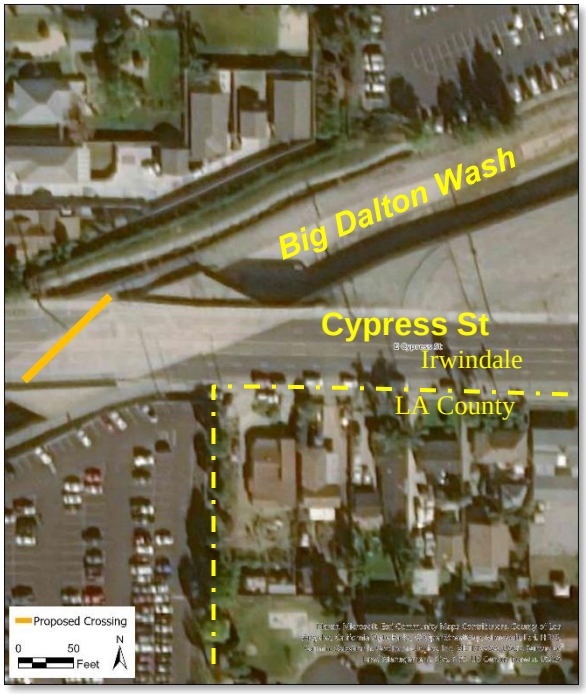


Figure 5-2

Big Dalton Wash Crossing 3: Union Pacific Railroad Spur Track

Cypress Street passes beneath a spur track of the Union Pacific Railroad south of Cypress Street. The railroad spur carries a low level of train traffic traveling at low speeds. Nevertheless, establishing a greenway path grade crossing might not be feasible, in which case an off-channel route might be required. A potential off-channel route could be on Cypress Street and Azusa Canyon Road.

Location: Union Pacific Railroad spur track between Irwindale Avenue and Azusa Canyon Road.

Cross-Street Names: Union Pacific Railroad

Lanes to Cross: Not applicable

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Off-channel bike route on Cypress Street and Azusa Canyon Road to bypass this potential new railroad grade crossing

Local Jurisdiction: City of Irwindale

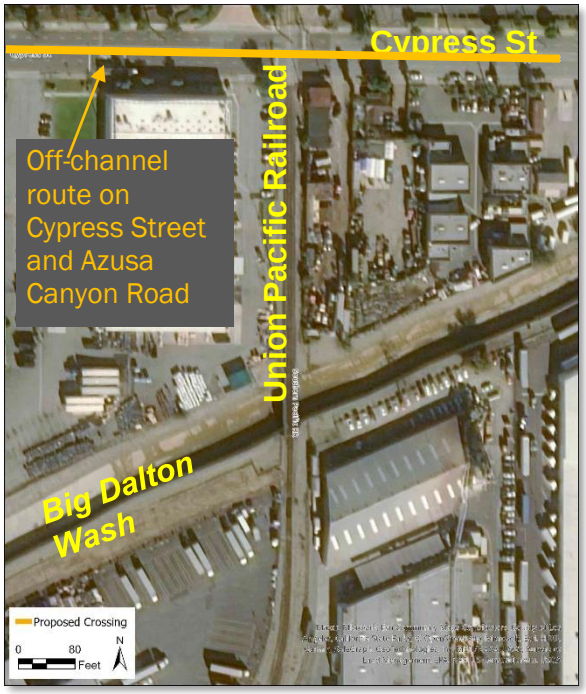


Figure 5-3

Big Dalton Wash Crossing 4: Azusa Canyon Road

Big Dalton Wash crosses Azusa Canyon Road approximately 270 feet to the north of the intersection of Azusa Canyon Road and Los Angeles Street. A Union Pacific Railroad spur likes upstream and Metrolink commuter tracks lie downstream of this location. Establishing a greenway path grade crossing or an overcrossing at either of the railroad tracks is unlikely. An off-channel route along Azusa Canyon Road can be provided between Cypress Street and San Bernardino Road.

Location: Across Azusa Canyon Road, 270 feet to the north of the intersection of Azusa Canyon Road and Los Angeles Street.

Cross-Street Names: Azusa Canyon Road

Lanes to Cross: 4

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Off-channel route along Azusa Canyon Road between Cypress Street and San Bernardino Road

Local Jurisdiction: City of Irwindale

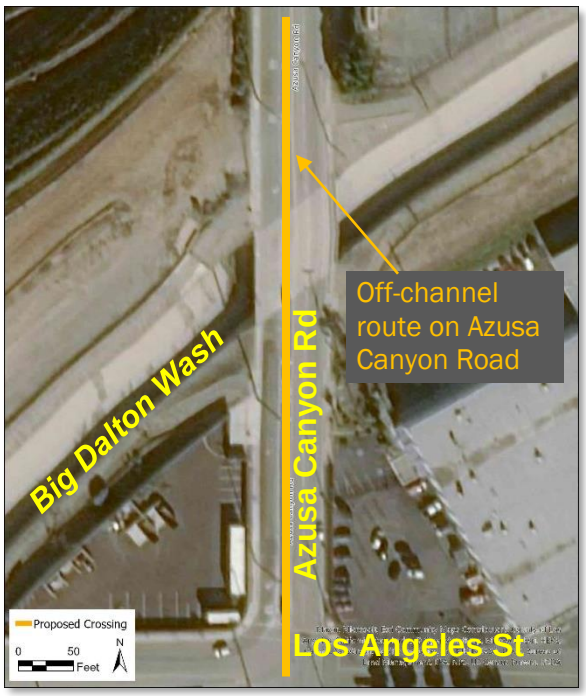


Figure 5-4

Big Dalton Wash Crossing 5: Los Angeles Street and Metrolink

Big Dalton Wash crosses beneath Los Angeles Street and the Metrolink San Bernardino Line tracks approximately 380 feet to the west of Azusa Canyon Road. Establishing a new at-grade crossing for a greenway path is unlikely to be feasible where commuter trains travel frequently and at high speeds. An off-channel route on Azusa Canyon Road and San Bernardino Road would provide the most immediate connection for this segment in the near future.

Location: Los Angeles Street and the Metrolink San Bernardino Line

Cross-Street Names: Los Angeles Street and the Metrolink San Bernardino Line

Lanes to Cross: 4 and a commuter railroad track

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Off-channel route along Azusa Canyon Road between Cypress Street and San Bernardino Road, on San Bernardino Road

Local Jurisdiction: City of Irwindale, City of West Covina, City of Baldwin Park

Figure 5-5

Big Dalton Wash Crossing 6: Ramona Boulevard

Big Dalton Wash crosses Ramona Boulevard approximately 170 feet to the east of the intersection of Ramona Boulevard and Running Brooke Way. Foothill Transit Line 190 runs east-west on this segment. The crossing will occur midblock across Ramona Boulevard.

Location: Across Ramona Boulevard, 170 feet to the east of the intersection of Ramona Boulevard and Running Brooke Way.

Cross-Street Names: Ramona Boulevard, San Bernardino Road

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Off-channel route on San Bernardino Road between Big Dalton Wash and Azusa Canyon Road

Local Jurisdiction: City of West Covina, City of Baldwin Park

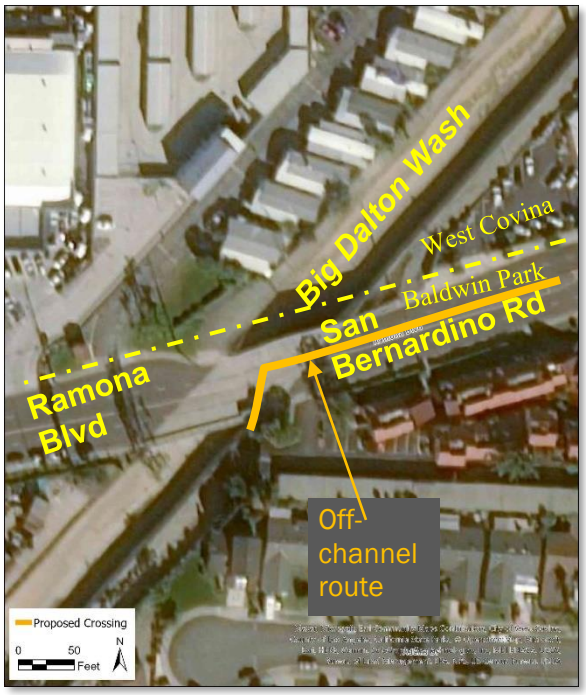


Figure 5-6

Big Dalton Wash Crossing 7: Puente Avenue & Badillo Street

Big Dalton Wash crosses Puente Avenue directly to the north of the intersection of Puente Avenue and Badillo Street. The east side of Puente Avenue has no sidewalk north of Badillo Street. County Assessor maps indicate that a short segment of land on the east side Puente Avenue between the bridge crossing Big Dalton Wash and Badillo Street is privately owned. With some land acquisition, a sidewalk or possibly a Class I greenway path could be installed between the left bank (southeast side) of Big Dalton Wash and the northeast corner of Puente Avenue. Greenway users could cross the Badillo Street and Puente Avenue intersection with the assistance of the existing traffic signal.

If the land were not acquirable, an off channel route could be installed along Badillo Street between Puente Avenue eastward to connect to the Class II bike lanes that will be installed on Irwindale Avenue by the Vincent Community Bikeways project, thereby avoiding the need to acquire private property and bypassing two potential railroad crossings.

Location: Signalized intersection of Puente Avenue and Badillo Street.

Cross-Street Names: Puente Avenue, Badillo Street

Lanes to Cross: 2 (Puente Avenue), 4, plus center turn lane (Badillo Street)

Posted Speed Limit: 30 MPH (Puente Avenue), 40 MPH (Badillo Street)

Suggested Crossing Treatment: A new sidewalk or bike path on the east side of Puente Avenue between the left bank of Big Dalton Wash and Badillo Street, which might require land acquisition, to provide a connection to the existing traffic signal

Local Jurisdiction: City of Baldwin Park

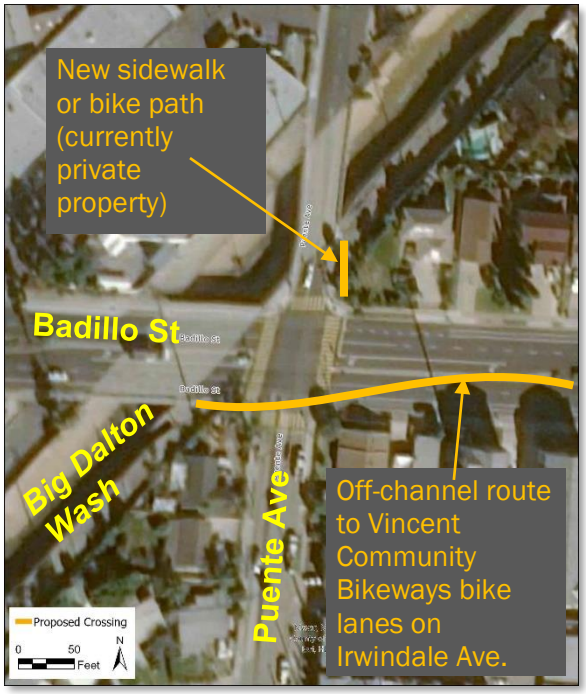


Figure 5-7

Big Dalton Wash Crossing 8: Central Avenue Pedestrian Bridge

Big Dalton Wash passes beneath an existing pedestrian bridge that aligns with Central Avenue. The Big Dalton Wash Trail Greening Project Phase II early implementation project is proposed to provide a path along the right bank (west side) of Big Dalton Wash. A greenway appears feasible along the left bank.

Upgrading the pedestrian bridge to Americans with Disabilities Act and Class I greenway path standards will enable bicyclists and pedestrians to use either bank of the wash. Furthermore, the upgraded bridge would provide an accessible connection between the schools on the east side of the wash with their attendance zones on the west side.

Location: Central Avenue

Cross-Street Names: Pedestrian bridge aligned with Central Avenue

Lanes to Cross: not applicable

Posted Speed Limit: not applicable

Suggested Crossing Treatment: Upgrade bridge to ADA and Class I bike path standards

Local Jurisdiction: City of Baldwin Park

Figure 5-8

Big Dalton Wash Crossing 9: Pacific Avenue

Big Dalton Wash crosses Pacific Avenue approximately 120 feet to the northwest of the intersection of Pacific Avenue and Dundry Avenue. The Big Dalton Wash Trail Greening Project Phase II early implementation project is proposed to provide a path along the right bank (west side) of Big Dalton Wash. A greenway appears feasible along the left bank. The crossing will occur midblock across Pacific Avenue.

Location: Across Pacific Avenue, 120 feet to the northwest of the intersection of Pacific Avenue and Dundry Avenue.

Cross-Street Names: Pacific Avenue

Lanes to Cross: 2, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of Baldwin Park

Figure 5-9

Big Dalton Wash Crossing 10: Merced Avenue

Big Dalton Wash crosses Merced Avenue directly to the west of the intersection of Merced Avenue and Jeanette Lane. The Big Dalton Wash Trail Greening Project Phase II early implementation project is proposed to provide a path along the right bank (west side) of Big Dalton Wash, terminating at Garvey Avenue further south just short of the I-10 Freeway.

A greenway appears feasible along the left bank. Rather than following the same course as the project on the opposite bank to Garvey Avenue, an off-channel route could be provided leading to the Puente Avenue undercrossing beneath the I-10 Freeway. This off-channel route could serve as a connection to a potential Walnut Creek greenway project.

Location: Merced Avenue

Cross-Street Names: Merced Avenue

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Off-channel route on Merced Avenue to Puente Avenue and its undercrossing beneath I-10

Local Jurisdiction: City of Baldwin Park

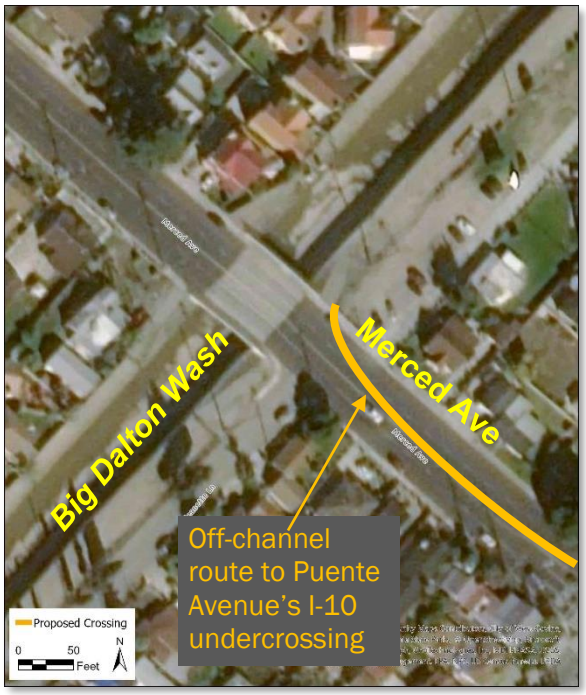


Figure 5-10

Big Dalton Wash Crossing 11: I-10 Freeway

Big Dalton Wash crosses beneath I-10 Freeway with no vertical clearance for bicycle or pedestrian access. The Big Dalton Wash Trail Greening Project Phase II early implementation project is proposed to provide a path along the right bank (west side) of Big Dalton Wash, terminating at Garvey Avenue just short of the I-10 Freeway. Presumably a connecting route across the freeway would be to the west on Garvey Avenue and Francisquito Avenue.

For a greenway project on the left bank of Big Dalton Wash, rather than following the same course as the project on the opposite bank to Garvey Avenue, an off-channel route could be provided leading to the Puente Avenue undercrossing beneath the I-10 Freeway. This off-channel route could serve as a connection to a potential Walnut Creek greenway project.

Location: Merced Avenue and Puente Avenue

Cross-Street Names: Interstate 10 Freeway

Lanes to Cross: none via an existing undercrossing

Posted Speed Limit: 65 MPH

Suggested Crossing Treatment: Off-channel route on Merced Avenue to Puente Avenue and its undercrossing beneath I-10, providing a connection between greenways on Big Dalton Wash and Walnut Creek

Local Jurisdiction: City of Baldwin Park

Figure 5-11

Section 6: San Dimas Wash – Project Crossings

San Dimas Wash Crossing 1: Foothill Boulevard

San Dimas Wash crosses beneath Foothill Boulevard at the intersection of Foothill Boulevard and Walnut Avenue. Foothill Boulevard has Class II bike lanes. The crossing will occur at the intersection of Foothill Boulevard and Longhorn Drive at the east leg.

Location: Intersection of Foothill Boulevard and Longhorn Drive, east leg.

Cross-Street Names: Foothill Boulevard

Lanes to Cross: 4, plus center turn lane and raised median

Posted Speed Limit: 45 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signal

Local Jurisdiction: City of San Dimas

Figure 6-1

San Dimas Wash Crossing 2: San Dimas Avenue

San Dimas Wash crosses San Dimas Avenue approximately 210 feet to the south of the intersection of San Dimas Avenue and Foothill Boulevard. The crossing will occur midblock across San Dimas Avenue.

Location: Across San Dimas Avenue, 210 feet to the south of the intersection of San Dimas Avenue and Foothill Boulevard.

Cross-Street Names: San Dimas Avenue

Lanes to Cross: 4, plus center turn lane and raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signal

Local Jurisdiction: City of San Dimas

Figure 6-2

San Dimas Wash Crossing 3: Cataract Avenue

San Dimas Wash crosses Cataract Avenue approximately 210 feet to the north of the intersection of Cataract Avenue and Ashvale Drive. The crossing will occur across Cataract Avenue.

Location: Across Cataract Avenue, 210 feet to the north of the intersection of Cataract Avenue and Ashvale Drive.

Cross-Street Names: Cataract Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of San Dimas

Figure 6-3

San Dimas Wash Crossing 4: Wehner Lane

San Dimas Wash crosses Wehner Lane approximately 580 feet to the north of the intersection of Wehner Lane and Baseline Road. The crossing will occur across Wehner Lane.

Location: Across Wehner Lane, 580 feet to the north of the intersection of Wehner Lane and Baseline Road.

Cross-Street Names: Wehner Lane

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of San Dimas

Figure 6-4

San Dimas Wash Crossing 5: Private Equestrian Overcrossing

San Dimas Wash crosses beneath a private equestrian overcrossing west of Wehner Avenue. A private equestrian facility occupies both banks, connected by the equestrian road that is lined by chain link fences at the wash. The service roads on each bank have gates that prevent through access across the equestrian road.

A greenway path could be provided on either or both banks by opening the service road gates. This could be a benefit to equestrian riders by opening up a potential multi-use greenway between San Dimas Avenue and Amelia Avenue.

Location: Private road west of Wehner Avenue, north of Baseline Road

Cross-Street Names: Private road

Lanes to Cross: 1

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Guide signs.

Local Jurisdiction: City of San Dimas

Figure 6-5

San Dimas Wash Crossing 6: Amelia Avenue

San Dimas Wash crosses Amelia Avenue approximately 40 feet to the north of the intersection of Amelia Avenue and Baseline Road. The crossing will occur at the intersection of Amelia Avenue and Baseline Road at the north leg.

Location: Intersection of Amelia Avenue and W Baseline Road, north leg.

Cross-Street Names: Amelia Avenue

Lanes to Cross: 4

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of San Dimas, City of Glendora

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Figure 6-6

San Dimas Wash Crossing 7: I-210 and 57 Freeway Interchange

San Dimas Wash crosses beneath the interchange of the I-210 Freeway and the 57 Freeway interchange, which seemingly presents an impenetrable barrier to bicycle access. Bicyclists traveling in the east-west direction could use an off-channel route along Petunia Street to the north or Auto Centre Drive to the south.

A possible route would stay mostly on the channel, weaving through the interchange beneath the eastbound-to-southbound connector road and the northbound-to-eastbound connector road, and perch above the right shoulder of the westbound-to-southbound connector road as it passes below the 210 Freeway mainline.

Location: Interchange of the Interstate 10 Freeway and State Route 57 Freeway

Cross-Street Names: Eastbound 210-to-southbound 57 connector road, northbound 57-to-eastbound 210 connector road, and I-210 Freeway mainline

Lanes to Cross: None, using existing undercrossings

Posted Speed Limit: 65 MPH

Suggested Crossing Treatment: Class I bike path through the freeway interchange

Local Jurisdiction: Caltrans, City of Glendora

Figure 6-7

San Dimas Wash Crossing 8: Lone Hill Avenue

San Dimas Wash crosses Lone Hill Avenue approximately 240 feet to the south of the intersection of Lone Hill Avenue and the CA-210 eastbound off-ramp. The crossing will occur midblock across Lone Hill Avenue.

Location: Across Lone Hill Avenue, 240 feet to the south of the intersection of Lone Hill Avenue and the CA-210 eastbound off-ramp.

Cross-Street Names: Lone Hill Avenue

Lanes to Cross: 6, plus a raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signal

Local Jurisdiction: City of Glendora

Figure 6-8

San Dimas Wash Crossings 9: Sunflower Avenue & Gladstone Street

San Dimas Wash crosses Sunflower Avenue approximately 80 feet to the north of the intersection of Sunflower Avenue and Gladstone Street. Bicyclists could use the signalized intersection of Sunflower Avenue and Gladstone Street. Bicyclists could be brought to the intersection with new sidewalk-level greenway paths that could be installed on the east side of Sunflower Avenue and along the south side of Gladstone Street.

Location: Intersection of Sunflower Avenue and Gladstone Street.

Cross-Street Names: Sunflower Avenue, Gladstone Street

Lanes to Cross: 4 lanes on Sunflower Avenue, 4 lanes on Gladstone Street

Posted Speed Limit: 40 MPH on Sunflower Avenue, 45 MPH on Gladstone Street

Suggested Crossing Treatment: Extend west end of Glendora Urban Trail along east edge of Sunflower Avenue, within public ROW, to the northeast corner of Gladstone Street/ Sunflower Ave intersection. Extend east end of proposed San Dimas Wash Bikeway Phase II along south edge of Gladstone Street, by means of ROW acquisition from the Charter Oaks USD, to southwest corner of Gladstone Street/ Sunflower Ave intersection. Implement protected intersection treatment on the NE, NW, and SW corners to assist bicyclists across the north and west legs of the intersection.

Local Jurisdiction: City of Glendora

Figure 6-9

San Dimas Wash Crossing 10: Grand Avenue

San Dimas Wash crosses Grand Avenue approximately 75 feet to the north of the signalized intersection of Grand Avenue and Arrow Highway. The crossing would be midblock north of the signalized intersection.

Location: Across Arrow Highway, 75 feet to the north of the intersection of Grand Avenue and Arrow Highway.

Cross-Street Names: Grand Avenue

Lanes to Cross: 6, plus a raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signal

Local Jurisdiction: City of Glendora

Figure 6-10

San Dimas Wash Crossing 11: Arrow Highway

San Dimas Wash passes beneath Arrow Highway and an adjacent driveway for a nursing home about 1,200 feet west of Grand Avenue. A new cross-channel bridge to the east of the nursing home driveway could connect a path along the right bank (north side) of San Dimas Wash to the north edge of Arrow Highway. An Arrow Highway crossing would occur in the vicinity of Arrow Grand Circle, 1,400 feet west of Grand Avenue

Location: Arrow Highway, 1, 400 feet west of Grand Avenue

Cross-Street Names: Arrow Highway

Lanes to Cross: 4

Posted Speed Limit: 45 MPH

Suggested Crossing Treatment: Install a cross-channel bridge 1,200 feet west of Grand Avenue to connect the right bank (north side) path to the north edge of Arrow Highway. Install a crosswalk or two crosswalks, across Arrow Highway, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of Glendora, City of Covina

Figure 6-11

San Dimas Wash Crossing 12: Barranca Avenue

San Dimas Wash crosses beneath Barranca Avenue approximately 580 feet to the south of the intersection of Barranca Avenue and Arrow Highway. The crossing will occur midblock on Barranca Avenue.

Location: Across Barranca Avenue, 600 feet to the south of the intersection of Barranca Avenue and Arrow Highway.

Cross-Street Names: Barranca Avenue

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signal

Local Jurisdiction: City of Covina

Figure 6-12

San Dimas Wash Crossing 13: Citrus Avenue

San Dimas Wash crosses beneath Citrus Avenue approximately 290 feet to the north of the intersection of Citrus Avenue and Tudor Street. The crossing will occur midblock on Citrus Avenue.

Location: Across Citrus Avenue, 290 feet to the north of the intersection of Citrus Avenue and Tudor Street.

Cross-Street Names: Citrus Avenue

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signals

Local Jurisdiction: City of Covina

Figure 6-13

San Dimas Wash Crossing 14: Hollenbeck Avenue

San Dimas Wash crosses Hollenbeck Avenue approximately 400 feet to the north of the intersection of Hollenbeck Avenue and Covina Boulevard. The crossing will occur midblock on Hollenbeck Avenue.

Location: Across Hollenbeck Avenue, 400 feet to the north of the intersection of Hollenbeck Avenue and Covina Boulevard.

Cross-Street Names: Hollenbeck Avenue

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signal

Local Jurisdiction: City of Covina, County of Los Angeles

Figure 6-14

San Dimas Wash Crossing 15: Conwell Avenue

San Dimas Wash crosses Conwell Avenue approximately 240 feet to the north of the intersection of Conwell Avenue and Covina Boulevard. The crossing will occur midblock on Conwell Avenue.

Location: Across Conwell Avenue, 240 feet to the north of the intersection of Conwell Avenue and Covina Boulevard.

Cross-Street Names: Conwell Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Covina

Figure 6-15

San Dimas Wash Crossing 16: Azusa Avenue

San Dimas Wash crosses Azusa Avenue approximately 190 feet to the north of the intersection of Azusa Avenue and Covina Boulevard. The crossing will occur midblock on Azusa Avenue.

Location: Across Azusa Avenue, 190 feet to the north of the intersection of Azusa Avenue and Covina Boulevard.

Cross-Street Names: Azusa Avenue

Lanes to Cross: 4, plus center turn lane and raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk with possible beacons or traffic signals

Local Jurisdiction: City of Covina

Figure 6-16

San Dimas Wash Crossing 17: Lark Ellen Avenue

San Dimas Wash crosses Lark Ellen Avenue approximately 460 feet to the north of the intersection of Lark Ellen Avenue and Bellbrook Street. The Vincent Community Bikeways early implementation project proposes to install a Class I greenway path on the right bank (south side) of San Dimas Wash west of Lark Ellen Avenue and a two-way Class IV cycle track along the west edge of Lark Ellen Avenue.

The crossing would occur midblock on Lark Ellen Avenue.

Location: Across Lark Ellen Avenue, 460 feet to the north of the intersection of Lark Ellen Avenue and Bellbrook Street.

Cross-Street Names: Lark Ellen Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Install crosswalk. Modify as necessary the Class IV bikeway proposed to be installed on Lark Ellen Avenue by the County's Vincent Community Bikeways project.

Local Jurisdiction: County of Los Angeles, City of Covina

Figure 6-17

Section 7: Walnut Creek – Project Crossings

Walnut Creek Crossing 1: Covina Hills Road

Walnut Creek crosses Covina Hills Road approximately 360 feet to the northwest of the intersection of Covina Hills and Chaparro Road. Antonovich Trail, a Los Angeles County Parks & Recreation multi-use trail intended for equestrian users, occupies the left bank (south bank) of Walnut Creek to the east of Covina Hills Road and switches to the right bank to the west of Covina Hills Road.

West of Covina Hills Road, a greenway featuring a Class I greenway path would be presumed to be on the right bank of Walnut Creek, on the opposite side of the channel from the Antonovich trail.

The terrain east of Covina Hills Road is mountainous. A pedestrian-accessible greenway on Walnut Creek would likely extend no further east than Covina Hills Road. Therefore, Covina Hills Road would serve as the eastern terminus of a Walnut Creek greenway. Guide signs would be provided to guide bicyclists and pedestrians to the greenway access point.

Location: Across Covina Hills Road, 360 feet to the northwest of the intersection of Covina Hills and Chaparro Road.

Cross-Street Names: Covina Hills Road

Lanes to Cross: 2

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Guide signs at greenway terminus

Local Jurisdiction: City of Covina, County of Los Angeles

Figure 7-1

Walnut Creek Crossing 2: Oak Canyon Road

Walnut Creek crosses Oak Canyon Road on the north leg of the intersection of Oak Canyon Road and Walnut Creek Road. Antonovich Trail, a Los Angeles County Parks & Recreation multi-use trail intended for equestrian users, occupies the right bank (north bank) of Walnut Creek to the east of Oak Canyon Road and connects to the Schabarum Skyline Trail that aligns with a southern projection of Oak Canyon Road beyond Walnut Creek Road.

East of Oak Canyon Road, a greenway featuring a Class I greenway path would be presumed to be on the left bank of Walnut Creek, on the opposite side of the channel from the Antonovich trail

Both Oak Canyon Road and Walnut Creek Road are low volume, low speed roads. A crossing of a greenway path with these streets and an equestrian trail could be handled with guide signage.

Location: Intersection of Oak Canyon Road and Walnut Creek Road, north leg.

Cross-Street Names: Oak Canyon Road, Walnut Creek Road, Antonovich Trail, Schabarum Skyline Trail

Lanes to Cross: 2 and an equestrian trail

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Guide signage

Local Jurisdiction: City of Covina, City of West Covina

Figure 7-2

Walnut Creek Crossing 3: Grand Avenue

Walnut Creek crosses Grand Avenue approximately 260 feet to the north of the intersection of Grand Avenue and Fairway Lane. The crossing will occur midblock across Grand Avenue.

Location: Across Grand Avenue, 260 feet to the north of the intersection of Grand Avenue and Fairway Lane.

Cross-Street Names: Grand Avenue

Lanes to Cross: 4, plus raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Covina, City of West Covina

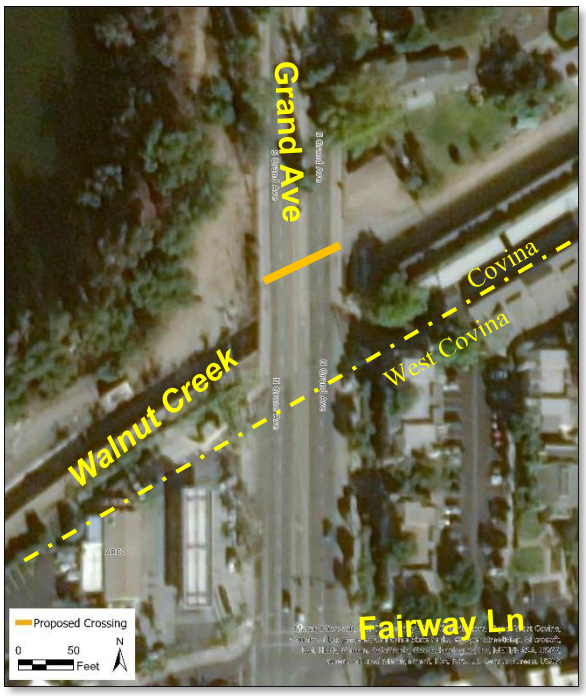

Figure 7-3

Walnut Creek Crossings 4: Garvey Avenue North and I-10 Freeway

Walnut Creek crosses beneath Garvey Avenue North and the I-10 Freeway. An off-channel route on Garvey Avenue North to the Barranca Street overcrossing allow bicyclists to reach the other side of the freeway.

Location: Garvey Avenue North, just north of the I-10 Freeway

Cross-Street Names: Garvey Avenue North

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Off-channel route on Garvey Avenue North between the Walnut Creek channel and Barranca Street, with guide signage

Local Jurisdiction: City of West Covina

Figure 7-4

Walnut Creek Crossing 5: Barranca Street

Walnut Creek crosses Barranca Street approximately 100 feet to the south of the intersection of Barranca Street and Garvey Avenue South.

East of Barranca Street, a greenway path would be infeasible where Walnut Creek passes beneath the I-10 Freeway. An off-channel alignment on the Barranca Street freeway overcrossing and along Garvey Avenue North provides a route for bicyclists to get across I-10.

An equestrian trail occupies the left bank (south side) of Walnut Creek and equestrian users cross Barranca Street at a crosswalk south of the channel. West of Barranca Street, a greenway featuring a Class I greenway path would be presumed to be on the right bank of Walnut Creek on the opposite side of the channel from the equestrian trail. A right bank greenway would require a bridge over Charter Oak Creek at its confluence with Walnut Creek

Location: South of the intersection of Barranca Street and Garvey Avenue South.

Cross-Street Names: Barranca Street

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Off-channel route on Barranca Street with existing traffic signals at Garvey Avenue South and Garvey Avenue North.

Local Jurisdiction: City of West Covina

Figure 7-1

Walnut Creek Crossing 6: Citrus Street

Walnut Creek crosses Citrus Street approximately 220 feet to the south of the intersection of Citrus Street and Walnut Creek Parkway. The crossing will occur midblock across Citrus Street.

Location: Across Citrus Street, 220 feet to the south of the intersection of Citrus Street and Walnut Creek Parkway.

Cross-Street Names: Citrus Street

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

Figure 7-2

Walnut Creek Crossing 7: Hollenbeck Street

Walnut Creek crosses Hollenbeck Street between Walnut Creek Parkway and Rio Verde Drive. The crossing will occur midblock across Hollenbeck Street.

Location: Across Hollenbeck Street, 120 feet to the north of the intersection of Hollenbeck Street and Rio Verde Drive.

Cross-Street Names: Hollenbeck Street

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

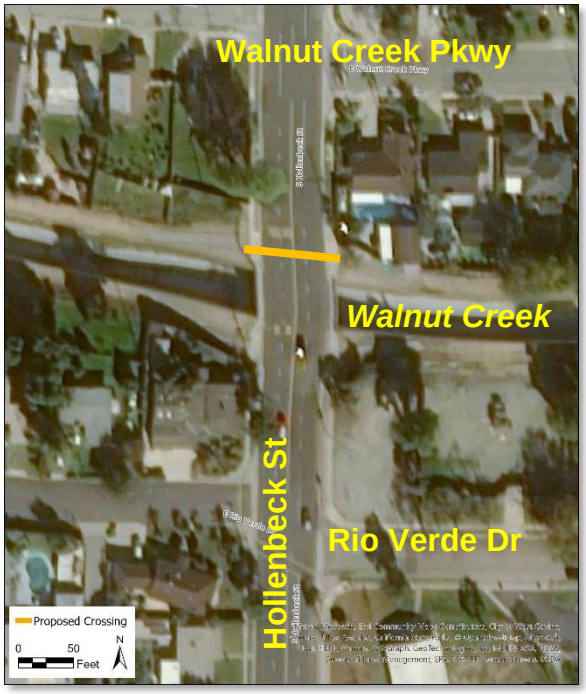

Figure 7-3

Walnut Creek Crossing 8: Azusa Avenue

Walnut Creek crosses Azusa Avenue approximately 170 feet to the north of the intersection of Azusa Avenue and Cortez Street. The left bank (south side) of Walnut Creek has an existing path between Azusa Avenue and Lark Ellen Avenue.

Location: Across Azusa Avenue, 170 feet to the north of the intersection of Azusa Avenue and Cortez Street.

Cross-Street Names: Azusa Avenue

Lanes to Cross: 4, plus raised median

Posted Speed Limit: 45 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

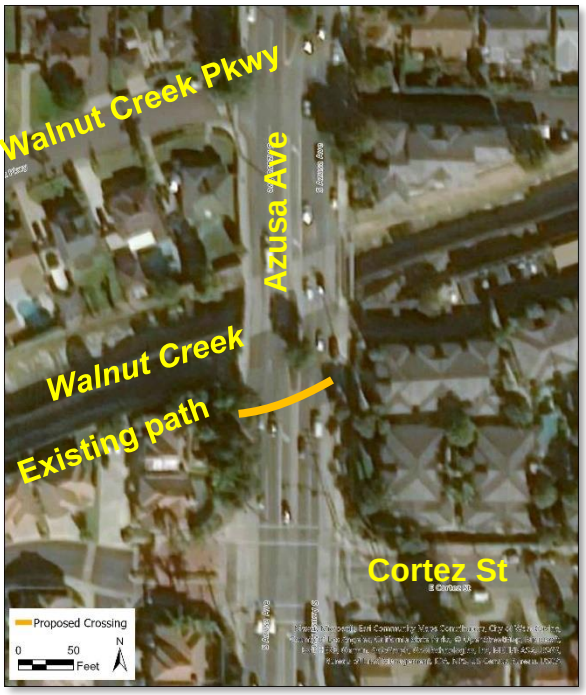

Figure 7-4

Walnut Creek Crossing 9: Lark Ellen Avenue

Walnut Creek crosses Lark Ellen Avenue approximately 230 feet to the south of the intersection of Lark Ellen Avenue and Walnut Creek Parkway. The left bank (south side) of Walnut Creek has an existing path between Azusa Avenue and Lark Ellen Avenue. The crossing will occur midblock across Lark Ellen Avenue.

Location: Across Lark Ellen Avenue, 230 feet to the south of the intersection of Lark Ellen Avenue and Walnut Creek Parkway.

Cross-Street Names: Lark Ellen Avenue

Lanes to Cross: 2

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

Figure 7-5

Walnut Creek Crossing 10: Glendora Avenue and Valinda Avenue

Walnut Creek passes beneath the intersection of Glendora Avenue, Valinda Avenue, and West Covina Parkway. To the west of this intersection Walnut Creek crosses beneath Vincent Avenue and California Avenue before it is spanned by the parking lot of a shopping center. The availability of right-of-way along the channel for a path is questionable. An off-channel bikeway route along West Covina Parkway between Glendora Avenue and Service Avenue would the most immediately available greenway connection for this segment.

To the east of Glendora Avenue and Valinda Avenue, the left bank (south side) of Walnut Creek appears to have more accommodating right-of-way width for a bicycle path. However, the access point for a left bank path would be located away from the intersection and somewhat inaccessible to pedestrians and bicyclists. A cantilevered utility platform lies to the east of the Glendora Avenue and Valinda Avenue intersection. A modification of that platform or, alternatively, a new bridge adjacent to that platform could allow for an additional access point along the right bank, along the east edge of Glendora Avenue. This second access point is on a less heavily trafficked leg of the intersection at a location that is more conducive for a greenway access point

Location: Intersection of Glendora Avenue, Valinda Avenue, and West Covina Parkway

Cross-Street Names: Glendora Avenue

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: New bridge or expansion of existing cantilevered utility platform across Walnut Creek east of the intersection, leading to the existing traffic signal.

Local Jurisdiction: City of West Covina

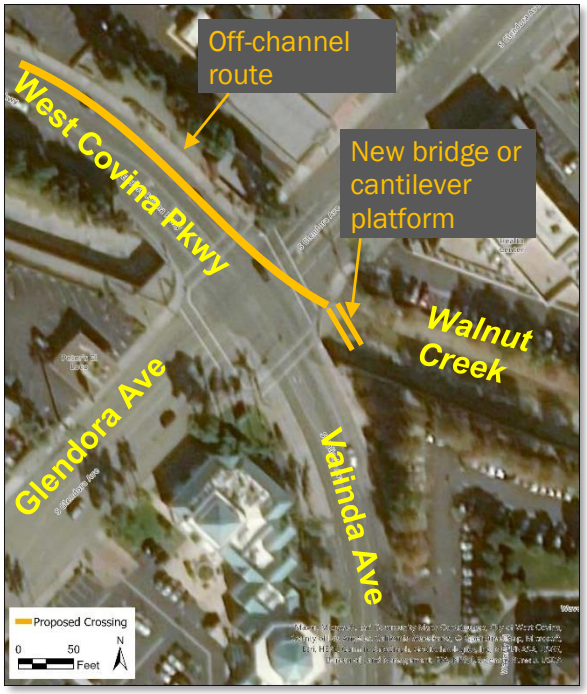

Figure 7-6

Walnut Creek Crossing 11: Service Avenue

Walnut Creek crosses Service Avenue 100 feet to the south of the intersection of Service Avenue and West Covina Parkway. Walnut Creek to the east of Service Avenue is spanned by the parking lot of a shopping center. An off-channel route on West Covina Parkway could serve as the bikeway connection to the east of Service Avenue. An access point would be provided on Walnut Creek at Service Avenue for an on-channel route west of Service Avenue.

Location: Across Service Avenue, 100 feet to the south of the intersection of Service Avenue and West Covina Parkway.

Cross-Street Names: Service Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Guide signs.

Local Jurisdiction: City of West Covina

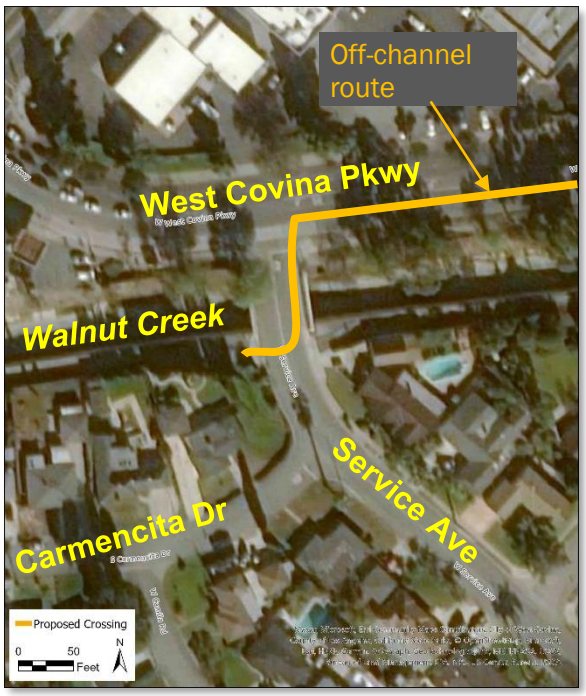

Figure 7-7

Walnut Creek Crossing 12: Sunset Avenue

Walnut Creek crosses Sunset Avenue 310 feet to the southwest of the intersection of Sunset Avenue and West Covina Parkway. The crossing will occur midblock across Sunset Avenue.

Location: Across Sunset Avenue, 310 feet to the southwest of the intersection of Sunset Avenue and West Covina Parkway.

Cross-Street Names: Sunset Avenue

Lanes to Cross: 4, plus raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

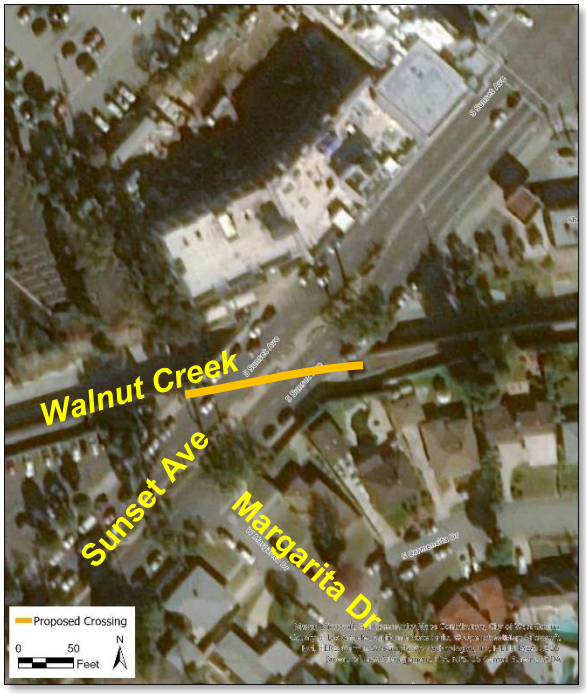

Figure 7-8

Walnut Creek Crossing 13: Cameron Avenue

Walnut Creek crosses Cameron Avenue 370 feet to the northwest of the intersection of Cameron Avenue and Sunset Avenue. The crossing will occur midblock across Cameron Avenue.

Location: Across Cameron Avenue, 370 feet to the northwest of the intersection of Cameron Avenue and Sunset Avenue.

Cross-Street Names: Cameron Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

Figure 7-9

Walnut Creek Crossing 14: Orange Avenue and Merced Avenue

Walnut Creek crosses Orange Avenue and Merced Avenue to the north of the intersection of the two streets. An off-channel route would direct greenway uses to the nearby signalized intersection.

Location: North of the intersection of Merced Avenue and Orange Avenue

Cross-Street Names: Merced Avenue and Orange Avenue

Lanes to Cross: 4 on Merced Avenue, 2 on Orange Avenue

Posted Speed Limit: 40 MPH on Merced Avenue, 35 MPH on Orange Avenue

Suggested Crossing Treatment: Existing traffic signal

Local Jurisdiction: City of West Covina

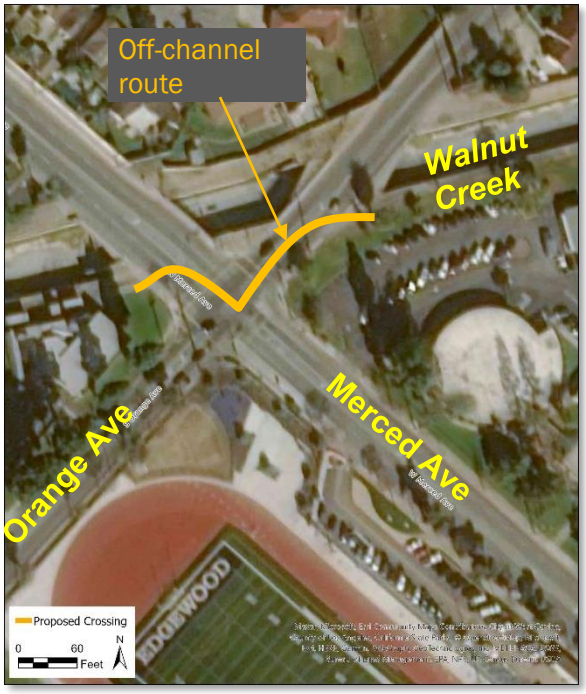

Figure 7-14

Walnut Creek Crossing 15: Willow Avenue

Walnut Creek crosses Willow Avenue 250 feet to the northeast of the intersection of Willow Avenue and Yarnell Street. The crossing will occur midblock across Willow Avenue.

Location: Across Willow Avenue, 250 feet to the northeast of the intersection of Willow Avenue and Yarnell Street.

Cross-Street Names: Willow Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of West Covina

Figure 7-15

Walnut Creek Crossing 16: Puente Avenue

Walnut Creek crosses Puente Avenue 560 feet to the southwest of the intersection of Puente Avenue and Walnut Creek Parkway. The crossing will occur midblock across Puente Avenue. Puente Avenue serves as a possible off-channel connection to the City of Baldwin Park's Big Dalton Wash Trail Greening Project north of the I-10 Freeway.

Location: Across Puente Avenue, 560 feet to the southwest of the intersection of Puente Avenue and Walnut Creek Parkway.

Cross-Street Names: Puente Avenue

Lanes to Cross: 4, plus raised median

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Baldwin Park

Figure 7-16

Walnut Creek Crossing 17: Big Dalton Avenue

Walnut Creek crosses Big Dalton Avenue 90 feet to the southwest of the intersection of Big Dalton Avenue and Corak Street. The crossing will occur midblock across Big Dalton Avenue.

Location: Across Big Dalton Avenue, 90 feet to the southwest of the intersection of Big Dalton Avenue and Corak Street.

Cross-Street Names: Big Dalton Avenue

Lanes to Cross: 2

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of Baldwin Park

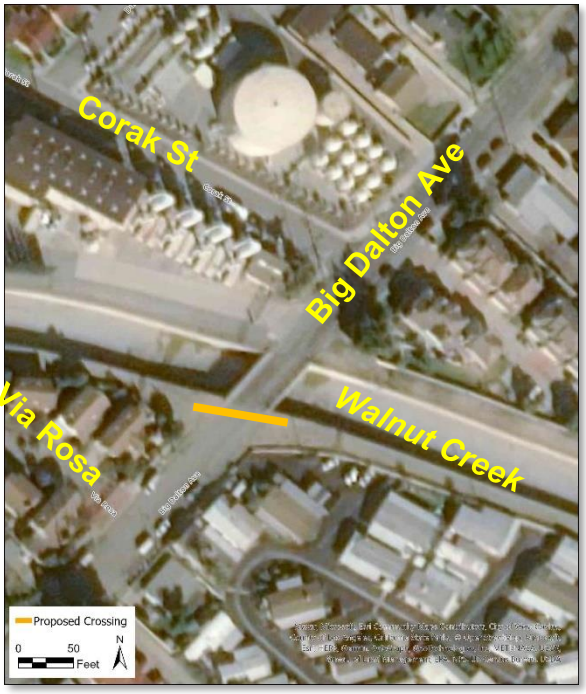

Figure 7-17

Walnut Creek Crossing 18: Francisquito Avenue

Walnut Creek crosses Francisquito Avenue 120 feet to the northwest of the intersection of Francisquito Avenue and Big Dalton Avenue. The crossing will occur midblock across Francisquito Avenue.

Location: Across Francisquito Avenue, 420 feet to the northwest of the intersection of Francisquito Avenue and Big Dalton Avenue.

Cross-Street Names: Francisquito Avenue

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon.

Local Jurisdiction: City of Baldwin Park

Figure 7-18

Walnut Creek Crossing 19: Vineland Avenue

Walnut Creek crosses Vineland Avenue 1,000 feet to the northeast of the intersection of Vineland Avenue and Rath Street. The crossing will occur midblock across Vineland Avenue.

Location: Across Vineland Avenue, 1,000 feet to the northeast of the intersection of Vineland Avenue and Rath Street.

Cross-Street Names: Vineland Avenue

Lanes to Cross: 2

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, possibility with beacons or traffic signal

Local Jurisdiction: City of Baldwin Park, County of Los Angeles

Figure 7-19

Walnut Creek Crossing 20: Metrolink Railroad

Walnut Creek passes beneath a railroad bridge serving the Metrolink San Bernardino Line. To avoid a conflict between commuter railroad operations and a path serving pedestrians and bicyclists, an overcrossing may be required.

Location: Metrolink San Bernardino Line

Cross-Street Names: Railroad tracks between Vineland Avenue and Baldwin Park Boulevard

Lanes to Cross: 1 railroad track

Posted Speed Limit: not applicable

Suggested Crossing Treatment: Railroad overcrossing

Local Jurisdiction: City of Industry, County of Los Angeles

Figure 7-20

Walnut Creek Crossing 21: Baldwin Park Boulevard

Walnut Creek crosses Baldwin Park Boulevard directly to the north of the intersection of Baldwin Park Boulevard and Daum Drive. The crossing will occur at the north leg of the intersection of Baldwin Park Boulevard and Daum Drive.

Location: Intersection of Baldwin Park Boulevard and Daum Drive, north leg.

Cross-Street Names: Baldwin Park Avenue

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalks, Pedestrian Hybrid Beacon, with Class 2 or Class 3 bikeway on Baldwin Park Boulevard

Local Jurisdiction: City of Baldwin Park, City of Industry, County of Los Angeles

Figure 7-21

Section 8: Puente Creek – Project Crossings

Puente Creek Crossing 1: Hacienda Boulevard

An early implementation project, the Puente Creek Bikeway/Greenway, is proposed to be constructed by the County of Los Angeles along the left bank (south side) of Puente Creek east of Hacienda Boulevard. Its terminus would be on the east side of Hacienda Boulevard south of Elliot Avenue. Puente Creek crosses Hacienda Boulevard and runs under the Hacienda Plaza Shopping Center. An off-channel route along Elliot Avenue, Amar Road, and Unruh Avenue would provide a connection to an on-channel greenway west of the intersection of Unruh Avenue and Temple Avenue.

Location: Between Hacienda Boulevard and the intersection of Unruh Avenue and Temple Avenue

Cross-Street Names: Hacienda Boulevard

Lanes to Cross: 4

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon, across Hacienda Boulevard and an off-channel Class 2 or Class 3 bikeway along Elliot Avenue, Amar Road, and Unruh Avenue

Local Jurisdiction: City of La Puente, County of Los Angeles

Figure 8-1

Puente Creek Crossing 2: Nelson Avenue and Valley Boulevard

The Union Pacific Railroad's Alhambra Subdivision tracks cross the channel between Nelson Avenue and Valley Boulevard. To avoid conflicts with railroad operations at a grade crossing, an off-channel route along Nelson Avenue and California Avenue would provide a connection to Puente Creek south of Valley Boulevard.

Location: Nelson Avenue and Valley Boulevard

Cross-Street Names: Nelson Avenue, California Avenue, Valley Boulevard

Lanes to Cross: 2 on Nelson Avenue, 2 on California Avenue, 6 on Valley Boulevard

Posted Speed Limit: 35 MPH on Nelson Avenue, 30 MPH on California Avenue, 40 MPH on Valley Boulevard

Suggested Crossing Treatment: Off-channel Class 2 or Class 3 bikeway on Nelson Avenue, California Avenue, and Valley Boulevard

Local Jurisdiction: City of La Puente, City of Industry, County of Los Angeles

Figure 8-2

Puente Creek Crossing 3: Proctor Avenue

Puente Creek crosses Proctor Avenue approximately 600 feet to the southeast of the intersection of Proctor Avenue and 8th Avenue. The crossing will occur midblock across Proctor Avenue.

A Union Pacific railroad spur crosses the channel south of Proctor Avenue. This crossing recommendation presumes that a greenway along the channel would have a new grade crossing of the spur tracks.

Location: Across Proctor Avenue, 600 feet to the southeast of the intersection of Proctor Avenue and 8th Avenue.

Cross-Street Names: Proctor Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Industry, County of Los Angeles

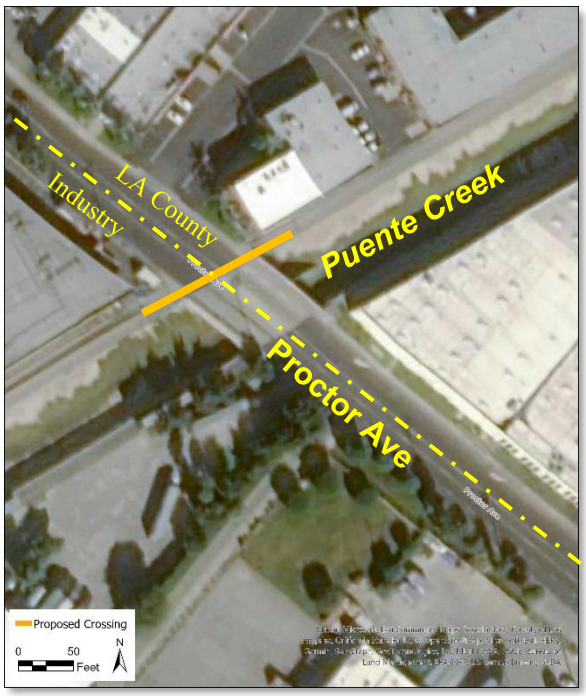

Figure 8-3

Puente Creek Crossing 4: Union Pacific Railroad Spur Crossing

A Union Pacific Railroad spur track crosses the channel between Proctor Avenue and Don Julian Road. The spur track carries low speed, low frequency railroad activity.

Location: Union Pacific spur tracks between Proctor Avenue and Don Julian Road

Cross-Street Names: Union Pacific spur

Lanes to Cross: 1 railroad track

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: New railroad grade crossing

Local Jurisdiction: City of Industry

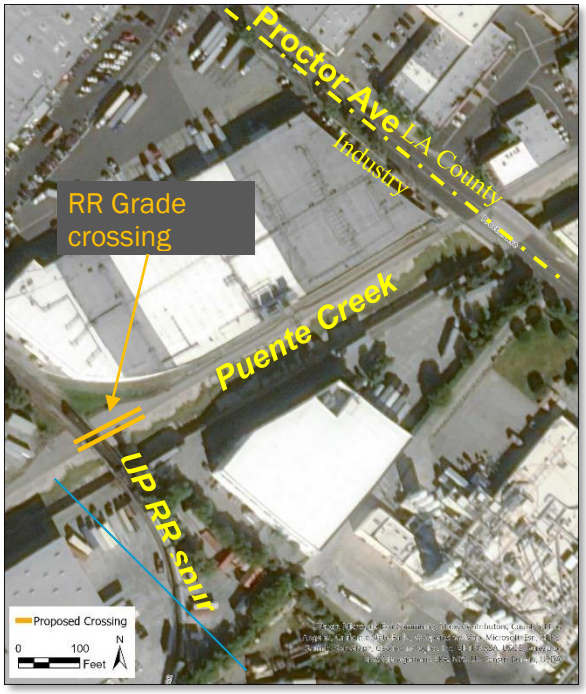

Figure 8-4

Puente Creek Crossing 5: Don Julian Road

Puente Creek crosses Don Julian Road approximately 1,360 feet to the east of the intersection of Don Julian Road and 7th Avenue. The crossing will occur midblock across Don Julian Road.

Location: Across Don Julian Road, 1,360 feet to the southeast of the intersection of Don Julian Road and 7th Avenue.

Cross-Street Names: Don Julian Road

Lanes to Cross: 4

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Industry

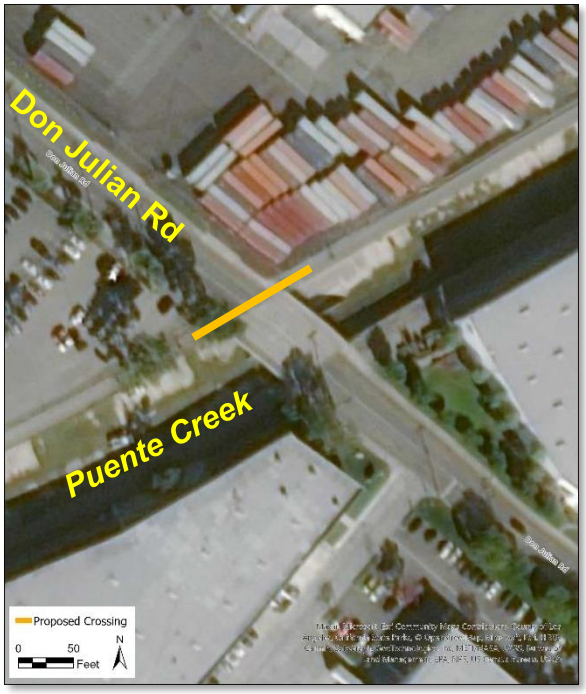

Figure 8-5

Section 9: San Jose Creek – Project Crossings

San Jose Creek Crossing 1: Fullerton Road

The Tier 1 greenway's eastern terminus would be at Fullerton Road. An access point will be provided on the west side of Fullerton Road.

Location: Fullerton Road

Cross-Street Names: Fullerton Road, Arenth Avenue

Lanes to Cross: 4 lanes on Fullerton Road, 4 lanes on Arenth Avenue

Posted Speed Limit: 35 MPH on Fullerton Road, 40 MPH on Arenth Avenue

Suggested Crossing Treatment: Guide signs at greenway terminus.

Local Jurisdiction: City of Industry

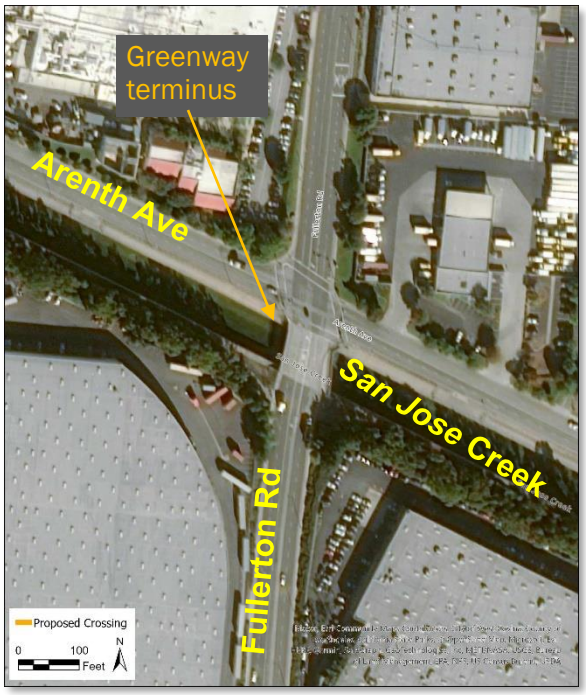

Figure 9-1

San Jose Creek Crossing 2: Anaheim and Puente Road

San Jose Creek crosses Anaheim and Puente Road approximately 280 feet to the north of the intersection of Anaheim Puente Road and Chestnut Street. Presuming that the path would be on the right bank (north side) east of Anaheim and Puente Road and on the left bank (south side) west of Anaheim and Puente Road because of better connectivity on those respective banks, Anaheim and Puente Road would serve as a cross-channel bridge between the banks.

Location: Anaheim and Puente Road

Cross-Street Names: Anaheim and Puente Road, Chestnut Street

Lanes to Cross: 2 on each cross-street

Posted Speed Limit: 25 MPH on Anaheim and Puente Road, 35 MPH on Chestnut Street

Suggested Crossing Treatment: Off-channel Class 2 or Class 3 bikeways on Anaheim and Puente Road and on Chestnut Street

Local Jurisdiction: City of Industry

Figure 9-2

San Jose Creek Crossing 3: Railroad crossing east of Stimson Avenue

A Union Pacific railroad yard lead track serving the Parsec yard on the right bank (north side) crosses the channel east of Stimson Avenue. The yard lead track carries significant freight rail traffic. To avoid pedestrian and bicycle conflicts with railroad operations, an off-channel route consisting of Class 2 or 3 bikeways could be provided along Bixby Drive, Gale Avenue, and Stimson Avenue.

Location: Union Pacific yard lead tracks east of Stimson Avenue

Cross-Street Names: Bixby Drive, Gale Avenue, Stimson Avenue

Lanes to Cross: 2 on Bixby Drive, 4 on Gale Avenue, 4 on Stimson Avenue

Posted Speed Limit: 30 MPH on Bixby Drive, 45 MPH on Gale Avenue, 35 MPH on Stimson Avenue

Suggested Crossing Treatment: Off-channel Class 2 or Class 3 bikeways on Bixby Drive, Gale Avenue, and Stimson Avenue

Local Jurisdiction: City of Industry

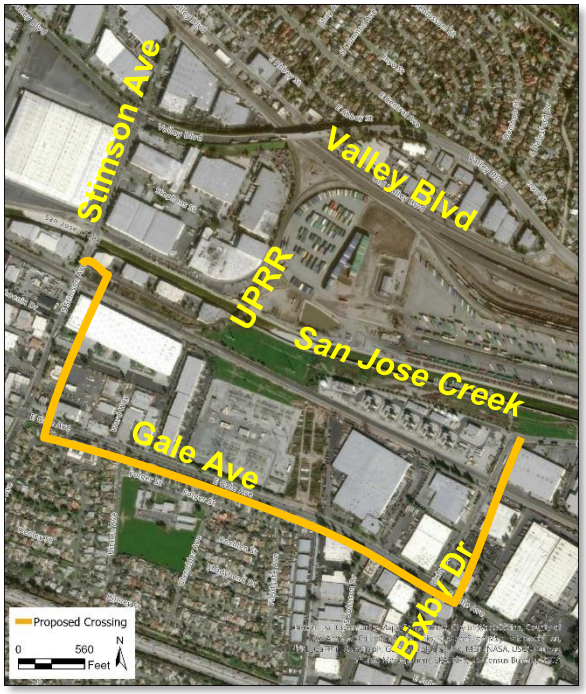

Figure 9-3

San Jose Creek Crossing 4: Hacienda Boulevard and Parriott Place

San Jose Creek crosses beneath Hacienda Boulevard and Parriott Place. Hacienda Boulevard is elevated above the service roads on each side of the channel, allowing for a path undercrossing to pass beneath. Parriott Place is at the same grade as the service roads. Parriott Place could serve as a cross-channel bridge if the desired path were to switch from one bank to the other. The crossing would be located across Parriott Place north of Salt Lake Avenue.

Location: Across Parriott Place north of Salt Lake Avenue.

Cross-Street Names: Parriott Place

Lanes to Cross: 2

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Industry

Figure 9-4

San Jose Creek Crossing 5: Turnbull Canyon Road

San Jose Creek crosses Turnbull Canyon Road approximately 180 feet to the north of the intersection of Turnbull Canyon Road and Salt Lake Avenue. Turnbull Canyon Road could serve as a cross-channel bridge if the desired path alignment were to switch from one bank to the other.

Location: Across Turnbull Canyon Road, 180 feet to the north of the intersection of Turnbull Canyon Road and Salt Lake Avenue.

Cross-Street Names: Turnbull Canyon Road

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Industry, County of Los Angeles

Figure 9-5

San Jose Creek Crossing 6: Union Pacific Railroad spur west of Turnbull Canyon Road

A Union Pacific railroad spur track crosses the channel west of Turnbull Canyon Road. The spur track carries low speed, low frequency freight rail traffic.

Location: Union Pacific spur tracks west of Turnbull Canyon Road

Cross-Street Names: Union Pacific spur

Lanes to Cross: 1 railroad track

Posted Speed Limit: Not applicable

Suggested Crossing Treatment: Apply to CPUC for new bike path grade crossing across these lightly used RR tracks. If denied, an off-channel Class III route should be provided on Don Julian Road between Turnbull Canyon Road and the Puente Creek channel.

Local Jurisdiction: City of Industry

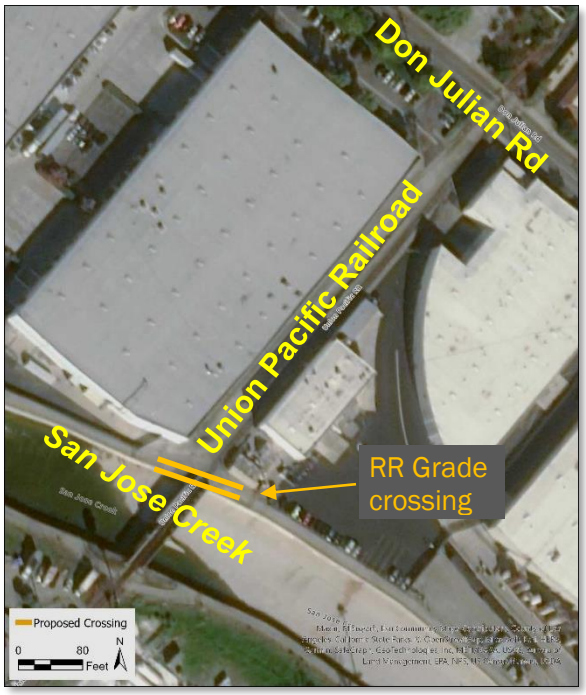

Figure 9-4

San Jose Creek Crossing 7: 7th Avenue

San Jose Creek crosses 7th Avenue approximately 570 feet to the north of the intersection of 7th Avenue and Bonelli Street. The crossing will occur midblock across 7th Avenue.

Location: Across 7th Avenue, 570 feet to the north of the intersection of 7th Avenue and Bonelli Street.

Cross-Street Names: 7th Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Industry

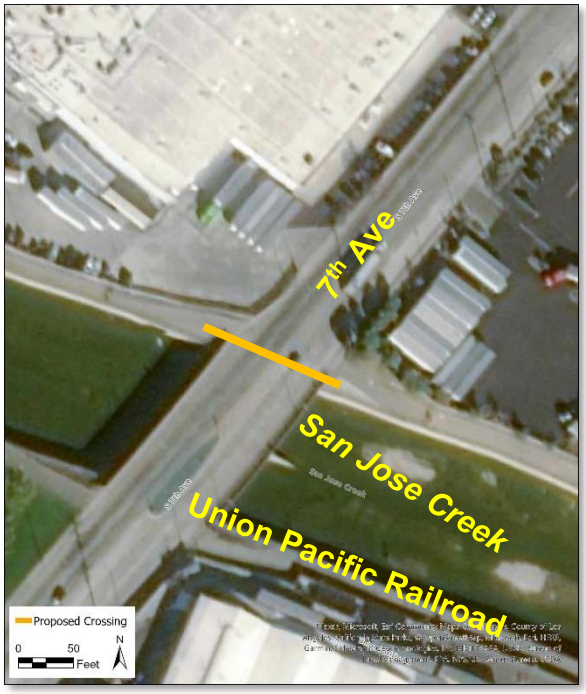

Figure 9-5

San Jose Creek Crossing 8: Workman Mill Road

San Jose Creek crosses beneath Workman Mill Road approximately 370 feet to the northeast of the intersection of Workman Mill Road and Whittier Woods Drive. Workman Mill Road is elevated well above the service roads on each side of the channel, enabling greenway paths and equestrian trails to pass beneath. The Emerald Necklace Project 10 proposes to construct a cross-channel bridge west of Workman Mill Road, allowing bicyclists on the left bank (south side) of San Jose Creek to connect to the left bank (east side) of the San Gabriel River north of San Jose Creek.

A new access point could be provided on the east side of Workman Mill Road north of San Jose Creek, near the San Jose Creek Overlook Park, with an access ramp connecting to the existing equestrian trail.

Location: Workman Mill Road

Cross-Street Names: Workman Mill Road

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 45 MPH

Suggested Crossing Treatment: Undercrossing beneath roadway bridge, with a new access point and access ramp connecting a right bank multi-use greenway with the San Jose Creek Overlook Park.

Local Jurisdiction: County of Los Angeles

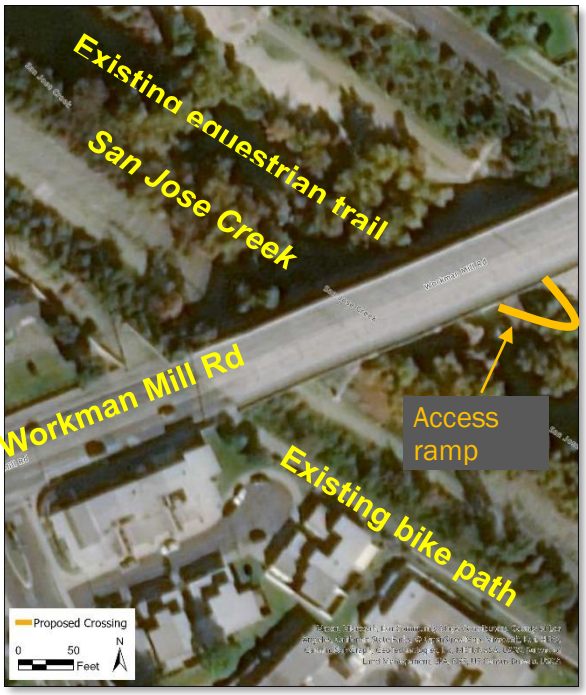

Figure 9-6

San Jose Creek Crossing 9: I-605 Freeway

San Jose Creek crosses the I-605 Freeway directly to the east of the confluence of San Jose Creek with the San Gabriel River. The Emerald Necklace Project 10 proposes to convert the existing trail on the right bank (north side) to a multi-use greenway path. The path would pass beneath the I-605 Freeway on the right bank and cross over to the left bank east of the freeway via a new bridge that would accommodate horses, bicyclists, and pedestrians.

While the Emerald Necklace would provide good connectivity between San Jose Creek and the east side of the San Gabriel River north of the confluence of the two channels, a connection to the San Gabriel River south of the confluence would remain lacking. The potential alignment for a left bank greenway path beneath I-605 is currently occupied by a service road for the San Jose Creek Water Reclamation Plant. A new path alongside the reclamation plant service road, passing beneath the freeway while cantilevered over the channel, could provide the missing link between San Jose Creek and Whittier Narrows.

Location: I-605 Freeway, east of the confluence of San Jose Creek and San Gabriel River.

Cross-Street Names: I-605 Freeway

Lanes to Cross: 10

Posted Speed Limit: 65 MPH

Suggested Crossing Treatment: Crossing under freeway bridge along the left bank, adjacent to the water reclamation plant's service road, cantilevered over the channel

Local Jurisdiction: County of Los Angeles

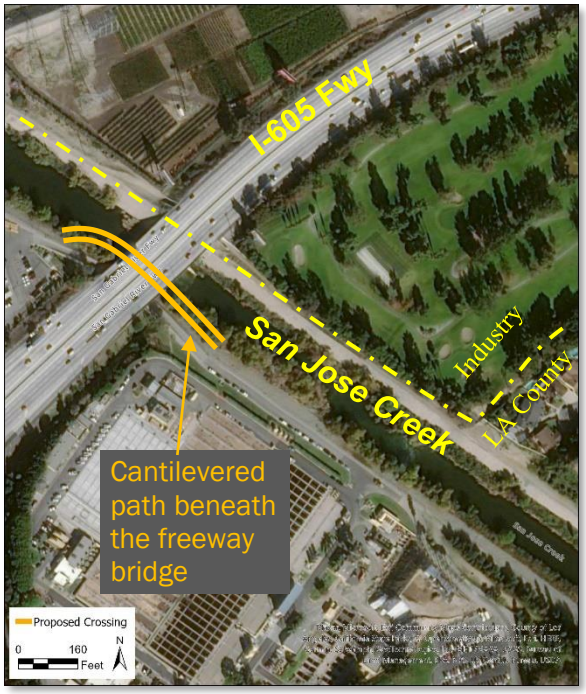

Figure 9-7

Section 10: Thompson Creek – Project Crossings

Thompson Creek Crossing 1: Mills Avenue

Thompson Creek crosses Mills Avenue approximately 370 feet to the south of the intersection of Adirondack Lane and Mills Avenue. Mills Avenue is the northern terminus of the Thompson Creek greenway.

Location: Across Mills Avenue, 370 feet to the south of the intersection of Adirondack Lane and Mills Avenue.

Cross-Street Names: Mills Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Guide signs

Local Jurisdiction: City of Claremont

Figure 10-1

Thompson Creek Crossing 2: Pomello Drive

Thompson Creek crosses Pomello Drive approximately 200 feet to the west of the intersection of Pomello Drive and Dillard Avenue. The crossing will occur midblock across Pomello Drive.

Location: Across Pomello Drive, 200 feet to the west of the intersection of Pomello Drive and Dillard Avenue.

Cross-Street Names: Pomello Drive

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Claremont

Figure 10-2

Thompson Creek Crossing 3: Mountain Avenue

Thompson Creek crosses Mountain Avenue approximately 320 feet to the north of the intersection of Mountain Avenue and Silver Tree Road. The crossing will occur midblock across Mountain Avenue.

Location: Across Mountain Avenue, 320 feet to the north of the intersection of Mountain Avenue and Silver Tree Road.

Cross-Street Names: Mountain Avenue

Lanes to Cross: 2

Posted Speed Limit: 30 MPH

Suggested Crossing Treatment: Crosswalk, possibly with beacons

Local Jurisdiction: City of Claremont

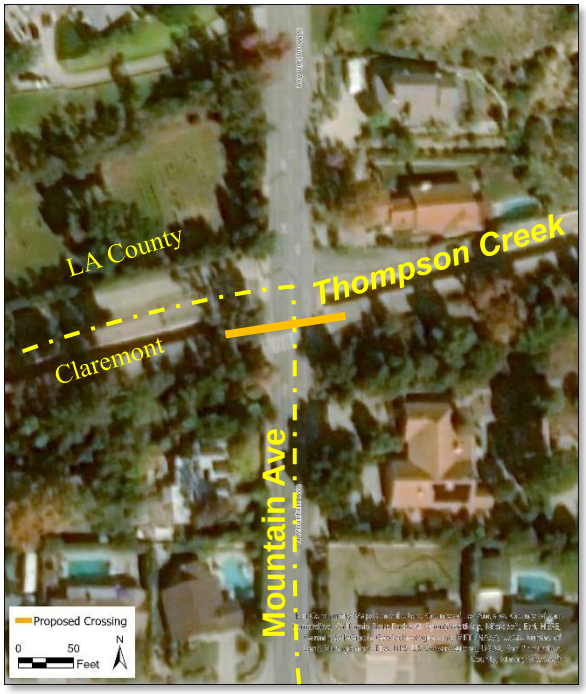

Figure 10-3

Thompson Creek Crossing 4: Glen Way

Thompson Creek crosses Glen Way approximately 35 feet to the north of the intersection of Glen Way and Glenville Drive. The crossing will occur at the north leg of the intersection of Glen Way and Glenville Drive.

Location: Intersection of Glen Way and Glenville Drive, north leg.

Cross-Street Names: Glen Way

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk

Local Jurisdiction: City of Claremont

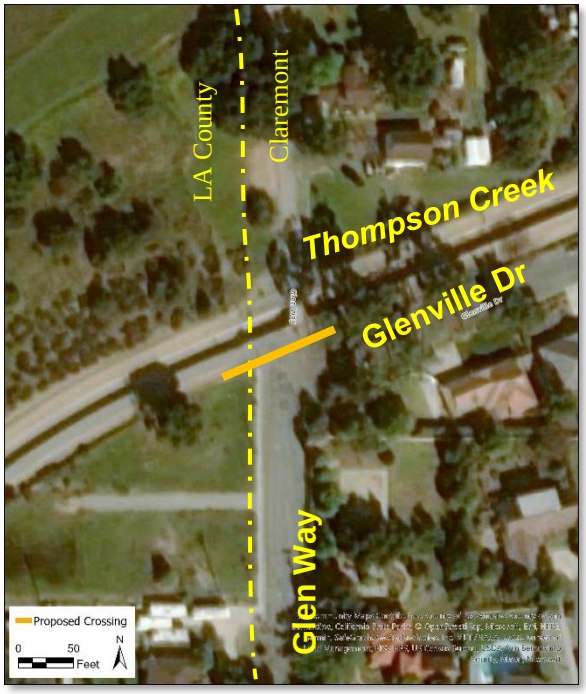

Figure 10-4

Thompson Creek Crossing 5: Towne Avenue

Thompson Creek crosses Towne Avenue approximately 620 feet to the north of the intersection of Towne Avenue and Baseline Road. Towne Avenue provides an undercrossing beneath the 210 Freeway to the south of this crossing.

Location: Across Towne Avenue, 620 feet to the north of the intersection of Towne Avenue and Baseline Road.

Cross-Street Names: Towne Avenue

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Off-channel Class 2 or Class 3 on Towne Avenue between Thompson Creek and the 210 Freeway overcrossing

Local Jurisdiction: City of Claremont

Figure 10-5

Thompson Creek Crossing 6: CA-210 Freeway

Thompson Creek crosses the CA-210 Freeway approximately 800 feet to the west of the intersection of CA-210 Freeway and Towne Avenue. Towne Avenue provides an overcrossing of the 210 Freeway. An off-channel Class 2 or Class 3 bikeway could provide a route across the freeway connecting the Thompson Creek greenway with an existing greenway path just south of the freeway.

Location: Across CA-210 Freeway, 800 feet to the west of the intersection of CA-210 Freeway and Towne Avenue.

Cross-Street Names: Towne Avenue, 210 Freeway

Lanes to Cross: 4

Posted Speed Limit: 25 MPH?

Suggested Crossing Treatment: Off-channel Class 2 or Class 3 on Towne Avenue between Thompson Creek and the existing bike path south of the 210 Freeway overcrossing

Local Jurisdiction: City of Claremont

Figure 10-6

Thompson Creek Crossing 7: Lockhaven Way

Thompson Creek crosses Lockhaven Way approximately 30 feet to the west of the intersection of Lockhaven Way and Sumner Avenue. An off-channel Class 3 bike route can serve as the connection between the existing greenway path access point on Ridgefield Drive and the left bank service road south of Lockhaven Way.

Location: Intersection of Lockhaven Way and Sumner Avenue, west leg.

Cross-Street Names: Lockhaven Way

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Class 2 bike route on Sumner Avenue between Ridgefield Drive and Lockhaven Way.

Local Jurisdiction: City of Claremont

Figure 10-7

Thompson Creek Crossing 8: Garey Avenue

Thompson Creek crosses Garey Avenue approximately 70 feet to the south of the intersection of Garey Avenue and White Oak Drive. The crossing will occur at the south leg of the intersection of Garey Avenue and White Oak Drive.

Location: Intersection of Garey Avenue and White Oak Drive, south leg.

Cross-Street Names: Garey Avenue

Lanes to Cross: 2

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Claremont, City of Pomona, County of Los Angeles

Figure 10-8

Thompson Creek Crossing 9: Foothill Boulevard

Thompson Creek crosses Foothill Boulevard directly to the east of the intersection of Foothill Boulevard and Williams Avenue. The crossing will occur at the east leg of the intersection of Foothill Boulevard and Williams Avenue.

Location: Intersection of Foothill Boulevard and Williams Avenue, east leg,

Cross-Street Names: Foothill Boulevard

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 45 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Pomona, City of La Verne

Figure 10-9

Thompson Creek Crossing 10: Grove Street

Thompson Creek crosses Grove Street approximately 110 feet to the west of the intersection of Grove Street and Covecrest Way. The crossing will occur midblock across Grove Street.

Location: Across Grove Street, 110 feet to the west of the intersection of Grove Street and Covecrest Way.

Cross-Street Names: Grove Street

Lanes to Cross: 2

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Pomona

Figure 10-10

Thompson Creek Crossing 11: Bonita Avenue

Thompson Creek crosses Bonita Street directly to the east of the intersection of Bonita Avenue and Fulton Road. The crossing will occur at the east leg of the intersection of Bonita Avenue and Fulton Road.

Location: Intersection of Bonita Avenue and Fulton Road, east leg.

Cross-Street Names: Bonita Avenue

Lanes to Cross: 2

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Pomona, City of La Verne

Figure 10-11

Thompson Creek Crossing 12: Metrolink Pomona North Station

Thompson Creek Wash crosses beneath five railroad tracks: one Union Pacific railroad track, two light rail transit tracks for the Metro Gold Line Foothill Extension that is expected to open by 2028, and two Metrolink commuter rail tracks operated by the Southern California Regional Rail Authority (SCRRA). The channel also crosses beneath two driveways: one driveway serving the Metrolink Pomona North Station and the soon to open Metro Gold Line Foothill Extension Station, and the other serving a warehouse at 2550 Fulton Road. Due to constraints posed by having five railroad tracks in close proximity, no pedestrian access is allowed from Fulton Road to the two transit stations. As a result, pedestrians must make a nearly one-mile detour to reach the east end of the stations.

An overcrossing could be constructed above the railroad tracks and driveways using the flood control district right-of-way along Thompson Creek. Support columns for the bridge structure could be installed within either bank of the channel. Pedestrian access to the two rail transit stations could be achieved with a bridge connecting the overcrossing to an elevator and staircase structure within the transit station parking lot.

Location: Grade crossing of Metrolink, Metro LRT, and Union Pacific tracks

Cross-Street Names: Metrolink Pomona North driveway and private driveway

Lanes to Cross: Two driveways and five railroad tracks

Posted Speed Limit: 25 MPH

Suggested Crossing Treatment: Overcrossing above the five railroad tracks, with a bridge connection leading to an elevator and staircase serving the two transit stations.

Local Jurisdiction: City of Pomona, City of La Verne

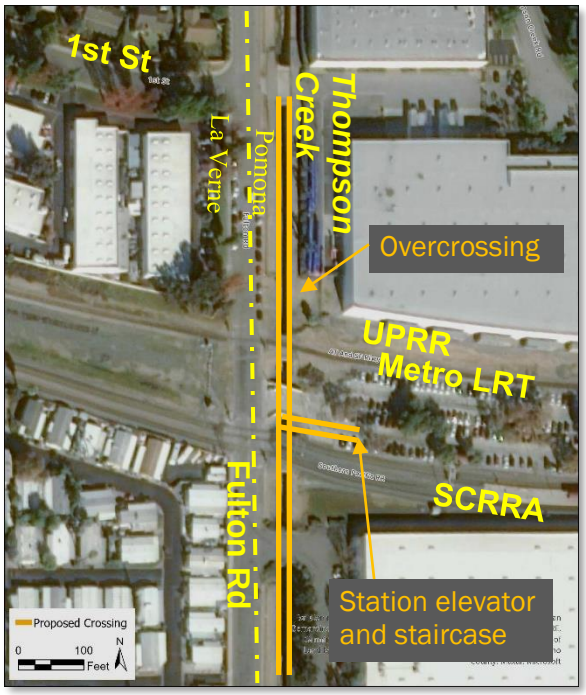

Figure 10-12

Thompson Creek Crossing 13: Arrow Highway

Thompson Creek crosses Arrow Highway at the east leg of the intersection of Arrow Highway and Fulton Road. The crossing will occur at the east leg of the intersection of Arrow Highway and Fulton Road.

Location: Intersection of Arrow Highway and Fulton Road, east leg.

Cross-Street Names: Arrow Highway

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Pomona

Figure 10-13

Thompson Creek Crossing 14: La Verne Avenue

Thompson Creek crosses La Verne Avenue at the east leg of the intersection of La Verne Avenue and Fulton Road. The crossing will occur at the east leg of the intersection of La Verne Avenue and Fulton Road.

Location: Intersection of La Verne Avenue and Fulton Road, east leg.

Cross-Street Names: La Verne Avenue

Lanes to Cross: 2

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Crosswalk, Pedestrian Hybrid Beacon

Local Jurisdiction: City of Pomona

Figure 10-14

Thompson Creek Crossing 15: White Avenue

Thompson Creek crosses White Avenue south of Fairplex Gates 5 and 6 and is partially spanned by the parking lot for the Fairplex Hotel and Conference Center west of White Avenue. An off-channel bike lane can be provided on each side of White Avenue.

Location White Avenue and Fairplex Gates 5 and 6

Cross-Street Names: White Avenue

Lanes to Cross: 4, plus center turn lane

Posted Speed Limit: 40 MPH

Suggested Crossing Treatment: Existing White Avenue traffic signal at Gates 5 and 6; Off-channel bikeways along each side of White Avenue: southbound sidewalk-level bike lane and northbound Class 2 bike lane.

Local Jurisdiction: City of Pomona

Figure 10-15

Thompson Creek Crossing 16: McKinley Avenue

Thompson Creek crosses McKinley Avenue at the west leg of the intersection of McKinley Avenue and White Avenue. McKinley Avenue is the southern terminus of the Tier 1 Thompson Creek greenway.

Location Intersection of McKinley Avenue and White Avenue, west leg.

Cross-Street Names: McKinley Avenue

Lanes to Cross: 2

Posted Speed Limit: 35 MPH

Suggested Crossing Treatment: Off-channel bikeways along each side of White Avenue: southbound sidewalk-level bike lane and northbound Class 2 bike lane

Local Jurisdiction: City of Pomona

Figure 10-16