

Connecting Communities: Improving Cycling within the Arroyo Seco Corridor



Courtesy North East Trees



1st Edition

by Marcus Renner and Claudine Chen

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Thank you to everyone. We'll catch you down the road.

Marcus Renner
Claudine Chen

June 2005

Preface

The Los Angeles County Bicycle Coalition (LACBC) strongly supports the efforts of local residents to improve cycling within their cities and neighborhoods. The following report, *Connecting Communities: Improving Cycling within the Arroyo Seco Corridor*, is a perfect example. The authors spent countless hours riding the streets, studying maps, and working with community members to develop project options that will benefit the communities that share the Arroyo Seco watershed.

The report outlines important objectives that, if achieved, can make the Arroyo Seco a model for the rest of the county, not just for cycling but also for multi-modal transportation. In addition to simple neighborhood improvements, the report describes a practical vision for connecting Downtown Los Angeles with Pasadena. This vision of connectivity will increase bicycle commuting, calm traffic in residential areas, promote park development and link together the numerous historic, cultural and community resources that line the Arroyo. It will also link to other important regional initiatives such as the emerging Los Angeles River Bikeway.

This report finally gathers information on the various projects and initiatives that cyclists in the area have advocated for over the past decade. It will be a valuable resource for years to come and LACBC looks forward to working with local residents, businesses, city officials and regional planning agencies to ensure that the projects identified here are implemented as soon as possible.

Kastle Lund
Executive Director
May 2005



Introduction

Greetings! In the fall of 2003, about 25 cyclists made their way on a Sunday morning from City Hall in Pasadena to Union Station in Downtown Los Angeles (Figure 1). The goal of the ride was to scout potential bike routes for connecting Pasadena and Los Angeles and the diverse neighborhoods in-between. In many ways, this document is continuation of that ride. It too is exploratory. Our goal in writing it is to summarize the numerous ways to improve cycling in the Arroyo Seco, the watershed and transportation corridor that reaches from Pasadena to downtown Los Angeles

Over the last several months, conversations about how to increase and improve cycling throughout the Arroyo Seco region have picked up new energy in advance of Bike Summer, a nationwide celebration of cycling which Los Angeles will host in June of 2005 (see www.bikesummer.org for more information). The Bike Summer events planned along the Arroyo provide an important opportunity to raise awareness of and build support for cycling projects that will improve the quality of life for everyone in the region.

But which projects should receive support and attention? There are seemingly as many ideas about how to improve cycling in the Arroyo as there are cyclists, and limited funding for cycling projects often creates disagreement over which projects are most important and should be the focus of attention. One reason for this is that there are many types cyclists. Some ride to work down the block; others commute into downtown. Some use their bicycle to run errands and shop; others join a riding club and go 50 miles a day.

This report assumes that all cycling is good cycling and that the most important goal is getting *more* people to ride *more* often. Our goal is to outline a **common set of objectives** for improving cycling in Arroyo Seco Corridor that will help cyclists work together in a more coordinated way. After talking with a number of cyclists in the area we identified the following general objectives to encompass the range of interests within the cycling community:

- Making it safer and easier to ride within and between the neighborhoods of the Arroyo Seco.
- Creating a secure, well-lit, year-round bike route for cyclists commuting between Pasadena and Los Angeles
- Making it safer and easier to ride to local parks, museums, libraries and recreation centers.



Figure 1. Cyclists at Union Station in the fall of 2003 after scouting routes down the Arroyo.

(Photo courtesy of Claudine Chen).

- Making it safer and easier for youth to ride to and from school and local youth centers
- Making it safer and easier to use a bicycle to run errands and shop at local businesses.
- Making it safer and easier to ride to Gold Line stations and store your bike while riding the train.
- Connecting the Arroyo Seco with more distant locations such as Griffith Park, the San Fernando Valley and Long Beach.

In addition to these general objectives, we describe **specific objectives** for different sections of the Arroyo Seco Corridor, which we developed in partnership with cyclists who live in each of these areas. While we can all come up with creative ideas for bike projects, if people who care about cycling can agree on what we want to accomplish in the Arroyo, we will be able to have a more productive and creative discussion and, ultimately, be more effective. For this reason, our main hope is to generate agreement among local residents on the objectives outlined within this report.

Once we have agreed upon objectives, we can let our creative juices flow and think up the best ways to accomplish them. To begin this process, the report outlines some, but by no means all, of the available options. These options are the result of hours of riding around the Arroyo, looking at maps, reviewing current bike plans, and talking with cyclists. There are likely options that we have missed, and we encourage readers to come up with their own ideas and suggestions. As part of this process, we submitted an initial draft of this document to several local cycling groups to solicit additional input and feedback.

In order to decide which ideas to pursue and advocate for, however, it is important to use agreed-upon **criteria**. The summary table at the end of the document identifies seven common-sense factors to evaluate when looking at cycling improvements. These include:

- neighborhood benefit
- regional benefit (meaning connections between neighborhoods and to regional cycling paths and routes)
- community support
- impact on cyclist safety
- cost
- likelihood of gaining political approval
- timeframe (short, medium or long term project)

For the options outlined in this report much of this information is not known. Question-marks in the table identify where additional research is needed. Barring money for exhaustive engineering studies and public meetings, finding out this information will depend on the coordinated work of individuals from up and down the Arroyo. In this sense, the additional research listed at the end of the document forms a “to-do” list for the cycling community in the Arroyo Seco area. It’s important to note at the outset that **this not a bike plan**. It is a summary of information and ideas, a tool that individuals and groups can use to improve cycling in the corridor. In

the years ahead as more information is collected, we hope this report can be revised to reflect the current “on-the-ground” reality. But for now, this is a start.

The rest of this introduction reviews the necessary background for cyclists hoping to get active in the Arroyo, lists current cycling projects in the area and describes the organization of the report as a whole.

Background

The Arroyo Seco begins in the San Gabriel Mountains above Pasadena and flows 22 miles south to the Los Angeles River. The stream and its watershed serve to connect the cities of Pasadena, South Pasadena, and La Canada-Flintridge with the neighborhoods of Northeast Los Angeles (Figure 2). Taken together these communities are extraordinarily diverse. Approximately 47 percent of residents of Arroyo communities are Latino, 27 percent are White, 15.5 percent are Asian, and 7 percent are African American. Currently, forty two percent of the 680,000 people who live in the Arroyo were born outside of the United States. The communities are economically diverse as well, with per capita income ranging from \$10,000 a year in the least affluent areas to over \$60,000 in the wealthiest (2000 census figures).

In addition to sharing the stream and its watershed, these communities are also bound together by the transportation corridor that runs between Pasadena and Los Angeles. From its earliest days, the flat, sandy Arroyo served as highway of sorts for the Gabrielino-Tongva people, traveling between the central village of Yangna on the Los Angeles River and the more dispersed settlements in the San Gabriel Valley. The first non-native migrants to the area followed these trails on horseback. Later, railroads and trolleys would wind their way up the canyon.

In 1940, the Arroyo Seco Parkway opened heralding the beginning of car culture in Southern California. The first freeway west of the Mississippi, the Parkway’s engineers hoped to take advantage of the Arroyo’s scenic canyon and create a pleasure drive that would complement other forms of transportation. This dream for the Parkway, however, has grown into the nightmare of traffic, smog and vehicular isolation that we struggle with today.

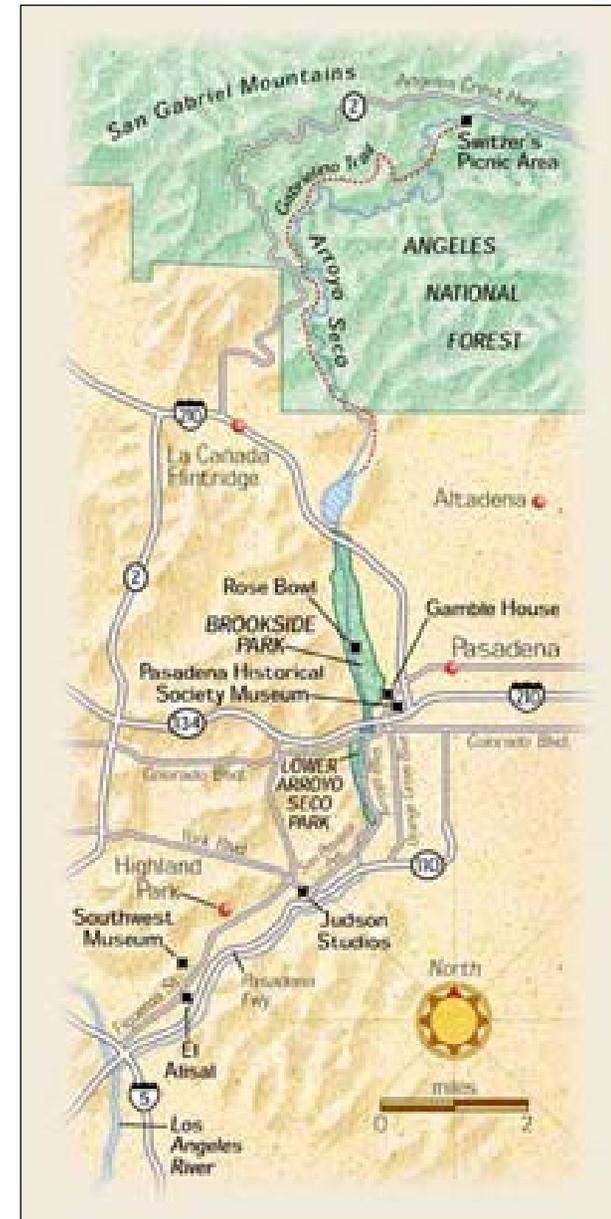


Figure 2. The Arroyo Seco
(illustration by Karen Minot)

There have, however, always been alternatives. At the turn of the last century, as the population boomed across Southern California, Pasadena in particular developed a love affair with the bicycle. At the turn of the last century Pasadena had more bicycles than city west of Chicago. Some even said there were more bicycles than people.



Figure 3. Dobbins Cycleway in Pasadena
(photo courtesy of Pasadena Public Library)

In 1897, Horace Dobbins, a former mayor of Pasadena, founded California Cycleways, a company to promote his vision for a continuous bikeway connecting Pasadena with downtown Los Angeles. The bikeway was to travel down the Arroyo, which at that time was still parkland, on an elevated wooden platform. With cycling at its peak, the idea looked promising. Dobbins began purchasing the right of way and built the first two miles of the bikeway in Pasadena (Figure 3). As Southern California turned toward the automobile and the Arroyo's parkland became paved over, the bikeway lost favor and faded from view. The right of way that Dobbins purchased eventually became the Parkway.

But for cyclists seeking freedom from the automobile, the vision of a route through the Arroyo has never died. Many a cyclist after weaving back and forth on the maze of side streets and alleys that crisscross the Arroyo have gazed over at the cars on the Parkway and muttered in frustration, "Why isn't this easier? Cars travel down the Arroyo. Why not bikes?"

On June 15, 2003, cyclists got their chance. The ArroyoFest Freeway Walk and Bike Ride closed the Historic Arroyo Seco Parkway to cars and opened it for a walk, bike ride and community festival. Cyclists road from the start of the Parkway in Pasadena down to Avenue 26 and back again. Organized by a diverse coalition of environmentalists, transportation advocates, preservationists, educators, and community leaders, ArroyoFest brought over 5,000 people out onto the Parkway and transformed California's first freeway into an open air plaza (Figure 4). The event garnered national attention as the idea of closing a freeway for a bike ride, in Los Angeles of all places, captured the imagination of the media (for more information go to www.arroyofest.org).

ArroyoFest succeeded in highlighting the potential for the Arroyo Seco to become Southern California's first fully-functional, multi-modal transportation corridor. With the opening of MTA's Gold Line in July of 2003, the Arroyo can now offer a full menu of pedestrian, bike, bus, and rail options to help get cars off the road. To realize this ideal, however, more work needs to be done. Current cycling routes fail to connect with one another, with the Gold Line and other important community resources. The current City of Los Angeles Bicycle Plan seeks to address this problem with planned bike lanes on a number of major thoroughfares, but many of these projects are still awaiting completion. Coordinating routes between Pasadena, South Pasadena and Los Angeles presents another challenge. According to 2000 census figures, just less than 5 percent of Arroyo residents walk or bike to work.

While this number reaches as high 20 percent in some zip codes, we can do better.¹ The moment is clearly ripe for a return to the multi-modal vision of Mr. Dobbins and the engineers of the original Parkway.

Arroyo Seco Bikeway

Central to this vision has been a revival of the concept of a continuous route between Pasadena and downtown Los Angeles. One option for such a route is an enhanced version of Dobbins' original concept. In 1996, cycling advocate Dennis Crowley reconstituted California Cycleways and conducted a preliminary feasibility study for the bikeway. Crowley's study was for a dedicated commuter expressway that would be 20' wide and accommodate 3,000 to 10,000 daily trips, a figure based on the use of other bike paths around the country. The proposed route would descend into the Arroyo Seco in South Pasadena, parallel the flood control channel to the Los Angeles River, cross the river on a bike bridge and continue to downtown using an elevated platform. The study suggested that the bikeway, with an estimated price tag of \$18 million, could pay for itself over time by charging user fees. Crowley, in association with Miralles Associates, is currently hoping to secure funding for a more detailed feasibility study. More information is available at www.pasonline.com/cc/.

While this is the deluxe version of the bikeway, others have looked for simpler ways to enhance trails along the Arroyo and connect them with existing bike routes. This approach envisions the bikeway as the central spine for web or network of routes that reach out into surrounding neighborhoods. An access old road, for example, running between Arroyo Seco Park at Avenue 64 and the new Arroyo Seco Dog Park near Avenue 60 could be enhanced as part of a bikeway or a multi-use trail that could accommodate pedestrians.

One controversy in discussions about the bikeway is over the fate of what's known as the "in-channel path," a Class I, concrete bike path in the bottom of the Arroyo Seco Flood Control Channel (Figure 5). The County of Los Angeles, in partnership with the City of Los Angeles, maintains the path which runs for 2.3 miles from the border of South Pasadena and Los Angeles to the pedestrian bridge connecting Sycamore Grove Park and the Montecito Heights Recreation Center south of Avenue 52. Access ramps for this path exist at the pedestrian bridge, Arroyo Seco Park at Avenue 64 and Hermon Park below the Avenue 60 bridge.



Figure 4. ArroyoFest transformed a freeway into a bikeway for a day

(photo courtesy of Virginia Renner)

¹ Overall, two-thirds of adults working outside the home drive themselves to work, another 14.4 percent carpool. 9.3 percent take buses or other forms of public transit, and just fewer than 5 percent walk or bike to work (2000 census)

The path does not receive much use since it does not connect to any major thoroughfares and is difficult to get to. The city closes the path for most of the winter because of rain and it's often littered with sand and debris. Finally, many cyclists worry about their security when down in the channel since they are out of view and vulnerable to possible attack. This is especially true at night since there is no lighting along the route. Still, when in a group and with good weather the path can be a pleasant ride and some have compared it to the River Walk in San Antonio with its rustic ambience and separation from the traffic and noise of the Parkway.

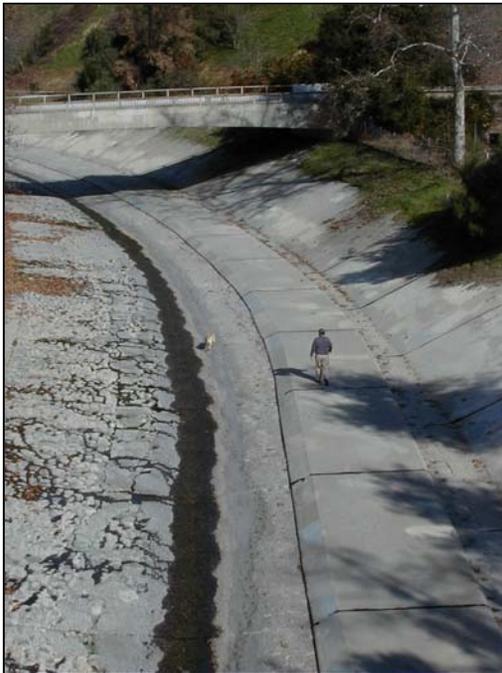


Figure 5. The bike path along the bottom of the flood control channel does not receive much use.

The City and the County hope to extend this path down to Avenue 19 and connect it with improved bike facilities planned along the Los Angeles River (see section on the section on Projects below). There is debate among cyclists about whether or not to support this project. While some feel extending the path will increase its use and create a constituency for a more substantial bikeway, others feel the project will divert attention and resources from the real goal -- a secure, well-lit commuter route that's accessible year-round. Many cyclists, who support the restoration of a living stream in the Arroyo, are also uncomfortable with pouring additional concrete into the streambed.

This report assumes that the County will extend in-channel path as planned at least to Avenue 26 and offers suggestions for improving its access and use. But we have also included the objective of creating an out-of-channel commuter bike route within each section of the report and suggest specific options that public agencies and local activists can pursue to make the Arroyo Seco Bikeway a reality. The focus within this document is on a bikeway that will link communities together while providing access to important community resources along the way.

Current Plans, Projects and Possibilities

One of the goals of this document is to help cyclists and residents understand what is currently happening with regard to cycling in and around the Arroyo. The answer is quite a bit. This section highlights the various projects already underway, official plans and studies for future projects and noteworthy possibilities related to improving cycling within the corridor.

Projects

City of Pasadena Bicycle Master Plan - The City of Pasadena has again become a leader in creating a bicycle-friendly transportation system. On November 6, 2000, the City Council passed its Bicycle Master Plan and, at the urging of local cyclists, has moved more aggressively in the last two years to implement improvements. In 2004, the city along with Dennis Crowley, who wrote the master plan, received an award from the Los Angeles County Bicycle Coalition for their work. Of particular note has been the creation of Enhanced Class III bike routes across the city with larger, more visible “Share the Road” signs as well as new bike racks around town. This work will continue as funding allows. The Pasadena Bicycle Master Plan is available online at www.ci.pasadena.ca.us/trans/tpd/bikeway/bikemapping.asp. For specific questions you also contact Rich Dilluvio, Pasadena’s Bicycle Transportation Manager at (626) 744-7254 or rdilluvio@ci.pasadena.ca.us.

In-Channel Path Extension - The County of Los Angeles has secured \$2.8 million dollars through MTA and the federal government to extend the in-channel path to a point just downstream of the Cypress Avenue Pedestrian Bridge. At this point, a ramp will bring the path to a flat section along the southern bank of flood control channel (Figure 6). The path will continue along the top of the channel to Avenue 26 where an access ramp will connect it with the sidewalk just south of the Avenue 26 Bridge. This project will finish its environment impact review in the summer of 2005. The County hopes to award a contract in October and finish construction in the summer or fall of 2006.

The County is seeking funding for a second phase of the project that will extend the path in the bottom of the channel further downstream to either San Fernando Road or Avenue 19 and extend the path on southern bank upstream to Pasadena Avenue. This section of the project will make use of a special tunnel under the Gold Line that’s currently sealed off. The estimated cost of Phase 2 is \$3 million dollars and will require the purchase of some right of way that’s currently in private hands. Part of the impetus for Phase 2 is to provide alternative walking routes home from school for students from Loreto Elementary and Nightingale Middle School, who currently have to cross through a dangerous area known as “The Gauntlet” on the south side of the Cypress Avenue Pedestrian Bridge. For more information on this project, contact Eric Batman with Los Angeles County Public Works at P.O. Box 1460, L.A. County Public Works, Alhambra, CA 91802 or call 626-458-3940.



Figure 6. The county plan will build a bike path along the top of the Arroyo Seco, downstream from the Cypress Avenue Pedestrian Bridge.

Spring Street Bridge Bike Lanes – The City of Los Angeles has secured funding to widen the Spring Street Bridge over the Los Angeles River to increase its capacity and safety in an earthquake. The city plans to add Class II bike lanes that will help cyclists reach downtown Los Angeles. The timeline for completion of this project is not clear. For more information contact Ed Reyes’ office, the City Councilmember for District 1, at (213) 473-7001.

Riverside Drive Bridge Bike Path – The city has also secured funding to replace the Riverside Drive Bridge. The Los Angeles River Bike Path, which runs along the west side of the river, currently stops just north of the bridge. The new designs call for extending the Class I bike path along the upstream side of the bridge and down to San Fernando Road. This project will not be completed until 2007 at the earliest. Jill Sourial with Ed Reyes’ office has more information on this project at (213) 473-7001.

Plans

All projects start life as plans. Plans are rarely implemented as written and many, perhaps most, sit on shelves collecting dust. But plans, especially those written and approved by public agencies, are an important step in securing funding and guiding implementation of projects. Below is a list of recent and future planning efforts that affect cycling in the Arroyo.

Cal Poly 606 Landscape Framework Plan – Written by students in the graduate program for Landscape Architecture at the Cal Poly Pomona, this plan offers concepts and designs for improving the Arroyo Seco Corridor. The students prepared the plan for Caltrans in June of 2000. It advocates for a “Green Commuter Bikeway” and offers some conceptual drawings on how to design a bike path along the top of the channel.

Los Angeles River Bikeway and Greenway Planning Study – This study by North East Trees, with the assistance of the Los Angeles County Bicycle Coalition and Friends of the Los Angeles River, examined ways to close a 7.5 mile gap that exists in the Los Angeles Bikeway and which begins just north of the River’s confluence with the Arroyo Seco. It proposes a comprehensive bicycle network along the River and rates options in terms of the ease of implementation. See <http://northeasttrees.org/LABGway.htm> for more information.

City of Pasadena Arroyo Seco Master Plan – After many years of study and debate the City of Pasadena approved a Master Plan for its section of the Arroyo Seco in September of 2003. The plan focuses recreational cycling around the Rose Bowl. During the planning process, many cyclists advocated for cycling along the trails in Pasadena’s lower Arroyo. This proposal met with strong opposition from residents, hikers and equestrian riders and was dropped from the final plan. The final Arroyo Seco Master Plan is online at www.ci.pasadena.ca.us/arroyoseco.asp.

UEPI Arroyo Seco Policy Agenda – The Urban and Environmental Policy Institute at Occidental College was the primary sponsor of ArroyoFest. As part its ongoing work in the Arroyo and Northeast Los Angeles, the Institute prepared a comprehensive policy agenda

with recommendations for improving transportation, parks and open space, wildlife habitat, housing, historical and cultural resources in the Arroyo Seco watershed. The agenda illustrates how cycling is part of larger struggle to achieve multi-modal transportation within the corridor. The agenda is online at www.arroyofest.org/arroyopolicydraftJuly2.pdf.

City of South Pasadena Bicycle Master Plan – The City of South Pasadena approved its Bicycle Master Plan in February of 2005. The plan calls for designating specific routes through South Pasadena with streets signs as well as some additional street improvements. Funding is still needed for implementation. More information on the plan is available from Karen Heit, South Pasadena’s Transportation Manager at (626) 403-7214 or kheit@ci.south-pasadena.ca.us.

Huitt Zollars Parkway Linkages Study – In 2003, Ed Reyes’ office, the Los Angeles Department of Transportation and Caltrans commissioned the design firm of Huitt Zollars to study ways to link the Historic Arroyo Seco Parkway with the community and cultural resources that line the Arroyo. The study also looked at pedestrian, bike, bus, and rail connections within the corridor and contains several recommendations for improving cycling opportunities. Copies of the study will be available in the summer of 2005 through the City of Los Angeles Department of Transportation and Ed Reyes’ office at (213) 473-7001.

MTA Regional Bike Plan – MTA is currently integrating the bike plans of various cities in Los Angeles County into a regional map that will show where further improvements are needed. MTA has already identified the Arroyo Seco corridor between Pasadena and Los Angeles as a priority area, which means that for the next round of MTA bike projects, the Arroyo will be near the top of the list. Because of uncertainties over the federal and state budgets, the timeline for the next round of projects is unclear. For more information on MTA’s regional planning effort, you can contact Lynne Goldsmith at (213) 922-3068 or goldsmi@mta.net.

City of Los Angeles Master Plan – The City of Los Angeles passed its Transportation Plan in September of 1999, which maps out Class I, II and III bike facilities the city would like to install by the year 2015. The plan designates the Arroyo Seco Corridor as an area requiring further study and says: “This Bicycle Plan endorses the concept of a bikeway paralleling the Arroyo Seco Channel/Pasadena Freeway and intersecting the Los Angeles River Bike Path...The actual alignment may involve a veloway (elevated bikeway); alternatives include linking existing bikeways in the Arroyo Seco with a new bike path and/or bike lane segments.”

The plan and along with additional information about cycling in the Los Angeles is available at www.bicyclela.org. The city is currently preparing to revise its bicycle plan and we hope the pages that follow will contribute to this planning process. For more information, contact bike coordinator Michelle Mowery at (213) 972-4962 or mmowery@dot.lacity.org.

Possibilities

It is both impossible and unwise to look at cycling within the Arroyo separately from other issues affecting the community. Below are just a few of the projects and initiatives that the cycling community should to be aware of as it advocates for projects and funding.

Restoration of the Arroyo Seco Stream – In 2003, Arroyo Seco Foundation and North East Trees completed its Arroyo Seco Watershed Restoration Feasibility Study. The study examined ways to restore a living stream to the Arroyo Seco channel while improving flood safety and water resources in the region. Currently, Army Corps of Engineers is working on its own feasibility study for restoring the stream. For cyclists this means that the current configuration of the flood control channel, parks, and trails along the Arroyo is definitely *not* set in stone. The restoration study is available at the Arroyo Seco Foundation’s website at www.arroyoseco.org/watershed.htm.

Rehabilitation of the Arroyo Seco Parkway – In early 2004, after almost eight years of study, planning and community outreach, Caltrans and a task force of dedicated community advocates finalized its Arroyo Seco Parkway Corridor Management Plan. The plan was the final step in certifying the Arroyo Seco Parkway as a National Scenic Byway, a designation that can help to leverage federal transportation funding for projects that will improve the road and surrounding communities. The plan calls for several improvements to the Parkway that could create more room on either side of the road for bike paths and trails. Arroyo Seco Parkway Corridor Management Plan is available online at www.arroyoseco.org/ARROYOSECOCMPfeb132004.pdf

New Parks and Open Space – Parks and bikes go together. Cyclists in the Arroyo should be aware of several exciting new park projects. Taylor Yards State Park between San Fernando Road and the Los Angeles River is currently under construction. The Cornfields State Park across the river from the Arroyo, just north of Chinatown, is in the planning and design phase. Finally, the city will soon begin construction on the first section of Confluence Park at the corner of San Fernando Road and Figueroa Street. Future plans call for the acquisition of additional parcels to add to the park where the Arroyo Seco and Los Angeles River come together. Each of these parks will contribute to the developing Los Angeles River Greenway and Bike Path which will serve to connect the Arroyo Seco to both the Valley and the ocean.

In addition to these projects, public agencies such as the Mountains Recreation, and Conservation Authority are working with community groups to protect additional parkland throughout the Arroyo. Of particular note is the proposal for Artesia Park on the vacant lot at the intersection of Avenue 35 and Pasadena Avenue in Lincoln Heights. Known as the Welch Property, this parcel could provide important linkages for cyclists seeking to get to the Los Angeles River and downtown, as well as valuable green space for surrounding schools. Thus far the owners of the property have been unwilling to sell the parcel due partially to the liability associated with groundwater contamination on the site.

Transit-Oriented Development – With MTA’s Gold Line now serving the Arroyo, officials in all three cities covered by this report are working to promote “transit-oriented development.” The hope is that by clustering housing near light rail stations, fewer residents will use their cars to get around. New TOD projects are currently under construction near the Lincoln Heights-Cypress Park station and at the Mission Street station in South Pasadena. What’s clear is that in the next several years large portions of the Arroyo will undergo

redevelopment. Improving bicycling in and around these areas and providing bicycle facilities at light rail stations will help these projects achieve their intended purpose.

New Community Coalitions – While a victory for cyclists, ArroyoFest showed the importance of working with other stakeholders who share similar concerns about open space, a sense of community and overall quality of life. New community coalitions are emerging in the Arroyo that can help generate broad support for cycling projects. The newly formed Council of Arroyo Seco Organizations (www.arroyoseco.org/caso.htm) is one forum where these diverse interests can come together. The Northeast Open Space Coalition is another (contact Latinurbanforum@yahoo.com for more information). Cyclists should participate in these broad-based coalitions and support groups with compatible interests.

Organization of Report

This report has divided the Arroyo Seco Corridor into four sections.

1. The Los Angeles River to Avenue 35/Pasadena Avenue /Marmion Way
2. Avenue 35/Pasadena Avenue/Marmion Way to Avenue 50/52
3. Avenue 50/52 to York Boulevard/Pasadena Avenue
4. York Boulevard/Pasadena Avenue to the 210/134 Freeway

Each section lists specific objectives and some of the options available to achieve them. Corresponding photos and maps in each section highlight the areas described in the text.

While dividing the Arroyo into these four areas is to some degree arbitrary, these dividing lines correspond with some of the major initiatives discussed in this report. One of these initiatives, the creation of an out-of-channel commuter bike route between downtown Los Angeles and Pasadena, is listed as the final objective in each section. At the boundaries of each of these sections, the options for, and obstacles to, a commuter bike route change. These divisions also have the advantage of corresponding roughly to neighborhood and city boundaries.

It's important to note that the Arroyo Seco Corridor extends north of the 210/134 Freeway and south into Chinatown. These areas are not included in this edition of the report. As an all volunteer effort, there simply wasn't time to do all the scouting necessary to make this part of the report. Workgroups to dialogue with community activists and cyclists in these areas, study maps and scout routes is an important next step.

After these four sections, there is a list of additional research needed to help cyclists decide which projects to pursue. As stated earlier, in many ways this forms a "to-do" list for cycling advocates in the years ahead.

The final pages of the report include a summary table to compare the various options we have described.

Next Steps

Fulfilling the vision of the Arroyo Seco as a multi-modal, bicycle-friendly transportation corridor will depend on readers like you. Two important tasks that need attention are additional research and community outreach. The list of research tasks at the end of the document is fairly straightforward, and much of this information is available online. But for the projects described in this document to become a reality more outreach is needed.

As part of Bike Summer 2005, NELA Bikes! has organized a number of events as a way to outreach to the local community. Part of this effort includes an English/Spanish survey that will collect valuable information on ridership in the Arroyo Seco region (see Appendix 1). The survey will help determine which of the projects in this report have the most community support and will help with fundraising. Filling out the survey during the summer of 2005 is perhaps the simplest way you can increase the pedal-power within the Arroyo.

The neighborhood councils in the City of Los Angeles are especially important to this outreach process, and future drafts of this document should be written in close consultation with their transportation committees. While this document is not a bike plan, the objectives listed in this report can form to basis for coordinated action and having these objectives endorsed by as many community organizations as possible is an important next step in this process.

The Los Angeles County Bicycle Coalition (www.labikecoalition.org) is one group that can provide assistance. The Coalition works to seek funding for bicycle initiatives throughout Southern California, but they depend on interested and engaged members to carry these projects forward and do outreach within local communities. In addition to the Bike Coalition, there are several informal advocacy groups you can get involved with, including:

- Foothill Bike Initiative (<http://groups.yahoo.com/group/foothill-bike/>)
- Arroyo Seco Bikeway Group (<http://groups.yahoo.com/group/arroyosecobikeway>)
- NELA Bikes! (<http://groups.yahoo.com/group/NELABikes/>)

1. Los Angeles River to Avenue 35 / Pasadena Avenue / Marmion Way

This area includes the communities of Lincoln Heights, Cypress Park and portions of Mt. Washington. It runs west of a line from the intersection of Marmion Way and Figueroa along Pasadena Avenue to Avenue 35, past Hillside Elementary on Griffin Avenue, and then around the hills to Lincoln Park. The Historic Arroyo Seco Parkway (SR110) divides the area into northern and southern halves; the Golden State Freeway (I-5) separates the area closest to the Los Angeles River from the rest of the community.

Major east-west thoroughfares include: N. Figueroa Street, Broadway, and Main Street. North-south thoroughfares include: San Fernando Road, Cypress Avenue, Pasadena Avenue, Griffin Avenue, Avenue 19 and Avenue 26 (see Map 1).

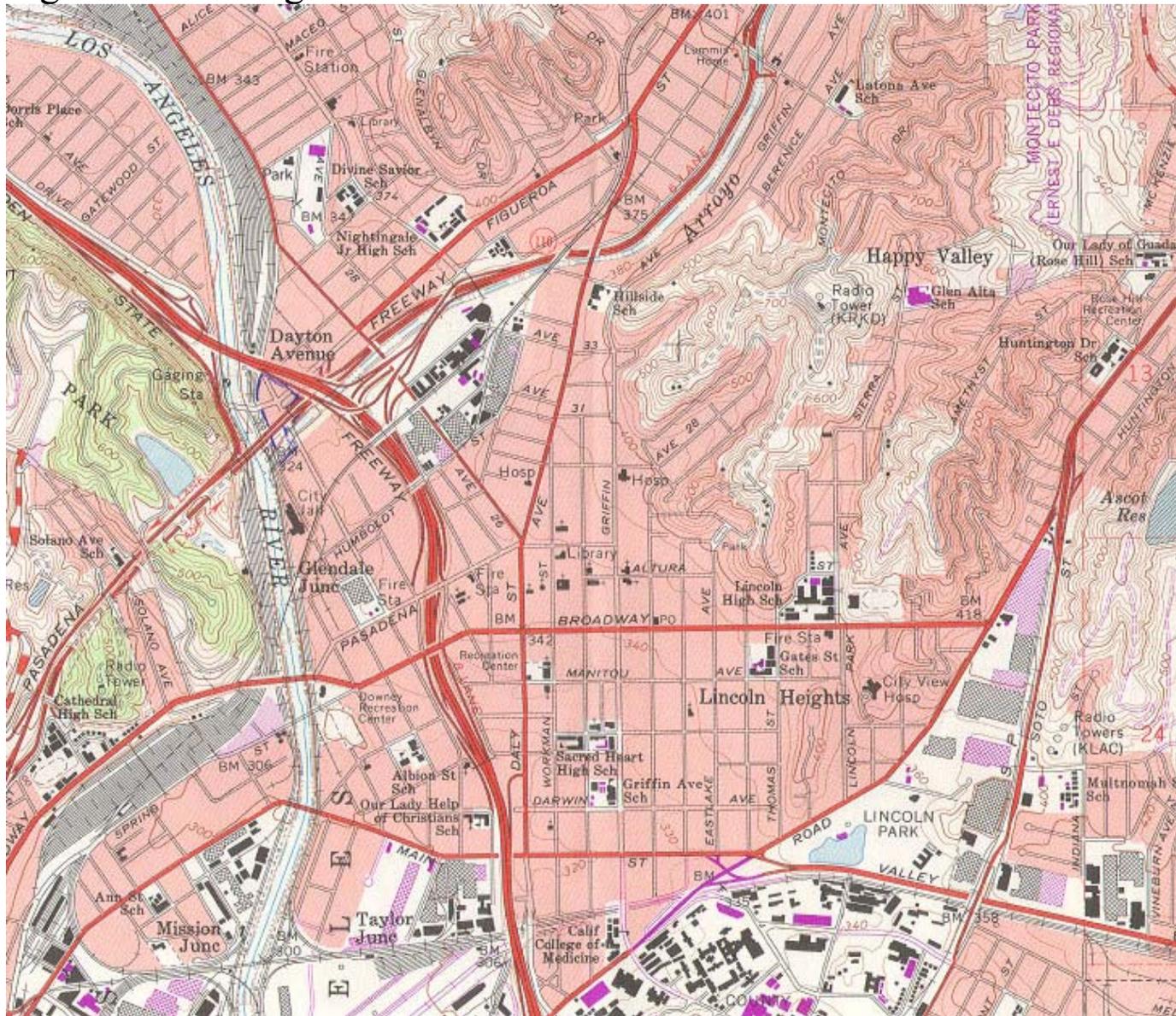
Over the last several years citizen groups, the neighborhood councils and non-profit organizations have worked with city and state officials to improve the area. Recent and planned specific improvements include:

- Gold Line stations at Avenue 26 and Heritage Square.
- The Los Angeles River Center and Gardens
- Taylor Yards State Park located between San Fernando Road and the Los Angeles River
- Two mixed-income, transit-oriented development housing projects on Avenue 26 and San Fernando Road.
- Confluence Park located at the corner of Figueroa St. and San Fernando Road
- Extension of the in-channel Arroyo Bike path to Avenue 26.

The industrial nature of the area cause some unique challenges for cyclists. Factories create heavy truck traffic. Numerous freeway on-ramps and off-ramps make for hazardous crossings. Rail yards use much of the available open space along the River. Still, the area's dense development and proximity to downtown make it ideally suited for cycling. Bike lanes on Cypress Avenue and Eagle Rock Blvd. already make much of the area to the north accessible. Across the Riverside Bridge, the bike path on the west side of the Los Angeles River links the area to Griffith Park.

Some of the local community resources which would benefit from improved bicycling access include: the Los Angeles River Center and Gardens, Lincoln Park, Los Angeles County-USC Medical Center, Cypress Park and Downey Recreation Centers and both the Cypress Park and Lincoln Heights branch libraries.

Figure 7. Los Angeles River to Avenue 35 / Pasadena Avenue / Marmion Way



Specific Objectives

1.1. Improve connections between Highland Park, Lincoln Heights, and Cypress Park

Connecting these communities is made difficult by the freeways that divide the area. Avenue 26, San Fernando Road, Cypress Avenue, Figueroa and Pasadena Avenue are the main routes connecting these neighborhoods and have fast moving traffic. Currently Cypress Avenue (which becomes Avenue 28 for southbound traffic at Pepper Street) is the only one of these main thoroughfares with bike lanes (Figure 8)

Option 1.1.a. Add bike lanes on Figueroa from Marmion Way to Cypress Avenue.

Creating bike lanes on Figueroa to Cypress Avenue would allow cyclists to easily get to bike lanes traveling north toward Glassell Park and Eagle Rock. Bike lanes along this stretch would also increase business for local shops and provide access to both Nightingale Middle School and Loreto Elementary (Figure 9).

There are questions about whether there is room for bike lanes on Figueroa below Marmion Way. The most congested section is between Cypress Avenue and Avenue 26 and this usually clogs only during rush hour (Figure 10). Cyclists should work with the city to figure out how to re-configure the street (e.g. by adjusting or narrowing the left-turn lane) to create more room. Designs showing how the city could do this were included in the Huitt-Zollars study of lower Figueroa completed for Council District 1.

Option 1.1.b. Add bike lanes on Figueroa from Marmion Way to the Riverside Drive Bridge.

Extending bike lanes further down Figueroa to the Riverside Drive Bridge will provide a connection to San Fernando Road which goes into Lincoln Heights. One barrier to bike lanes on this section of Figueroa is the Parkway entrance and exit at Figueroa just north of San Fernando Road. This presents a challenge but should not prevent taking action. Bicyclists should work with the city to find creative solutions.



Figure 8. Bike Route at Ave. 28 & Figueroa



Figure 9. Nightingale School at Cypress and Figueroa



Figure 10. Ave. 26 and Figueroa is congested at rush hour

Option 1.1.c. Provide bike lanes along Pasadena Avenue from Figueroa to 5 Points.

This route provides the most direct connection between Lincoln Heights and Highland Park. It travels past Heritage Square Gold Line Station, Hillside Elementary, the local Boys and Girls Club and the 5 Points Business district where Pasadena, Daly, and Avenue 26 all come together. Many cyclists use this route already since it connects so many community resources. The challenge is that Pasadena is a busy street with a hill. The 5 Points intersection is can also be difficult to negotiate on a bicycle (Figure 11)

Option 1.1.d. Connect Griffin Avenue to Avenue 19 using Humboldt Street, Artesia, and the Welch Property.

An alternative to bike lanes on Pasadena Avenue would be to connect Griffin Avenue and Avenue 19, which are two of the safer bike routes through the area. In addition to providing a safer north-south connection, this route would provide an efficient and practical route for an out-of-channel commuter bike route (see Objective 1.9). The disadvantage is that it bypasses the 5 Points shopping district.

The route would go from Avenue 19 up Humboldt Street, across Avenue 26 and along Artesia, which is a wide, little-used street running alongside the DWP facility (Figure 12 and Figure 13). Artesia currently dead-ends at a locked gate which seals off a grassy right-of-way presumably controlled by the MTA (Figure 14 and Figure 15). This right of way connects to the back side of the Welch Property, the large vacant lot with frontage along Pasadena Avenue at Avenue 35 (Figure 16).

The Mountains Recreation and Conservation Authority (MRCA) has attempted to purchase this property for the state and turn it into a neighborhood park. The Regional Water Quality Control Board, however, has determined the soil is contaminated. The landowner wants indemnification by the state for any liability connected with the site. MRCA cannot legally do this and the owners, who are headquartered in Minnesota, have not been swayed by arguments about neighborhood improvement. The property remains on the market in private hands and plans for a park are on hold. The county also needs at least an easement through this property to complete Phase 2 of its in-channel extension project and plans to approach the owners again. Cyclists should support the Los Angeles County Public Works efforts to acquire or purchase this property. For this option to work, the city would need to resurface Humboldt Avenue



Figure 11. 5 Points intersection in Lincoln Heights is a busy shopping area



Figure 12. Looking north up Humboldt St. at Avenue 19



Figure 13. Artesia Street south of Ave. 33 is ideal for bike lanes

and remove the old rail lines that make this street hazardous to negotiate on a bicycle.

One of the advantages to this option, if the city, county or state can acquire the property, is that it would give the residents of the new mixed-income housing projects at Avenue 26 and San Fernando Road access to a park, the Heritage Square Gold Line station and a bike route. As a pedestrian route it would serve students from Loreto Elementary and Nightingale Middle School crossing over the Cypress Park Pedestrian Bridge. At Avenue 19, it could also connect directly to a bike path along the east side of the L.A. River to the Spring Street Bridge (see Option 1.3.f) or a bike bridge alongside the Gold Line across the L.A. River into the new Cornfields State Park.

1.2. Provide connection to planned bike lanes across Spring Street Bridge

The designs for the widening of the Spring Street Bridge include bike lanes. This will make the bridge the destination for cyclists seeking to get from the Arroyo to downtown Los Angeles (Figure 17). The city must consider new routes and signs to help cyclists reach the bridge.

Option 1.2.a. Add bike route signs at Avenues 18, 19 and 26.

The first phase on the in-channel extension will bring cyclists to Avenue 26; the second phase to San Fernando Road or Avenue 19. Proper signage along these routes will help cyclists find their way to the Spring Street Bridge (Figure 18)

Option 1.2.b. Add bike lanes on Pasadena Avenue from Figueroa to Avenue 18

Pasadena Avenue provides the most direct route to the Spring Street Bridge. It doesn't connect directly to the bridge, however. Using this route, it will be necessary for cyclists to make a left turn on Avenue 18 to get to Spring Street. This intersection is often busy with cars coming off the Broadway Bridge (Figure 19). Other disadvantages to this option include the traffic along Pasadena Avenue, especially at 5 Points and at the intersection of Avenue 18, Spring and Broadway (**Error! Reference source not found.**13).



Figure 14. Right of way looking north from Artesia & Ave. 34



Figure 15. Right of way looking south from back of the Welch Property



Figure 16. Welch Property at Avenue 35 & Pasadena Ave.

Option 1.2.c. Create a bike path along the east side of the L.A. River from Humboldt St. to the Spring Street Bridge and Downey Recreation Center

For most residents of the area, the safest way to get to the Spring Street Bridge would be to ride along the east side of the Los Angeles River. Humboldt Street currently dead ends at Avenue 19 next to the Bilingual Foundation for the Arts (Figure 21). The city owns an easement here that leads toward the river. From this point there appears to be room along the east side of the railroad tracks, under the Broadway Bridge to the Spring Street Bridge (Figure 22). There is a metal control box along the tracks just north of the Broadway Bridge but there is enough room for a path to go around.

Connecting paths could come up from both sides of Spring Street Bridge allowing cyclists to connect to the bike lanes and gain access to both the Downey Recreation Center and Pool (Figure 23). Cyclists should work with the city to ensure that room remains on either side of the bridge for these connecting ramps. This option would allow cyclists to avoid the congested intersection where Avenue 18, Spring and Broadway come together and make this entire area more accessible to pedestrians.

1.3. Provide connections to current and future Los Angeles River Bike Path

The current bike path along the Los Angeles River stops on the west side of the Riverside Drive Bridge. Because the bridge is narrow, cyclists often choose to use the sidewalk. (Figure 24). The Los Angeles River Bikeway and Greenway Planning Study proposes a bike path along the east side of the Los Angeles River starting at the Main Street Bridge going south. (Figure 25). The following options can enhance connections to both the current and future path along the river and contribute to the development of a Los Angeles River Greenway.

Option 1.3.a. Extend L.A. River Bike Path over Riverside Drive Bridge.

City of Los Angeles plans to replace the Riverside Drive Bridge. One part of the planned re-design is to extend the L.A. River Bike Path on the upstream side of the bridge. The designs call for the bike path to be at the same grade as cars but physically separated from the traffic lanes by a sidewalk or other barrier. This design will connect



Figure 17. Looking east into Lincoln Heights from Spring St. Bridge



Figure 18. Avenue 19 will need bike route signs



Figure 19. A left turn at Pasadena Ave. and Ave. 18 can be challenging

the communities of Northeast Los Angeles to the Los Angeles River Bike Path and provide access to Griffith and Elysian Parks as well as communities to the north such as Frogtown, Silver Lake and Los Feliz.

This project won't be completed until 2007 at the earliest, and there will be several community meetings to solicit input. Cyclists should participate in this process to make sure the plan for bike lanes or a bike path remain in the design. In the future, this route could connect with a path coming from Taylor Yards State Park on the east side of the river (Option 1.4.b) or wind under the bridge to connect with Avenue 19 (Option 1.3.c). The designs for the path across the new Riverside Drive Bridge should keep this in mind.

Option 1.3.b. Add bike lanes on Figueroa from Marmion Way to the Riverside Drive Bridge.

This is the same as Option 1.1.b above. Helping cyclists access the river bike path provides another reason to extend bike lanes on Figueroa all the way to San Fernando Road and the Riverside Drive Bridge. This would also make it easier to get to the newly planned Confluence Park, which will be an important community resource (Figure 26). Allowing cyclists to easily reach this park will increase its use and discourage negative activities.

Option 1.3.c. Convert northbound lanes of Ave. 19 between the Arroyo Seco and San Fernando Road into parkland with a bike path connecting to the Riverside Drive Bridge.

As currently configured, Avenue 19 carries four lanes of traffic under the Riverside Drive Bridge. Upstream of the bridge, these lanes feed into San Fernando Road. By converting the northbound lanes into parkland and opening the southbound lanes to two-way traffic the new bike path coming over the Riverside Drive Bridge could curl under the bridge and connect with a future bikeway along the top of the Arroyo Seco channel (see Option 1.9.c). With this option, the narrowing of Avenue 19 would start roughly downstream or south of where the road crosses the Arroyo Seco. The advantage to this option is it would provide a safe connection to and from the path over the bridge.



Figure 20. Intersection where Ave. 18, Spring and Broadway comes together is congested.



Figure 21. The City owns an easement where Humboldt meets Avenue 19.



Figure 22. Looking north from Broadway bridge, there is room for a bike path.

Option 1.3.d. Improve signage and road conditions along Albion Street

To get to the future bike path along the river starting at Main Street, the Los Angeles River Bikeway and Greenway Planning Study proposes routing cyclists south along Avenue 18 across Spring Street to Albion Street. Albion runs for a block and a half to the Main Street Bridge (Figure 27) passing by Albion Elementary and the Downey Recreation Center. Adding directional signs for cyclists along Albion will be helpful once the Los Angeles River bike path becomes established.

Option 1.3.e. Extend the future L.A. River Bike Path north to Spring Street

The city plans to widen the Spring Street Bridge and add bike lanes for cyclists traveling to and from downtown. This will make the bridge an important connection point for cyclists. Finding a way to bring the proposed L.A. River Bike Path north from the Main Street Bridge to the Spring Street Bridge makes sense. One challenge is the railroad tracks along this right of way. South of Main Street Bridge the proposed bike path would run along the west side of the tracks. North of the Main Street Bridge there is only room on the east side of the tracks, and currently there is an electrical tower blocking the way (Figure 28 and Figure 29). These tracks, however, are not heavily used and might be able to be removed in the future creating more room.

Option 1.3.f. Create a bike path along the east side of the L.A. River from Humboldt St. to the Spring Street Bridge and Downey Recreation Center

If the right of way south of the bridge is blocked, it looks possible to bring a path down from north. This is the same as Option 1.2.c above. Once at the bridge, a path could continue around the athletic field at Downey Recreation Center to Albion, Main Street and the proposed river bike path traveling south (Figure 30). This path could be multi-use, giving pedestrians views of the river and making it easier to get into Downey Recreation Center park area sandwiched between the busy streets of Spring and Broadway.

1.4. Connect Taylor Yards State Park, the River Center and Confluence Park

These three locations are important pieces of the developing Los Angeles River Greenway. Providing connectivity through cycling will increase the use of all three and



Figure 23. The city should preserve space for bike access while the widening the Spring Street Bridge.



Figure 24. Cyclist using the sidewalk on Riverside Drive Bridge.



Figure 25. From the Main St. Bridge the path will travel south along the river.

create support for further greening of the river.

Option 1.4.a. Create a grade-separated bike path along the west side of San Fernando Road.

The Metrolink maintenance yard sits between Taylor Yards State Park and the River Center. To get between the two, cyclists currently need to exit the park and ride along busy and fast San Fernando Road. To make this a route safe it will be necessary to either remove car lanes or create a grade-separated bike path along the west side of the San Fernando Road next to the Metrolink fence.

Option 1.4.b. Create a bike path along the east side of the Los Angeles River between Taylor Yards and the Riverside Drive Bridge.

There is an access road between the River and the Metrolink yard that would allow a bike path to connect Taylor Yards with the Riverside Drive Bridge. There would be two ways to connect this path with the path coming across the bridge. The first would be to construct a bridge across the river underneath where the I-5 Freeway spans the River. This bridge could make use of existing structures already under this freeway to simplify construction. Cyclists would then bike back across to Confluence Park using the Riverside Drive Bridge Bike Path. The other option would be to build a ramp on the east side of the River up to the Riverside Drive Bridge Bike Path (Figure 31). Ensuring the security of the Metrolink tracks and trains that would be adjacent to a possible bike lane needs to be considered.

Option 1.4.c. Create a bike lane from The River Center to Confluence Park.

This option is being studied by the city but a preliminary analysis by city engineers suggested that it would be very expensive. It's not clear why. Considering this a very short distance, improving signage for cyclists might be sufficient.

1.5. Provide greater bicycle access to Gold Line stations

The Arroyo Seco corridor provides unique opportunities to promote multi-modal transportation. To take advantage of these opportunities, there must be greater connectivity to existing Gold Line stations.



Figure 26. Future site of Confluence Park at San Fernando and Figueroa.



Figure 27. Corner of Albion and Main Street will need signs.



Figure 28. Looking north from Main Street Bridge. Power line on right blocks right of way east of tracks.

Option 1.5.a. Add bike lanes on Figueroa from Marmion Way to Cypress Ave.

Bike lanes along lower Figueroa would allow residents of Cypress Park to more easily reach the Heritage Square/Arroyo Gold Line Station.

Option 1.5.b. Connect Griffin Avenue to Avenue 19 using Humboldt Street, Artesia, and the Welch Property

This is the same as Option 1.1.d. above. A bike path and lanes along this route would connect these two stations with bike routes along Griffin Avenue and Avenue 19.

Option 1.5.c. Increase bike racks and lockers at the Gold Line Stations.

Providing additional bike racks, and especially lockers, will encourage cyclists to leave their bikes and hop on the train. It might be wise to consider security cameras to discourage bicycle theft.

Option 1.5.d. Provide access point to in-channel path at Pasadena Avenue

There is room for the in-channel path to exit at Pasadena Avenue. The access point would need to be either upstream of the Pasadena Avenue Bridge along the city property currently used by North East Trees or downstream of the bridge making use of the Welch Property (Figure 16). The channel walls upstream of the bridge are sloped; downstream of the bridge they are vertical and the site would likely need grading to create a gentler slope. The advantage of placing a ramp downstream of the bridge is that cyclists wouldn't have to cross Pasadena Avenue to get to the Heritage Square Gold Line Station. This would be contingent on the acquisition of the Welch Property by the city, county or state.

Option 1.5.e. Provide an access point to the planned path along the top of the Arroyo Seco channel downstream of the Avenue 26 Bridge.

The county's planned extension of the in-channel path will travel along the top of the Arroyo Seco channel between the Cypress Avenue Pedestrian Bridge and Avenue 26. The designs currently call for an access ramp on the upstream side of the Avenue 26 Bridge. The county should continue this path and add an access ramp on the downstream side of the bridge. This would allow southbound cyclists to come up to street level and continue to the Lincoln Heights/Cypress Park Gold Line Station without



Figure 29. Looking south from Spring St. Bridge toward Main St. Bridge. Same power line on the left.



Figure 30. Downey Recreation Center from Spring St. Bridge.



Figure 31. Looking north from Riverside Dr. Bridge along the east side of river.

having to cross traffic on Avenue 26 which is always busy because of the adjacent freeway ramps. Adding a second ramp would greatly improve the multi-modal utility of the in-channel path.

Option 1.5.f. Create bike lanes from Broadway to the Lincoln Heights/Cypress Park Station along Daly and Avenue 26.

This would provide the most direct route to the Gold Line station at Avenue 26 for cyclists coming to and from Lincoln Heights' main shopping district. Avenue 26 is a busy, two-lane street, especially at 5 Points where Daly, Avenue 26, and Pasadena Avenue come together, and might require adjusting of traffic lanes to make safe for cyclists (Figure 11).



Figure 32. County-USC Medical Center in Lincoln Heights.

1.6. Provide connection to County-USC Medical Center

County-USC Medical Center is major part of the Lincoln Heights community (Figure 32). Improving bicycle access will provide a large benefit to the community.

Option 1.6.a. Improve safety along lower Griffin Avenue

The best route to and from the Medical Center is Griffin Avenue. A wide street that is already a Class III bike route, Griffin becomes Zonal once it crosses Valley and feeds directly into the Medical Center (Figure 33). Different ways to improve the safety could include “Share the Road” signs, bike lanes, creating wider curb lanes or designating this portion of Griffin a commuter bikeway, which would limit parking at certain hours and add markings to the pavement.



Figure 33. Lower Griffin at Darwin St. Griffin might need better signage.

Option 1.6.b. Create bike lanes along Mission Road

Mission Road runs the length of Lincoln Heights and past the Medical Center. The current bicycle plan for the city calls for bike lanes on Mission all the way to Cesar Chavez, but the lanes have yet to be added. In addition to increasing access to the Medical Center, bike lanes along Mission would provide easy connection to Boyle Heights and El Sereno once it turns into Huntington Drive. (Figure 34).



Figure 34. Looking south along Mission Road by Lincoln Park.

Option 1.6.c. Create bike lanes along Valley Boulevard

The other major thoroughfare connecting to the Medical Center is Valley Boulevard

(Figure 35). Currently cars speed along this street past Lincoln Park. Putting bike lanes along this section will not only make it easier to get to the Medical Center but make additional regional connections with El Sereno and Alhambra

1.7. Make it safer and easier to bike to local parks and recreation centers.

Lincoln Park is the only large park in Lincoln Heights. It also houses Plaza de la Raza, which provides afterschool programs for the area's youth (Figure 36). Other recreation centers include Cypress Park at San Fernando Road and Pepper Avenue and Downey Recreation Center along the River between Spring and Main Street.

Option 1.7.a. Create a bike route along Lincoln Park Avenue.

Lincoln Park Avenue is a wide, quiet street that runs right past Lincoln High School and dead ends in Lincoln Park.

Option 1.7.b. Create a bike route along Darwin Avenue.

Darwin Avenue (Figure 37) is another wide, quiet street that passes by four schools. It ends a block north of Lincoln Park.

Option 1.7.c. Create a bike path along the east side of the L.A. River from Humboldt St. to the Spring Street Bridge and Downey Recreation Center

A multi-use pedestrian and bike path along the river would make it easier to get to Downey Recreation Center. See Options 1.2.c and 1.3.e above for details.

Option 1.7.d. Add bike lanes on Figueroa from Marmion Way to Cypress Avenue.

Bike lanes along Figueroa to Cypress Avenue would make it easier to get to the Cypress Park Recreation Center. See Option 1.1.a above for more details.

Option 1.7.e. Add bike lanes on Figueroa from Marmion Way to the Riverside Drive Bridge.

Bike lanes on lower Figueroa will improve access to Confluence Park. See Options



Figure 35. Valley Blvd at Lincoln Park is wide enough for bike lanes.



Figure 36. Lincoln Park and Plaza de la Raza.



Figure 37. Darwin Avenue at Gates, a good neighborhood bike route.

1.1.b and 1.3.b for more details.

1.8. Increase bicycle access to local businesses.

The main shopping areas in this section of the corridor are along North Broadway, lower Figueroa and at 5 Points. Providing greater bicycle access will help reduce traffic and increase pedestrian activity.

Option 1.8.a. Provide bike lanes along North Broadway

In the city's Bicycle Master Plan North Broadway is designated as a commuter bikeway, which limits parking during rush hour, mandates curb lanes with a minimum width of 14 feet and provides special pavement markings every 50 feet that help drivers to be aware of cyclists. There are currently no pavement markings along the street. It might be possible to extend the planned bike lanes over the Spring Street Bridge straight down Broadway all the way to Mission Road, which would provide quick access across Lincoln Heights to El Sereno, Alhambra and the communities further north along Huntington Drive (Figure 38).

Option 1.8.b. Provide bike lanes along Pasadena Avenue from Figueroa to 5 Points.

This would help cyclists wanting to get to the supermarket and pharmacy located at 5 Points. See Option 1.1c for more details.

Option 1.8.c. Increase bike parking along North Broadway, lower Figueroa and 5 Points

In order to make these shopping districts North Broadway more bicycle-friendly it's important to have ample bicycle parking. More information is needed about the number of bike racks in these areas (Figure 39).

1.9. Connect future, out-of-channel commuter bike route to Spring Street Bridge

All of the proposed commuter routes from Pasadena to downtown Los Angeles that have been discussed come together at the Pasadena Avenue Bridge over the Parkway and the stream. From this point cyclists will need to get to the planned bike lanes on the



Figure 38. Looking west down Broadway from Lincoln High School.



Figure 39. More bike racks at 5 Points will increase business.



Figure 40. The tunnel under the Gold Line which would connect to a bike path through the Welch Property.

Spring Street Bridge to get into downtown (Figure 17). There are several options to get between these two points.

Option 1.9.a. Add bike lanes on Pasadena Avenue from Avenue 18 to Figueroa

Going down Pasadena Avenue would provide the most direct route to the Spring Street Bridge. It doesn't connect to the bridge directly, however. Cyclists would need to make a left turn at Avenue 18 (Figure 19) and then cross the busy intersection at Avenue 18, Spring and Broadway (Figure 20). Pasadena Avenue is not an ideal route for commuters since there's a lot of traffic at 5 points and the intersection can be confusing (Figure 11). It's more suited to cyclists who want to take advantage of the local shops and community resources.

Option 1.9.b. Connect Griffin Avenue to Avenue 19 using Humboldt Street, Artesia, and the Welch Property.

This option assumes the city, county or state will acquire the Welch Property and convert it into a neighborhood park or community garden. See Option 1.1.d for details. This would provide the most secure route for commuters and provide recreational access for local residents.

Option 1.9.c. Create bike path along top of Arroyo Seco channel to Avenue 19.

This option would build off Phase 2a of the planned extension of the in-channel path. This phase of the project is unfunded but the design for the first part of this route is in place. The path would cross the Welch property and use the tunnel that already exists to go underneath the Gold Line (Figure 40). The path would continue along the top of the southern bank of channel to the Cypress Avenue Pedestrian Bridge where it will join the path from Phase 1 of the project that goes to Avenue 26 (Figure 41). From here, the path would continue under the Avenue 26 Bridge along the top of the channel and beneath the freeway overpasses, to the back of the city-owned Bureau of Sanitation yard on San Fernando Road (Figure 42).

At this point the unused space along the top of the channel narrows just upstream of the San Fernando Bridge (Figure 43). There might be enough space along the top of the channel in this section, though using a thin strip of land occupied by the sanitation yard or building a path out over the edge of the channel might be necessary. The route could



Figure 41. Looking north from the Cypress Avenue Pedestrian Bridge. The county plans a bike path along the south side of the channel.



Figure 42. Looking downstream from Avenue 26 toward the Bureau of Sanitation Yard.



Figure 43. Space along channel narrows just above the San Fernando Bridge.

end at San Fernando Road. Commuters would then go south on San Fernando to Humboldt Street, take a right and continue to Avenue 19, where they could either take a path along the east side of the L.A. River (Option 1.3.f) or follow route signs to Spring Street Bridge along Avenue 18.

Another alternative is to extend the route downstream of San Fernando Road to Avenue 19 by either crossing San Fernando at grade or taking the path down into the channel for a short distance to get under the San Fernando Bridge and bringing it back up above the level of the water. Space is tight along this section (Figure 44). The advantage of extending the path to Avenue 19 is that it could then connect directly with Confluence Park and a bike path coming down from the Riverside Drive Bridge (Option 1.3.c.).

This is different than what the county has proposed. In Phase 2b of its project it would extend the path in the bottom of the channel before coming up to street level at either San Fernando Road or Avenue 19. The county would have to change its design to keep the path out of the channel between Avenue 26 and San Fernando Road. From Avenue 19, commuters headed to downtown would go south to Humboldt where they would either connect with a bike path along the east side of the river or follow signs to Avenue 18 and the Spring Street Bridge. This would likely also be the point where a bike bridge along the Gold Line would cross the river to the Cornfields State Park, another option that cyclists have discussed over the years to get into downtown

While this would provide the fastest and most direct route to the river, there are several factors that need to be taken into consideration. There are a number of homeless people living under the freeway overpasses downstream of Avenue 26, raising safety concerns on one hand and privacy concerns on the other. A number of trees have also grown up on the south side of the channel between the Welch Property and Avenue 26 (Figure 45). There is enough space to put a path in and preserve most if not all of the trees, and cyclists should insist that the county minimize its impact on the area.

This option would also provide a pedestrian route for students from Loreto Elementary and Nightingale Middle School that use the Cypress Park Pedestrian Bridge. Safety at this bridge is a major concern and this path could provide students with alternative and safer routes.



Figure 44. Space is tight between Avenue 19 and San Fernando Road.



Figure 45. Looking north from the Avenue 26 bridge. A path along the top of the channel would need to be done carefully to avoid taking out several trees.

2. Avenue 35 / Pasadena Avenue to Avenue 52 / 50

Between Avenue 35 and Avenue 52 on the east side of the Arroyo Seco and Avenue 50 on the west side, space is constricted as Mt. Washington and the hills above Montecito Heights press into the corridor. These areas are primarily residential with small businesses below Avenue 45 along Figueroa.

Griffin Avenue and Figueroa Street are the primary thoroughfares through the area. Griffin Avenue is a wide residential street and functions well as a bike route though it narrows as it approaches the Parkway at Avenue 52 and becomes more congested with entering and exiting cars.

Cyclists on Figueroa have to contend with cars that speed up as they go along Sycamore Grove Park. Northbound cyclists also have to climb a hill in this stretch, making the speeding traffic especially hazardous. Avenue 50 does have bike lanes that provide a connection to Eagle Rock and the northern section of Highland Park. More cyclists would use these bike lanes if getting to them along Figueroa was a safer option. Marmion Way provides a secondary route and access to the Southwest Museum Gold Line station.

A few of the important resources to connect through this section of the Arroyo include Heritage Square, the Lummis Home, the Casa de Adobe, the Southwest Museum, the Debs Park Audubon Center, the Montecito Heights Recreation Center, Sycamore Grove Park and Ramona Hall.

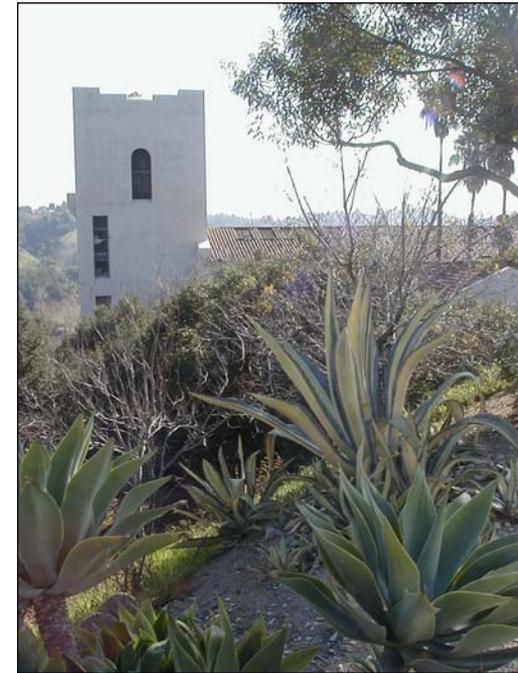
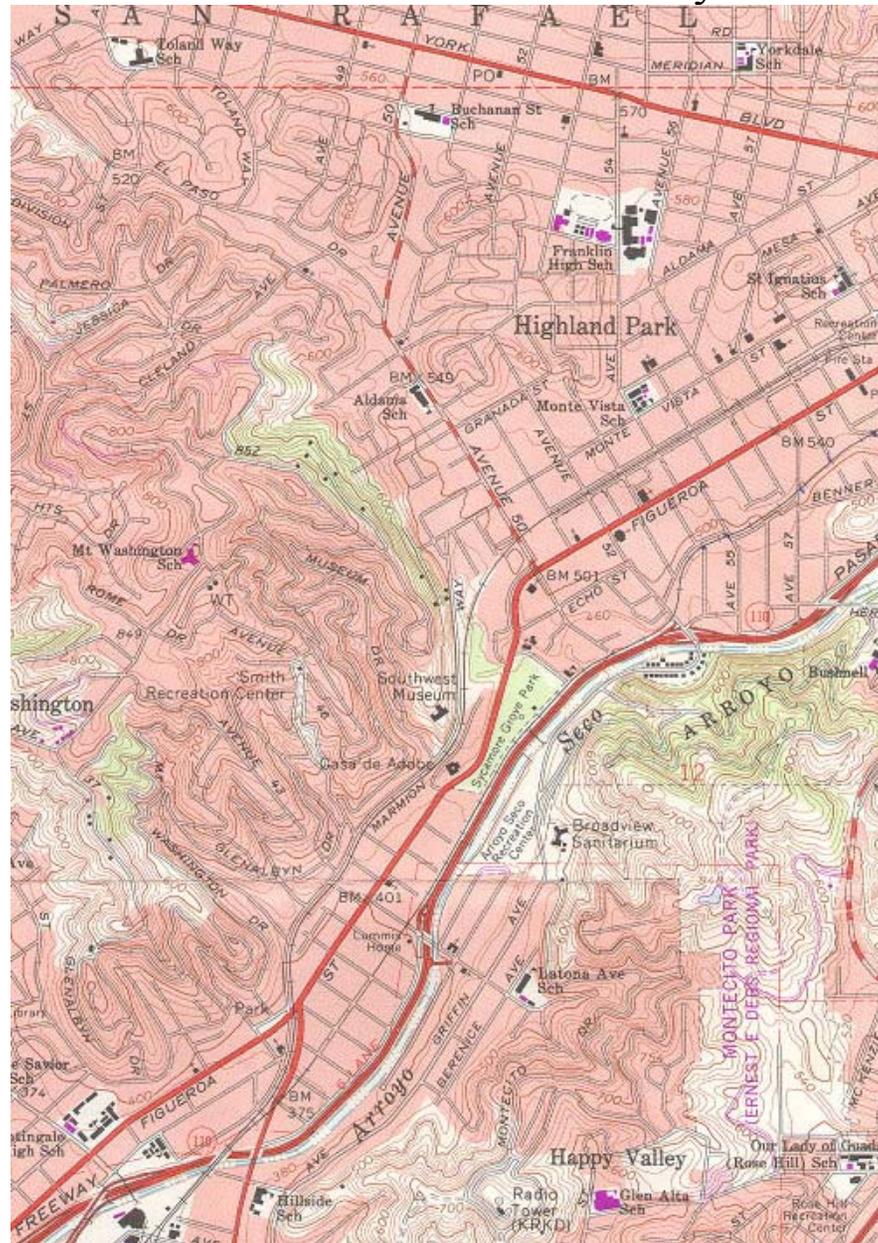


Figure 46. The Southwest Museum is one on several important community resources in this section of the Arroyo.

Figure 47. Avenue 35 / Pasadena Avenue / Marmion Way to Avenue 50 / 52.



Specific Objectives

2.1. Improve safety along existing routes and thoroughfares

Option 2.1.a. Create bike lanes along Figueroa between Avenues 35 and 50

Bike lanes are especially necessary here because of the hill going up to Avenue 50 north of Sycamore Grove Park (Figure 48). Many of the community resources along this section of the Arroyo are within a block of Figueroa. Increasing bike access would increase access for both residents and visitors.

Option 2.1.b. Place share the road signs along Marmion Way and Griffin Ave.

While “Share the Road” signs create a greater awareness of cyclists, too many signs could be considered “visual blight” by neighbors. Cyclists should work with the city to determine the most appropriate locations for these signs (Figure 49 and Figure 50). Important community resources along these sections include the Southwest Museum and Gold Line station at Marmion Way and the Debs Park Audubon Center along Griffin.

Option 2.1.c. Extend bike lanes on Avenue 50 up to York Boulevard.

The bike lanes on Avenue 50 currently stop just north of El Paso. The Bicycle Master Plan shows them continuing all the way to York. This would take them past Buchanan Elementary and close to Occidental College.

2.2. Improve connection between Lincoln Heights, Montecito Heights and Highland Park

While Griffin Avenue connects Lincoln and Montecito Heights, getting across the Parkway and channel to Highland Park is challenging. Pasadena Avenue is often busy. Avenues 43 and 52 both have a steady stream of cars exiting and entering the Parkway.



Figure 48. Hill along Figueroa south of Avenue 50



Figure 49. Marmion Way & Avenue 45



Figure 50. Griffin Avenue and Avenue 43

Option 2.2.a. Improve the pedestrian bridge connecting Sycamore Grove Park and Montecito Heights Recreation Center.

Pedestrians are able to cross over the Parkway and the channel using the pedestrian bridge at Sycamore Grove Park (Figure 51). Currently there is a ramp bicycles can use on the east side of the bridge (though it has a curb) but not on the west side (Figure 52). Adding grooves for bike wheels along the edge of the stairway would mean cyclists wouldn't have to shoulder their bike down the stairs. Another option would be to add a ramp on the west side of the bridge. This would make the bridge wheelchair accessible. A third improvement would be to widen the bridge so that cyclists have room to bike over the Parkway (Figure 53). The most expensive choice, but perhaps the most desirable would be constructing a new bridge at the southern end of Sycamore Grove Park that could connect Ramona Hall with the Debs Park Audubon Center and Montecito Heights Senior Center. This was one of the demonstration projects suggested in the Parkway Linkages Study. An improved pedestrian bridge will connect the major thoroughfares of Griffin and Figueroa. With bike lanes on Figueroa, cycling access will dramatically increase.



Figure 51. Pedestrian Bridge at Sycamore Grove



Figure 52. Stairs on west side of pedestrian bridge restrict bike and wheelchair access

Option 2.2.b. Create a bike path on old rail bed that runs along west side of the Arroyo Seco Parkway between Avenue 52 and Sycamore Grove Park

This alternative would allow cyclists to bike up Griffin Avenue to Avenue 52 and then hop on a bike path to get back down to Sycamore Grove Park and the proposed Figueroa Street bike lanes. There is a steep hill between the Parkway and Figueroa at Avenue 52 and the street is narrow. Cyclists going up Griffin need another option for getting to Figueroa. Additional outreach to the neighbors adjacent to the old rail bed would be important to accommodate any concerns they would have about adding a paved bike path on this stretch of trail (Figure 54 and Figure 55).



Figure 53. Restricted space on pedestrian bridge

2.3. Provide greater bicycle access to Gold Line stations

Extending the in-channel path provides another option for commuting cyclists, but for this to be a true solution for bike commuters they need to be able to hop onto the train easily.

Option 2.3.a. Provide access point to in-channel path at Pasadena Avenue

With the current designs for the extension of the in-channel path, riders emerging at Avenue 26 will have to contend with cars entering and exiting the Parkway and I-5. No such problems exist at Pasadena Avenue. As described in the previous section, an access point could be added either upstream of the Pasadena Avenue Bridge on the city-owned land currently leased by North East Trees (Figure 56) or downstream of the bridge if the Welch property can be acquired (Figure 16).

Option 2.3.b. Increase bike racks and lockers at the Southwest Museum Gold Line station -

Bike racks and lockers at the Gold Line station will be especially important for residents of Mt. Washington who ride down to the Southwest Museum station.

2.4. Connect future out-of-channel commuter bike route between Avenue 52 and Avenue 35

The constricted nature in this section of the Arroyo makes finding room for an unobstructed commuter bike route challenging. Options do exist, however.

Option 2.4.a. Improve signage and road conditions along Griffin Avenue between Avenue 52 bridge and Avenue 35

Utilizing Griffin as part of the commuter bike route would allow cyclists to connect to the out-of-channel options described in the previous section starting at Avenue 35 and Pasadena Avenue. Alternatively, southbound cyclists can continue along Griffin all the way to Broadway which is a busy street but which they can use to reach the Spring Street Bridge. The city could add bike lanes along Griffin Avenue between Avenue 52 bridge and Montecito Heights Recreation Center to slow traffic, which tends to speed up as it approaches the Parkway. “Share the Road” signs would also help. Cyclists could help determine which of these improvements would be most appropriate (Figure 57).

Option 2.4.b. Create bike path on old rail bed that runs along west side of the Arroyo Seco Parkway between Avenue 52 and 43

The old rail bed on the west side of the Parkway runs south all the way through Sycamore Grove Park before pinching off just north of Avenue 43 (Figure 58, Figure 59



Figure 54. End of rail bed next to Ave. 52 Parkway entrance.



Figure 55. Rail bed on west side of Parkway, south of Avenue 52



Figure 56. An access ramp upstream of the Pasadena Avenue Bridge would increase access to the Heritage Square Gold Line station.

and Figure 60). Buildings infringe on the right of way so that it would be necessary to reconfigure the Avenue 43 exit and entrance (Figure 61). A bike path from Avenue 52 to Sycamore Grove Park, however, would at least allow commuting cyclists to connect with the proposed Figueroa St. bike lanes. Between Avenue 43 and Pasadena Avenue cyclists would use Carlotta (Figure 62). The out-of-channel options outlined in the previous section describe how southbound commuters would proceed from here and how northbound commuters could connect to this point.

Option 2.4.c. Create a bike path between Pasadena Avenue and Avenue 43 on the city-owned easement on the east side of the channel

This option would utilize city-owned property currently leased by the Heritage Square Museum and North East Trees. There is space along the shoulder at Homer for a bike path to reach Avenue 43 (Figure 63). This is only two blocks from the current bike path that runs behind the Montecito Heights Recreation Center up to Griffin Avenue and the Sycamore Grove Pedestrian Bridge. Security concerns for both Heritage Square and North East Trees which maintain gates on either side of the easement create a barrier for this route.



Figure 57. Top of Griffin Ave. from the Avenue 52 Bridge



Figure 58. Rail bed runs through Sycamore Grove Park and behind Ramona Hall



Figure 59. Right of way south of Sycamore Grove



Figure 60. Right of way pinches off above the Avenue 43 Parkway ramp



Figure 61. A bike path on the west side of Parkway would require re-designing the Avenue 43 ramp



Figure 62. Carlotta at Pasadena Avenue



Figure 63. Looking north along the shoulder of Homer from Heritage Square

3. Avenue 50 / 52 to York Boulevard / Pasadena Avenue

The area between Avenue 50/52 and the York Boulevard Bridge includes the main shopping district along Figueroa and a series of beautiful, but underutilized, parks alongside the Arroyo Seco Parkway and channel. The key to improving access to these parks is connection. Currently the Arroyo Seco Parks at Avenue 64 and Avenue 60 and the Hermon Park along Via Marisol are isolated pockets separated from one another by the Parkway, gates, fences and half-completed trails. They are also difficult to access from Figueroa and the northern sections of Highland Park.

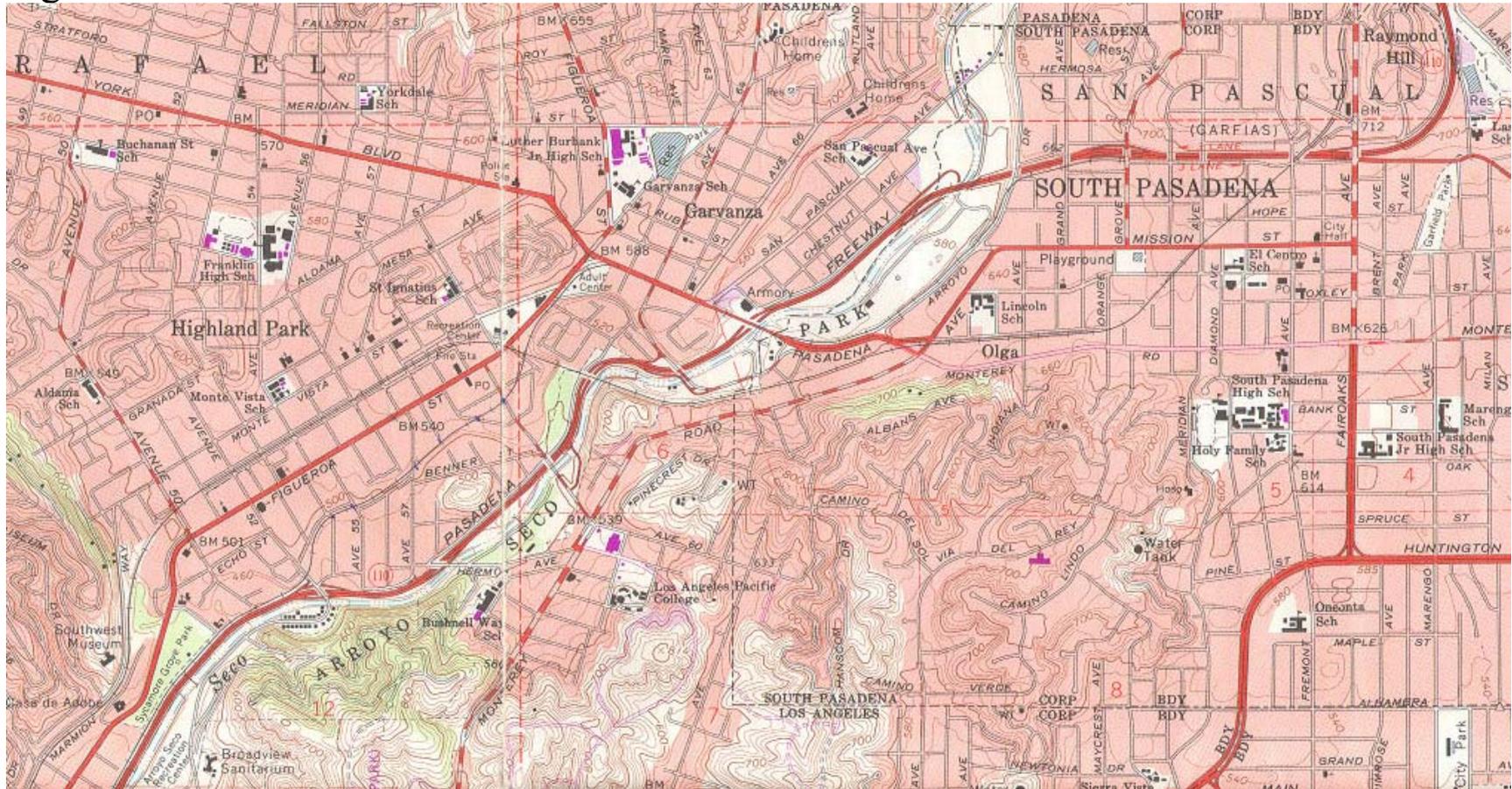
The lack of connection through this scenic stretch of the Arroyo is frustrating for cyclists. The in-channel path connects the parks at Avenue 64 and Via Marisol but this is only accessible for part of the year. While the numerous small businesses along Figueroa between Avenue 60 and Avenue 50 are ideal for neighborhood cyclists running a quick errand, the lack of convenient bike parking can dissuades cyclists from stopping.

The hilly nature of this stretch restricts potential routes. Fortunately there are still opportunities worth exploring that can improve cycling within the area. Main routes and thoroughfares include Figueroa Street, Monte Vista Avenue, Avenue 50, and Monterey Road. In addition to the parks along the Arroyo Seco, community resources in the Highland Park Recreation Center, Arroyo Seco Branch Library, the Highland Park Senior Center, Art in the Park, Tierra de la Culebra Art Park, the Highland Park Ebell Club and the Highland Park Gold Line Station at Avenue 57.



Figure 64. Arroyo Seco Park at Avenue 60 is one of the underutilized parks along the Arroyo.

Figure 65. Avenue 50 / 52 to York Boulevard / Pasadena Avenue



Specific Objectives

3.1. Improve safety along existing routes and thoroughfares

There are very few official routes through the neighborhoods along this section of the corridor. Cyclists currently use a handful of streets to help them get where they need to go. The city should improve the safety along these unofficial routes.

Option 3.1.a. Create a bike route along Monte Vista Avenue.

Monte Vista is currently used by cyclists who want to avoid the traffic on Figueroa Street. It's a good route but often is busy with parked cars and bus traffic (Figure 66). The city can improve the safety along this route by designating it an official bike route and adding "Share the Road" signs. Monte Vista currently meets the criteria for a Class III bike route described by the city. It passes by two local schools and within one block of the Highland Park Recreation Center and the Highland Park Gold Line Station. It connects with both the Avenue 50 bike lanes and Marmion Way which cyclists can take all the way to Pasadena Avenue (Figure 67).

Option 3.1.b. Create a bike route between York Blvd. and the Highland Park Recreation Center using Aldama and Avenue 61.

Creating a bike route along Aldama and Avenue 61 would increase access to central Highland Park from the north. The bike lanes on Avenue 50 already do this on one side of the community but residents further east have no official route. Avenue 61 connects with the back of the Highland Park Recreation Center at Figueroa and is one block from the library. Cyclists could also connect with Avenue 60 to ride down to the parks along the Arroyo.

Option 3.1.c. Add bike lanes on Avenue 60 from Figueroa to Monterey Road.

The current Bicycle Master Plan for the City of Los Angeles recommends bike lanes on Avenue 60. This is a good idea. The hill between Figueroa and the Arroyo is not as steep as at Avenue 57 and the street is wider with better visibility (Figure 68). It also



Figure 66. Monte Vista at Avenue 58



Figure 67 Monte Vista connects with the bike lanes at Avenue 50



Figure 68. Looking north from Ave. 60 Bridge

would provide direct access to the Arroyo Seco parks, the in-channel path, a future out-of-channel commuter route and the neighborhoods of Hermon and Monterey Hills. Avenue 60 is already a Class III bike route. The city should implement its recommendation and upgrade the road with Class II bike lanes.

Option 3.1.d. Add bike lanes on Monterey Road from Avenue 60 to Pasadena Avenue.

Similarly, the master plan also recommends bike lanes along Monterey Road from Avenue 60 the city boundary at South Pasadena. This is also a good idea. Monterey is the main thoroughfare on the east side of the Arroyo. Bike lanes would help residents get to the businesses at Monterey and Via Marisol and bring them closer to the Mission Gold Line station in South Pasadena. The Bike Plan for South Pasadena also proposes bike lanes on Monterey Road all the way to Garfield Avenue.

3.2. Improve access to the Highland Park Gold Line station.

Highland Park is the only Gold Line station serving this section of the Arroyo.

Option 3.2.a. Increase bike racks and lockers at the Highland Park Gold Line station.

There are currently five bike racks at the Highland Park station at Avenue 57 (Figure 69). Cyclists should work with MTA to determine how many more are necessary. Bike lockers would do a better job at preventing theft and vandalism.

Option 3.2.b. Make Monte Vista Avenue an official city bike route.

Monte Vista is a quiet residential street that runs adjacent to the Gold Line. It is a good route through central Highland Park already used by cyclists, but it has frequent bus traffic and a number of parked cars (Figure 66). Designating Monte Vista as an official city bike route would raise the awareness of motorists and improve safety for everyone.

Option 3.2.c. Create a bike route between York Blvd. and the Highland Park Recreation Center using Aldama and Avenue 61.

Creating this bike route between York Boulevard and Monte Vista Avenue would dramatically increase access to the Gold Line for residents in northern section of



Figure 69. Five bike racks at Avenue 57 station



Figure 70 Tierra de la Culebra Art Park at Avenue 57

Highland Park.

Option 3.2.d. Add bike lanes on Avenue 60 from Figueroa to Monterey Road.

Residents using this route would be able to get to within just a few blocks of the Gold Line station at Avenue 57. Cyclists would like ride south on Figueroa to Avenue 57 to reach the station.

Option 3.2.e. Create a bike route along Avenue 57 from Via Marisol to Monte Vista Avenue.

Like Avenue 60, Avenue 57 runs through the densely packed area south of Figueroa. Avenue 57 has steeper hill than Avenue 60, but provides a more direct route to the Gold Line station. It also passes by the Tierra de la Culebra Art Park (Figure 70).

3.3. Improve bicycle access to small business along Figueroa Street.

If local residents can fill their daily needs by shopping on Figueroa Street, fewer cars will be on the road, the air will be cleaner and the neighborhoods safer for schoolchildren and pedestrians. The shopping district between Avenue 50 and Avenue 60 along Figueroa is ideal for cyclists who can browse the shops without using a car (Figure 71 and Figure 72).

Option 3.3.a. Add bike racks along Figueroa Street.

Cyclists can work with the city and local businesses to determine the best location for sidewalk bike racks. This is one of the main barriers to cyclists shopping along Figueroa.

Option 3.3.b. Create a bike route between York Blvd. and the Highland Park Recreation Center using Aldama and Avenue 61.

This is the same as Options 3.1.b. and 3.2.c. above.

Option 3.3.c. Add bike lanes on Avenue 60 from Figueroa to Monterey Road.

This is the same as Options 3.1.c. and 3.2.d. above.



Figure 71. Shopping district along Figueroa



Figure 72 Highland Park Theatre and Avenue 56 and Figueroa



Figure 73. Hermon Park at Arroyo Seco sits between Avenue 60 and Via Marisol

3.4. Connect and improve access to city Arroyo Seco Parks

The Arroyo Seco Parks are pearls along the necklace of the Arroyo. They provide the foundation for a recreational corridor unmatched anywhere in the Los Angeles. The pieces only need to be better connected – to each other and to the surrounding communities.

Option 3.4.a. Create out-of-channel bike path on the east side of the channel from Arroyo Seco Park at Avenue 64 through Hermon Park to Via Marisol.

This path would take advantage of the access road that runs between the Recreation and Parks Maintenance Yard and Hermon Park at Arroyo Seco (Figure 73). This is currently used as an informal walking and equestrian trail (Figure 74). This path could be a link in a future out-of-channel commuter bike path. There is public right-of-way but it’s unclear whether it belongs to the city, county or Caltrans.

At the Avenue 64 Park there would be two possible access points. One is along the base of the hill at the dividing line between South Pasadena and Los Angeles (Figure 75). This would likely require cutting of some mature non-native eucalyptus trees beside the Avenue 64/Marmion Way Parkway exit (Figure 76). Alternatively, there might be a way to build a path through or under the Avenue 64 Bridge so cyclists wouldn’t have to leave the park perhaps by suspending a path above the flood control channel.

One section of this path is subject to occasional landslides from the hills. A small retaining wall would be necessary. Lighting along this path for night riding would also be helpful.

Option 3.4.b. Install new gates at Avenue 60 Park to allow for easy passage of cyclists.

Currently the gates installed to block vehicle access to this park unnecessarily block cyclists (Figure 77). Arroyo Seco Avenue runs along the Parkway south of this park all the way to Avenue 57. Modifying these gates would allow someone to ride from Marmion Way to Avenue 57 unimpeded. Increased access to this park should be



Figure 74. Old road between Arroyo Seco parks



Figure 75. Path along Rec & Parks Yard behind Ave. 64/Marmion Way exit



Figure 76. Eucalyptus trees would need to be cut to provide access to eastside path

accompanied by other park improvements such as additional picnic tables.

Option 3.4.c. Improve access from Avenue 60 Park up to Avenue 60.

There is currently an inclined path that leads up from this park to Avenue 60. But a curb at the bottom and the poor condition of the pavement make it inconvenient for cyclists (Figure 78). Improving this path would allow cyclists to get to and from this park more easily and would make it more accessible for people from Hermon. A similar bike ramp already exists across the bridge leading down into Hermon Park.



Figure 77. Gates blocking cyclists in Avenue 60 Park

Option 3.4.d. Create a bike ramp from Marmion Way to Avenue 64 on the north side of the Parkway

Marmion Way runs down from Figueroa down to La Riba Way by the Avenue 64 Parkway entrance. It passes below the Avenue 64 staircase and ends halfway up the hill without connecting back up to Avenue 64 (Figure 79). Connecting Marmion Way to Avenue 64 for bikes (but not for cars) would improve the connection to the Avenue 64 Park from both Figueroa (via Marmion Way) and the Avenue 60 Park. It would be necessary to add a crosswalk for cyclists coming up from the Avenue 64 Park so they could cross over to the ramp.



Figure 78. Ramp with curb leading to Avenue 60

Option 3.4.e. Create Highland Park “Ridge Route”

Quiet residential streets and portions of an old rail bed might offer the potential for a bike route from Avenue 52 to the corner of Figueroa and Avenue 60. Combined with a bike path along the rail bed south of Avenue 52, this could provide a connection from community destinations such as the Highland Park Recreation Center, the Post Office on Figueroa and the Arroyo Seco Library to Sycamore Grove Park.



Figure 79. Marmion Way dead ends for cyclists below Avenue 64

From Avenue 52, the route would go along Longfellow and Media Drive to Avenue 57. At Avenue 57, it would pick up the old rail bed and travel along the ridge to Avenue 58 (Figure 80). The route could end here one block south of Figueroa. There is a stairway here leading down to Benner. The rail bed between Avenue 58 and Hayes is blocked off by a metal barrier on one end and a driveway on the other (Figure 81). But the right of way might still exist through this area. This should be investigated. Between Hayes and Avenue 60 there is another section of abandoned rail bed (Figure 82).

3.5. Improve access to Highland Park Recreation Center and Arroyo Seco Library

Highland Park Recreation Center and the Arroyo Seco Library are two important destinations for local residents. Being able to access these sites safely by bicycle should be a priority.

Option 3.5.a. Improve signage and crosswalks around Highland Park Recreation Center and Arroyo Seco Library.

The Gold Line at Avenue 60 makes it difficult to get across Figueroa to the Recreation Center (Figure 83). Similarly, the wide street and heavy traffic just south of York along Figueroa makes a north end crossing challenging as well.

Option 3.5.b. Add bike lanes on Figueroa from Colorado Boulevard to Avenue 60.

Adding bike lanes along this treacherous, hilly section of Figueroa would make the recreation center and library much more accessible for residents in Garvanza and the northern section of Highland Park.

Option 3.5.c. Create a bike route along Monte Vista Avenue.

This is the same as Option 3.1.a and 3.2.b. above. A bike route along Monte Vista would connect the Recreation Center and Library via Avenue 61 and Piedmont Avenue.

Option 3.5.d. Provide additional bicycle racks at the Recreation Center and Library.

Cyclists should work with Recreation and Parks and Library staff to determine how many bike racks are necessary (Figure 84).

Option 3.5.e. Create a bike route between York Blvd. and the Highland Park Recreation Center using Aldama and Avenue 61.

This is the same as Option 3.1.b and 3.2.c above.



Figure 80. Rail bed between Ave. 57 and Ave. 58



Figure 81. Right of way for "Ridge Route" possibly blocked at Hayes Street



Figure 82. Rail bed running between Avenue 60 and Hayes

Option 3.5.f. Create Highland Park “Ridge Route”

This is the same as Option 3.4.e above.

3.6. Connect future out-of-channel commuter bike route between York Blvd. Bridge and Avenue 52

This is a crucial stretch for an out-of-channel commuter route to downtown. On the west side of the Parkway, houses, a sound wall and one-way streets block the potential for a convenient bike route. There is more room east side of the Parkway and channel. There is space along the base of the hills except for one stretch of approximately a hundred yards just north of Avenue 52 where landslides have created an almost vertical face of earth and collapsed the fencing along the channel

Option 3.6.a. Create out-of-channel bike path between Arroyo Seco Park at Avenue 64 through Hermon Park to Via Marisol along the east side of the channel.

This is the same as Option 3.4.a above.

Option 3.6.b. Create bike path from Via Marisol to Avenue 52 along the east side of the channel.

The city owns flat parkland south of Via Marisol adjacent to Debs Park (currently there are a handful of homeless people who use this area). The flat portion of land, however, ends as a steep hillside descends to the channel. This steep slope runs for about a hundred yards before widening out again just before Avenue 52. Landslides during winter of 2005 collapsed the fence along this section of the channel, and this would need to be addressed as part of the engineering of a bike path along this stretch (Figure 85).

This is the critical link for an out-of-channel route and deserves a creative solution. There is additional room between the Parkway and the channel in this stretch creating the possibility for shifting the flood control channel over to allow additional room for a bike path to run along the base of the hillside, protected by a retaining wall (Figure 86). Lighting, at least at either end of this section, will provide greater safety for cyclists.



Figure 83. Difficult crossing to the Rec Center



Figure 84. Consider more bike racks at Rec Center and Library



Figure 85. Sliding earth north of Avenue 52

The availability of an access point along Avenue 52 is another question. There is a home at the base of the hillside near where the Avenue 52 bridge connects with Griffin Avenue. The section immediately adjacent to the channel and bridge is not maintained, however, suggesting that the right of way remains with either the city, county or perhaps Caltrans (Figure 87).

Cyclists emerging from a bike path at this location would cross and continue south on Griffin Avenue. Visibility for both drivers and cyclists is good at this location, and it's far enough from the Parkway entrance and exits to avoid congestion (Figure 88).

Option 3.6.c. Re-align Parkway and put bike path along the west side of the Parkway

The Parkway Linkages Study suggests that re-aligning the Parkway both between Avenue 60 and the Railroad Bridge and north of the York Boulevard Bridge to create more room for landscaping on the west side of the road. This might free up enough space to allow for a west side bike path that would make use of Bridewell Avenue, Arroyo Seco Park at Avenue 60 and Arroyo Seco Avenue to get to Avenue 57. Ideally such a path would stay on the west side of the Parkway and connect with old rail bed running through Sycamore Grove Park and Carlotta Avenue.

This option presents several challenges. The main obstacle to this route is the apartment complex just south of the York Boulevard Bridge and the steep hill on the west side of the Parkway between the Bridge and the Avenue 64 Parkway entrances. To get cyclists around this stretch they would need to bike up San Pascual to York Boulevard and connect with a west side path using Marmion Way or the proposed Avenue 64 ramp (Option 3.4.d above)

Another problem with a west side route is that between Avenue 57 and Avenue 52 cyclists have to wind their way through the neighborhood. In general, the channel and Parkway are constricted here. Space is extremely limited making any realignment of the Parkway between 57 and 52 almost impossible. The most convenient route through this neighborhood, directly behind the sound wall between Avenue 57 and 55, is a one-way street. Even if there was enough space, the entrance and exit ramps at York, Avenue 64, 60, 57 and 52 all pose obstacles.



Figure 86. Looking north from Avenue 52 Bridge



Figure 87. Potential right of way north of Ave. 52



Figure 88. Good visibility from potential bike path access point at Avenue 52 bridge

4. York Boulevard / Pasadena Avenue to 134 / 210 Freeway

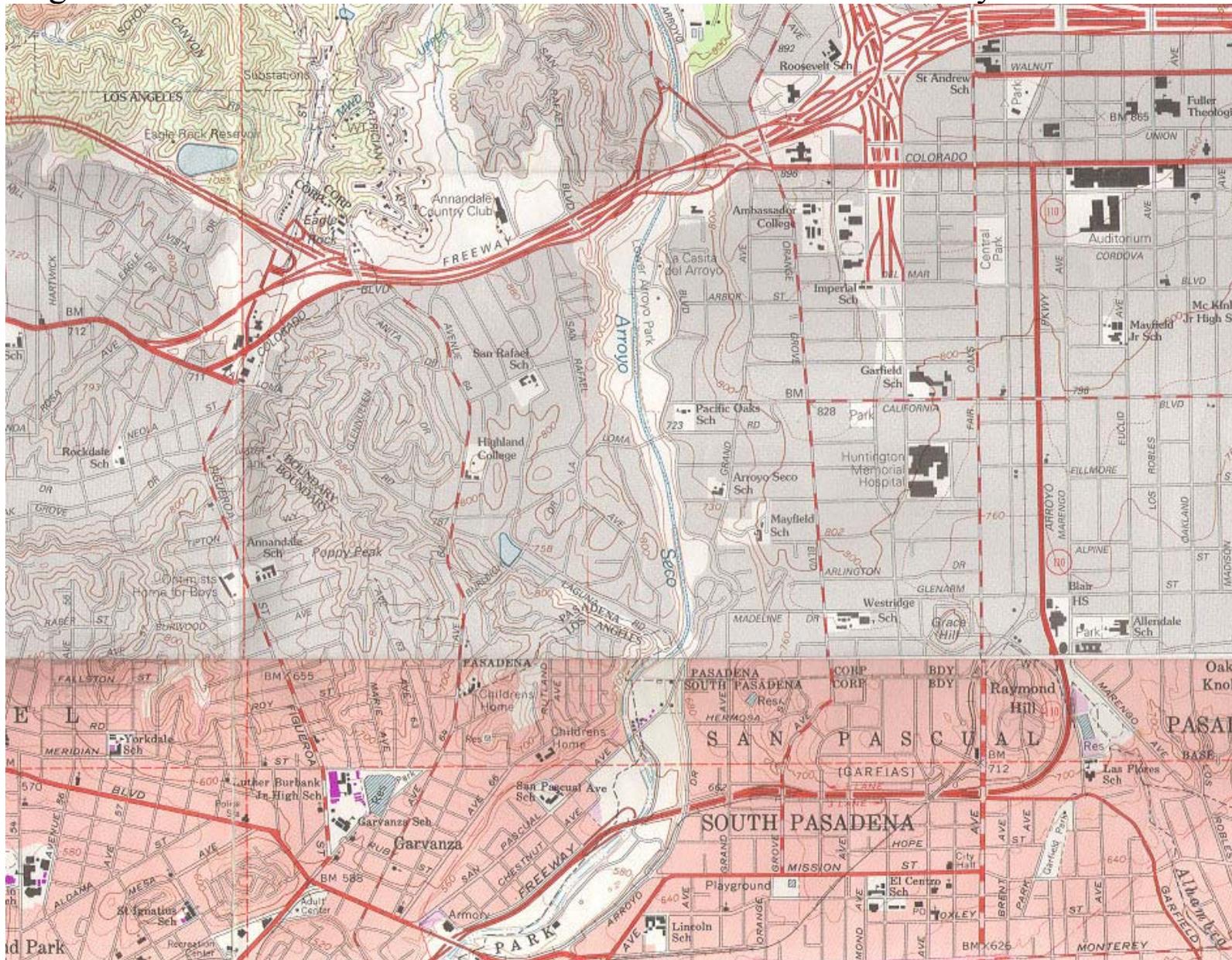
On the west side of the Arroyo, the San Rafael Hills make the neighborhoods hilly and difficult to negotiate on a bike. There are good routes, however, that can be improved. Figueroa is hilly from Colorado Boulevard to York Boulevard and has speeding traffic, but is still the most direct route into the shopping district and is used by many cyclists. York Boulevard is the major shopping area on this side of the Arroyo and both Meridian Street and York Boulevard provide access for cyclists. They also connect Figueroa to the bike lanes on Eagle Rock Boulevard. Avenue 66 and San Pascual Avenue are residential bike routes that feed onto York just west of the York Boulevard Bridge.

On the east side of the Arroyo, Arroyo Drive along the rim of the canyon is the major north-south route. Other connections between Pasadena and South Pasadena are more problematic. Fair Oaks, Orange Grove and Los Robles are the other north-south routes and these are often clogged with traffic. With some minor improvements, South Pasadena can be a very accessible city for cyclists; this document offers several suggestions. The main shopping districts in this section are along Mission Street and Fair Oaks Avenue in South Pasadena and Old Town in Pasadena. Community resources in this area include the South Pasadena History Museum, South Pasadena Woodland and Wildlife Park, the Arroyo Seco Golf Course and Arroyo Seco Park in South Pasadena, La Casita Del Arroyo, Pasadena's Lower Arroyo, Central Park, City Hall and the Library in Pasadena and the Norton Simon Museum. Gold Line stations exist at Mission, Fillmore, Del Mar and Memorial Park.



Figure 89. Meridian Avenue would make a good north-south bike route through South Pasadena.

Figure 90. York Boulevard/Pasadena Avenue to 210/134 Freeway



Specific Objectives

4.1 Improve safety along existing routes and thoroughfares.

This is a windy and hilly stretch of road, and traffic often speeds along this section. Safety for the students at Luther Burbank Middle School is also a concern (Figure 91).

Option 4.1.a. Add bike lanes along Figueroa between Colorado Boulevard and Avenue 60.

Adding bike lanes to this section of Figueroa would slow car traffic, provide greater access to businesses and resources located below York Boulevard, and close the loop with the bike route along Colorado Blvd that runs through Eagle Rock. Bike lanes extending from Colorado all the way to Avenue 60 are in the Bicycle Master Plan for the City of Los Angeles and should be implemented.

Option 4.1.b. Add bike lanes along York Boulevard between Figueroa and Eagle Rock Boulevard

York Boulevard is the major shopping for Highland Park in this section of the Arroyo and bike lanes connecting Figueroa and Eagle Rock Boulevard are in the Bicycle Master Plan. Adjusting the car lanes might be necessary to create enough room, especially west of Avenue 50. Currently many cyclists use the bike route on Meridian one block to the north. Taking this route, however, means they miss the business district where they could run errands and do shopping (Figure 92)

Option 4.1.c. Add bike lanes to the York Boulevard Bridge

The York Boulevard Bridge is the primary connector between South Pasadena and Highland Park and acts as a major barrier to cyclists traveling between the two communities. There is no shoulder on the bridge making it a treacherous crossing for cyclists (Figure 93) This is one of the signature bridges for the Arroyo and care would need to be taken in making any changes to the structure. Instead of attempting to widen this bridge, a better option would be to reduce the car traffic to two lanes and install bike



Figure 91. Cyclist along Figueroa across from Luther Burbank Middle School



Figure 92. Shopping district along York Boulevard could use more bike traffic.



Figure 93. Space is cramped along York Boulevard Bridge

lanes and wider sidewalks.

Option 4.1.d. Add bike lanes on Avenue 66 north of York Boulevard

The City of Los Angeles Bicycle Master Plan recommends bike lanes on Avenue 66 north of York Boulevard. These lanes would serve the Garvanza residents and provide a good route for cyclists headed toward west Pasadena, who could cut over to Avenue 64 at Repton or Pollard and continue up the hill.

4.2. Improve safety and connectivity through South Pasadena.

Wide streets and quiet neighborhoods can make South Pasadena a great cycling city. It wouldn't take more than a few signs to improve cycling within the community. More awareness of cycling options will also help get cars off the street in South Pasadena, reducing the traffic.

Option 4.2.a. Create an east-west bike route along El Centro between Brent and Pasadena Avenue

El Centro is a quiet street that parallels Mission. It passes the library, coffee shops, the Mission Gold Line station and Arroyo Vista School. It's a perfect choice for a bike route.

Option 4.2.b. Create an east-west bike route along Columbia and Hermosa Streets between Fair Oaks and Arroyo Dr

Columbia Street is in the city of Pasadena, and Hermosa Street is in South Pasadena, meaning that this would need to be a cooperative project between the two cities. Fair Oaks becomes busy with traffic near the Parkway entrance in South Pasadena. This option would allow southbound cyclists to go avoid this area by routing them either to Meridian Avenue (see Option 4.2.c) or to Arroyo Drive if they are headed further west toward Los Angeles. Bike lanes along Columbia might be appropriate due to the traffic entering from Fremont Avenue. Using Hermosa would connect this route to Arroyo Drive would allow residents ready access to the Arroyo and the proposed commuter bike path.



Figure 94. Dead end at Beacon and Columbia Avenue



Figure 95. Looking north from Marengo and Monterey

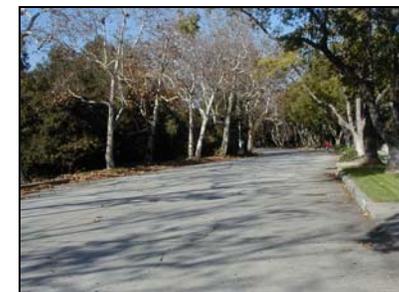


Figure 96. Arroyo Drive is already used by recreational cyclists on a regular basis

Option 4.2.c. Add bike lanes on Monterey Road between Pasadena Avenue and Garfield Avenue.

Monterey Road is major thoroughfare running through South Pasadena. The City of Los Angeles Bicycle Master Plan recommends bike lanes to the border with South Pasadena. If South Pasadena added bike lanes on its portion of the road it would be possible to go from Garfield Avenue to Avenue 60 in Los Angeles on a Class II system. Cars speed along this section, especially closer to Pasadena Avenue. Bike lanes would slow car traffic and make for a safer ride.

Option 4.2.d. Create a north-south bike route along Meridian Avenue (in South Pasadena) between Oliver and Huntington Drive

Meridian Avenue is a quiet residential street and goes through all of South Pasadena. It passes the high school and the Mission Gold Line station. On the north end it hits a T-section at Oliver. From here cyclists can go east one block to Beacon Avenue, which dead ends at Columbia (Figure 94). Providing a break in the pavement at this point so cyclists can transition smoothly to proposed bike lanes on Columbia would connect the two routes together and provide easy flow. This improvement was also recommended in the South Pasadena Bike Master Plan

Option 4.2.e. Create a north-south bike route along Marengo from Mission to Huntington Dr

Marengo passes elementary school that bears its name and connects with Garfield Park (Figure 95). Bike lanes should be put in from Mission to Oak to slow traffic next to the school. This bike route could extend south into Alhambra, either along Marengo all the way to Alhambra Park. At the Park, the route could continue either along Marengo or Raymond to connect with the Main Street shopping district. This would be a good cooperative project between Alhambra and South Pasadena

Option 4.2.f. Create a north-south bike route along Arroyo Drive

This quiet residential street along the rim of the Arroyo is already used by recreational riders on a regular basis (Figure 96).



Figure 97. Driveway at south end of Blair athletic field along Marengo Avenue



Figure 98. Connection point between apartment buildings on Hardison Place



Figure 99. Looking north at Blair HS from top of Garfield Avenue

4.3. Improve connectivity between Pasadena and South Pasadena

The lack of convenient connections between Pasadena and South Pasadena is frustrating for cyclists. Most cyclists use Fair Oaks which is often backed up around the Parkway entrance. A few small changes would encourage flow back and forth through the two communities and make it much easier for commuting cyclists who wish to continue to downtown.

Option 4.3.a. Create connecting path from Marengo Avenue in Pasadena to Marengo Avenue in South Pasadena

Marengo is one of the major north-south routes through Pasadena. It has bike lanes extending to Glenarm and Blair High School. In South Pasadena, Marengo is a prime candidate for a bike route. There are several ways to make this connection.

The first is to extend Pasadena’s bike lanes down Marengo to the driveway at the end of the Blair High School athletic field (Figure 97). A short path could run along the back of the field and emerge between the apartment buildings on Hardison Place (Figure 98). Cyclists could then travel south on Garfield Avenue, cross Grevelia and proceed on to Marengo (see Option 4.3.b)

A second option would be to run a path from the corner of Glenarm and Arroyo Parkway to the top of Garfield Avenue in South Pasadena. Garfield currently dead-ends at Blair High School, but there appears to be enough room for a path between the Parkway and the high school grounds (Figure 99). The constant congestion at the top of the Parkway would pose a challenge for cyclists, who would have to use a crosswalk at Marengo or Arroyo Parkway to get to this corner safely (Figure 100).

A third option would be to run a bike path from Marengo across school grounds just to the north of the athletic field and connect it with Garfield Avenue by using a portion of the property used for the South Pasadena reservoir. The city will be rebuilding this reservoir in the next year and might be willing to reserve enough room along the parcel’s southern boundary for a bike path. (Figure 101)

Any use of the grounds of Blair School would require the approval of the school board.



Figure 100. Congested intersection at Arroyo Parkway and Glenarm



Figure 101. Possible right of way through water storage facility on Garfield Avenue



Figure 102. Renegade cyclists already use power line corridor at Grevelia Street

Option 4.3.b. Create a bike path along the old power line corridor that runs through Garfield Park

The best way for cyclists using the proposed connector to get to Marengo Avenue in South Pasadena is to go through Garfield Park down to Mission. There is flat ground that would be perfect for a short path from Grevelia to the corner of Hope and Park Street (Figure 102 and Figure 103). From here it is only one block to Mission on a normally quiet street. Cyclists would cross Mission and continue down Park Street to Oxley. From here they could go east to pick up Marengo or west and then north one block to pick up the proposed bike route along El Centro. This would reduce the congestion at the stop sign at Marengo and Mission and keep cyclists from riding on the sidewalks in and around Garfield Park.



Figure 103. Bike path through Garfield Park would end at Hope and Park St.

Option 4.3.c. Create bike path through Pasadena Water and Power plant and along Gold Line right of way

Pasadena is planning a major renovation of its water and power facility. Creating a bike path that runs from Glenarm to State Street near the southern border of Pasadena might be possible. This path could connect with a Pasadena bike route along Edmondson Alley up to Central Park and Del Mar Blvd.



Figure 104. Space along Gold Line south from Columbia Bridge

At State Street it might be possible to connect with a bike path built alongside the Gold Line tracks. There is ample room for a bike path in the grassy area on the west side of the tracks between State and Fremont, except where the Fair Oaks Bridge crosses over the Gold Line (Figure 104 and Figure 105).



Figure 105. Fair Oaks Bridge blocks right of way north of Columbia

Another problem is that this route ends at Fremont just north of the bridge over the Parkway. This area is already heavily congested and there would likely be little community support for adding a bike crossing at this location. Another option would be for a path to exit the Gold Line corridor before Fremont at the Oaklawn Bridge. Cyclists could either cross the bridge to get to Fair Oaks or go up to Columbia using Oaklawn Avenue.

Option 4.3.d. Create an east-west bike route along Columbia/Hermosa St. between Fair Oaks and Arroyo Dr.

This is the same as Option 4.2.b above. Creating this bike route would allow cyclists

going north and south on Fair Oaks to cut over to the bike routes on Meridian or Arroyo Drive in South Pasadena.

4.4. Improve access to Gold Line stations at Mission, Fillmore, Del Mar and Memorial Park

For residents of Pasadena and South Pasadena to take full advantage of the Gold Line it needs to be convenient for cyclists to ride to and park their bikes at these stations (Figure 106).

Option 4.4.a. Increase bike racks and lockers at these Gold Line stations.

Option 4.4.b. Create a north-south bike route along Meridian between Oliver and Huntington Drive.

This option would increase bike access to the Mission Gold Line Station for residents of South Pasadena.

Option 4.4.c. Improve signage along bike routes adjacent stations directing cyclists to the Gold Line.

Gold Line signs for cyclists along Marengo, Del Mar, Meridian, El Centro, Maple and Corson would be helpful. Signs with special graphics showing cyclists taking bikes on the train should be considered. These “multi-modal” signs could include hours bikes are allowed on the trains.

4.5. Connect Pasadena/South Pasadena routes to future out-of-channel commuter bike route beginning at Arroyo Seco Park at Avenue 64.

South of the York Boulevard Bridge the most likely route for an out-of-channel commuter bike route would run along the base of the hillside alongside the City of Los Angeles Recreation and Parks maintenance yard (Figure 107). Making a safe and more convenient connection to this point from South Pasadena is a key linkage. There are several options, each with built-in advantages and disadvantages.

The in-channel path begins at Arroyo Seco Park at Avenue 64 as well. Aside from the



Figure 106. Bikes at Mission Gold Line Station



Figure 107. Out-of-channel path would likely run along Marmion Way next to Parkway exit



Figure 108. Location for possible bike bridge over Pasadena Avenue

commuter route, this on its own makes it an important destination for cyclists.

Option 4.5.a. Add bike lanes on Monterey Road between Pasadena Avenue and Garfield Avenue.

Arroyo Seco Park at Avenue 64 is accessible from Monterey Road using Arroyo Verde, a short spur road that descends to Marmion Way. Bike lanes along Monterey Road would provide an easy linkage to the start an out-of-channel commuter route.

Option 4.5.b. Create a crosswalk with caution lighting at intersection of Pasadena Avenue and Marmion Way.

Cars routinely speed along this section of Pasadena Avenue and make it dangerous for merging cyclists trying to make a left turn onto Marmion Way to get down to the park. A crosswalk would slow motorists down and make it safer for families and children to cross Pasadena Avenue.

Option 4.5.c. Resurface Pasadena Avenue between York Blvd. Bridge and Monterey Road

Another barrier to using Pasadena Avenue is the cracked and potholed pavement along Pasadena Avenue. There is also an abundance of sand, glass and gravel along this section creating the potential for flat tires. It's especially hazardous for small children.

Option 4.5.d. Create a bike bridge over Pasadena Avenue to Marmion Way

A bike bridge would be the safest and most efficient way to cross Pasadena Avenue. It would also be the most expensive. A bike and pedestrian bridge could serve as “gateway” landmark for entering the city. The City of Los Angeles, facing a similar situation, recently completed the Alex Baum Bike Bridge to allow safe passage for cyclists along the Los Angeles River. The best place for the bridge is between the entrance to Arroyo Seco Nature Park and the grassy island on the south side of Pasadena Avenue between Arroyo Drive and Marmion Way (Figure 108). A grade-separated bike path along the unpaved north side of Pasadena Avenue would be necessary for northbound riders to reach Arroyo Drive without riding against traffic.



Figure 109. Old road next to Nature Park north of York Blvd. Bridge



Figure 110. The connection point between a bike path and Lohman Lane.



Figure 111. Looking south along channel from end of Lohman Lane

Option 4.5.e. Create an out-of-channel path under the York Boulevard Bridge connecting the parking lot at Arroyo Seco Park with Lohman Lane and Stoney Drive.

Creating a bike path under York Boulevard bridge would improve access to both South Pasadena's Arroyo Seco Nature Park and the Avenue 64 Park on the other side of the bridge. An old road bed along the top of the channel is already in place (Figure 109). Commuting cyclists would use Stoney Drive to get to Lohman Lane, access road to South Pasadena's Arroyo Seco Golf Course, and then take this path under the bridge (Figure 110 and Figure 111). This option would also improve access for residents of the San Pascual Valley in Los Angeles who can use Stoney Drive to cross under the Parkway to reach Lohman Lane.

There is a great deal of room between the channel and the Parkway at this point, and this is a prime location for both creek restoration and possibly realigning the Parkway to create more parkland along Bridewell on the other side of Arroyo. Any restoration or realignment plan should include plans for a bike path to Arroyo Seco Park at Avenue 64.

One challenge to this route is that equestrian riders use the passage under the bridge to enter Arroyo Seco Stables. Equestrian riders might be able to enter the stables from the north where there is corral. This would keep the horses above the bike path and create a buffer between the two user groups. Signage could also help to slow cyclists and prevent them from spooking horses (Figure 112). It's also good to keep in mind that a restoration plan in this area could create more passage room under the York Boulevard Bridge for both cyclists and equestrians or at least allow a path that gives greater visibility to cyclists approaching the intersection of the path and the horse trail.



Figure 112. Equestrians use path through Nature Park to get to Arroyo Seco Stables

Additional Research Needed

This description of objectives and options for improving cycling in the Arroyo Seco Corridor would clearly benefit from more information and research. In the future, cyclists should work with local communities to determine which of these objectives and options have the most support and which are no longer necessary or viable. One important omission from this report is information on cycling north of the 210/134 Freeway in Northwest Pasadena and La Canada/Flintridge and west of the Los Angeles River in Chinatown. Working with community activists and cyclists in these areas to study maps and scout routes is the area where the most needs to be done.

Hopefully, new information will continually refresh and update this document and give it increasing power in the months and years ahead. Below is a list of research tasks for community members looking to improve cycling access within the Arroyo Seco Corridor. The tasks are broken down by the type of information that needs to be collected. This forms the beginning of a “to-do” list for community members who want to see the ideas in this document move from the page to the streets.

Number and placement of signs

- How many signs are needed to help cyclists get from Avenues 18, 19 and 26 to the Spring Street Bridge? Where should the city locate them?
- How many “Share the Road” signs are needed on Marmion Way, Griffin Avenue and Monte Vista Avenue in the City of Los Angeles?
- Where are signs directing cyclists to Gold Line stations needed?

Number and placement of bike racks and lockers

- How many bike racks and lockers currently exist at Gold Line stations? How many are needed?
- How much additional bike parking is needed along the shopping districts at Figueroa Street, North Broadway, York Boulevard and 5 Points?
- How much additional bike parking is needed at local recreation centers and libraries?

Community Support

- What objectives and options are missing from this document?

- Which objectives and options produce the greatest neighborhood benefit?
- Which objectives and options have the most community support?
- How can cyclists work with small businesses to implement bike lanes along Figueroa, Broadway and York?
- Would community members who live south of Avenue 52 along the old rail bed favor a bike path into Sycamore Grove Park?
- How can potential conflicts between cyclists and users of the Arroyo Seco Dog Park be reduced?
- What resources can be made available to homeless people who might be displaced by any of these cycling projects?
- Would residents adjacent to Arroyo Seco Park at Avenue 60 favor replacing the gates that block cycling access through this park?
- Is there community support for putting bike lanes along Marengo Avenue in South Pasadena between Mission and Oak Street?
- Will residents along Garfield Avenue north of Grevelia Street in South Pasadena support having a bike path connecting their street to Marengo Avenue in Pasadena?
- Would there be neighborhood interest or support for a bike path along the Gold Line right of way between State Street in Pasadena and Fremont in South Pasadena?

Public Agencies and Municipalities

- What is the timeline for planned improvements to the Riverside Drive Bridge and Spring Street Bridge? What opportunities still exist to influence the designs for these projects?
- What are the reasons for having gates blocking bicycle access through Arroyo Seco Park at Avenue 60?
- How can cyclists work with the City of Los Angeles Department of Recreation and Parks to install a bike path adjacent to their maintenance yard behind the Avenue 64/Marmion Way Parkway exit?
- What is the status of lease agreement between the Arroyo Seco Golf Course and the City of South Pasadena and what is the city's long-term plan for this area?
- What is the possibility of putting a bike path adjacent to or through a portion of Blair High School?

Land Ownership and Right-of-Way

- Who owns the right of way between the Welch Property and Artesia Street?
- Who owns the right of way along the top of the Arroyo Seco channel north of Avenue 52?
- Who owns the strip of land adjacent to Marmion Way that runs behind the Avenue 64 Parkway exit?
- Who owns the right of way along the old rail bed that runs between Avenue 57 and Avenue 60?

Engineering and Construction

- What adjustments to Figueroa would be necessary to create enough room for bike lanes between Marmion Way and the Riverside Bridge, especially during rush hour?
- What adjustments to Pasadena Avenue and Avenue 26 would be necessary to create enough room for bike lanes?
- What adjustments to Columbia Street would be necessary to add bike lanes between Fair Oaks and Orange Grove?
- How can a bike path along the top of the Arroyo Seco channel get across or under the San Fernando Road Bridge to Avenue 19?
- Is there room along the Los Angeles River to allow the planned east side river path to continue north from the Main Street Bridge to the Spring Street Bridge?
- Is there enough room between the old rail bed and the Parkway for a bike path between Avenue 43 and Sycamore Grove Park?
- Is it possible to engineer a bike path along the base of the hill along the channel between Via Marisol and Avenue 52 given potential landslides?
- Would it be possible to create a path through or around the Avenue 64 Bridge, similar to the bridge at Avenue 60, to allow passage for cyclists and pedestrians?
- Is it possible to design a safe and effective bike ramp from Marmion Way up to Avenue 64 south on the west side of the Parkway?
- Is there room for bike path to get under the Fair Oaks Bridge along west side of the Gold Line right?
- What is there potential to restore the creek and remove or adjust the concrete channel north of the York Blvd. Bridge to allow for a bike path from Lohman Lane?
- What would be the impact of reducing traffic on the York Boulevard Bridge to two lanes and adding bike lanes?

Cost

- How much does it cost to add bike lanes to a street?
- How much per mile does it cost to build a bike path?
- How much would it cost to resurface Pasadena Avenue in South Pasadena and Humboldt Street in the city of Los Angeles?
- How much would it cost to extend the in-channel bike path to Lohman Lane?
- How much would it cost to finish the bike ramp west of the Parkway between Avenue 64 and Marmion Way?
- How much would it cost to improve the pedestrian bridge connecting Sycamore Grove Park and Montecito Heights or build a new one?
- How much would it cost to construct a bike and pedestrian bridge over Pasadena Avenue?

Objective 1.3 Provide connections to current and future L.A. River Bike Path							
<i>Option 1.3.a:</i> Extend existing L.A. River Bike Path over Riverside Drive Bridge.	?	H	?	H	H	?	ST
<i>Option 1.3.b:</i> Bike Lanes on Figueroa from Marmion Way to Riverside Drive Bridge	?	H	?	H	?	\$	ST
<i>Option 1.3.c:</i> Convert northbound lanes of Avenue 19 between the Arroyo Seco and San Fernando Road into parkland with a bike path connecting to the Riverside Drive Bridge	?	H	?	H	?	?	MT
<i>Option 1.3.d:</i> Improve signage and road conditions along Albion Street.	?	M	?	L	H	\$	ST
<i>Option 1.3.e:</i> Extend future L.A. River Bike Path north to Spring Street.	L	M	?	M	?	?	LT
<i>Option 1.3.f:</i> Create bike path along the east side of the L.A. River from Humboldt St. to the Spring Street Bridge & Downey Rec Center	?	H	?	H	?	?	MT
<i>Option 1.3.g:</i> Create bike path along top of Arroyo Seco channel from Pasadena Avenue to Avenue 19.	?	H	?	H	M	\$\$\$	MT
Objective 1.4. Connect Taylor Yards S.P., The River Center & Confluence Park							
<i>Option 1.4.a:</i> Provide grade-separated bike path along west side of San Fernando Road	?	L	?	M	?	\$	ST
<i>Option 1.4.b:</i> Create a bike path along the east side of the L.A. River between Taylor Yards and the Riverside Drive Bridge	?	M	?	H	?	?	LT
<i>Option 1.4.c:</i> Create bike lane between The River Center and Confluence Park.	?	M	?	L	?	\$\$\$	MT
Objective 1.5. Provide greater bicycle access to Gold Line stations							
<i>Option 1.5.a:</i> Put bike lanes on Figueroa from Marmion Way to Cypress Avenue	H	H	?	?	?	\$	ST
<i>Option 1.5.b:</i> Connect Griffin Avenue to Avenue 19 using Humboldt Street, Artesia, and the Welch Property	?	H	?	M	?	?	MT
<i>Option 1.5.c:</i> Increase bike racks and lockers at the Gold Line Stations	H	H	?	L	H	\$	ST
<i>Option 1.5.d:</i> Provide access point to in-channel path at Pasadena Avenue	?	M	?	M	?	?	ST
<i>Option 1.5.e:</i> Provide access point to the planned path along the top of the Arroyo Seco channel downstream of the Avenue 26 bridge	?	M	?	H	?	?	MT
<i>Option 1.5.f:</i> Create bike lanes from Broadway to the Lincoln Heights/Cypress Park Station along Daly and Avenue 26.	?	L	?	M	M	\$	ST
Objective 1.6. Provide connection to County-USC Medical Center							
<i>Option 1.6.a:</i> Improve safety along lower Griffin Avenue	?	L	?	L	H	\$	ST
<i>Option 1.6.b:</i> Create bike lanes along Mission Road	?	H	?	M	H	\$	ST
<i>Option 1.6.c:</i> Create bike lanes along Valley Blvd	?	M	?	M	?	\$	ST

<i>Option 3.2.d:</i> Add bike lanes on Avenue 60 from Monterey Road to Figueroa.	?	L	?	M	H	\$	ST
<i>Option 3.2.e:</i> Create a bike route along Avenue 57 from Via Marisol to Monte Vista Avenue	?	L	?	M	M	\$	ST
Objective 3.3. Improve bicycle access to small business along Figueroa St.							
<i>Option 3.3.a:</i> Add bike racks along Figueroa Street	H	L	?	L	H	\$	ST
<i>Option 3.3.b:</i> Create a bike route between York Boulevard and the Highland Park Rec Center using Aldama and Avenue 61	?	L	?	L	M	\$	ST
<i>Option 3.3.c:</i> Add bike lanes on Avenue 60 from Monterey Road to Figueroa.	?	L	?	M	H	\$	ST
Objective 3.4. Connect and improve access to city Arroyo Seco Parks							
<i>Option 3.4.a:</i> Create out-of-channel bike path along the east side of the channel between Arroyo Seco Park at Avenue 64 through Hermon Park to Via Marisol	?	H	?	H	?	?	MT
<i>Option 3.4.b:</i> Install new gates at Avenue 60 Park to allow for easy passage of cyclists.	?	L	?	L	M	\$	ST
<i>Option 3.4.c:</i> Improve access from Avenue 60 park up to Avenue 60.	?	L	?	L	H	?	ST
<i>Option 3.4.d:</i> Create bike ramp from Marmion Way to Avenue 64 north of the Parkway.	?	L	?	M	?	?	LT
<i>Option 3.4.e:</i> Create Highland Park "Ridge Route"	?	M	?	M	?	?	LT
Objective 3.5. Improve access to Highland Park Rec. Center and Arroyo Seco Library							
<i>Option 3.5.a:</i> Provide additional bicycle racks at the Recreation Center and Library.	H	L	?	L	H	\$	ST
<i>Option 3.5.b:</i> Improve signage and crosswalks around Highland Park Recreation Center and Arroyo Seco Library.	H	L	?	M	H	\$	ST
<i>Option 3.5.c:</i> Add bike lanes on Figueroa from Colorado Boulevard to Avenue 60.	H	H	?	H	H	\$	ST
<i>Option 3.5.d:</i> Create a bike route along Monte Vista Avenue	?	L	?	M	H	\$	ST
<i>Option 3.5.e:</i> Create a bike route between York Blvd. and the Highland Park Rec Center using Aldama and Avenue 61	?	L	?	L	M	\$	ST
<i>Option 3.6.f:</i> Create Highland Park "Ridge Route"	?	M	?	M	?	?	LT
Objective 3.6. Connect future out-of-channel commuter bike route btwn. York & Ave. 52							
<i>Option 3.6.a:</i> Create out-of-channel bike path along the east side of the channel between Arroyo Seco Park at Avenue 64 through Hermon Park to Via Marisol	?	H	?	H	?	?	MT
<i>Option 3.6.b:</i> Create bike path from Via Marisol to Avenue 52 along the east side of the channel.	?	H	?	H	?	\$\$\$	LT
<i>Option 3.6.c:</i> Re-align Parkway and put bike path along the west side of the Parkway	?	H	?	H	?	\$\$\$	LT

4. York Boulevard / Pasadena Avenue to 134 / 210 Freeway								<i>Neighborhood Benefit</i>	<i>Regional Benefit</i>	<i>Community Support</i>	<i>Safety</i>	<i>Likelihood of Approval</i>	<i>Cost</i>	<i>Time Frame</i>
Objective 4.1. Improve safety along existing routes and thoroughfares														
	<i>Option 4.1.a:</i> Add bike lanes along Figueroa between from Colorado Blvd. to Avenue 60.							H	H	?	H	H	\$	ST
	<i>Option 4.1.b:</i> Add bike lanes along York Boulevard between Figueroa and Eagle Rock Boulevard							?	H	?	H	?	?	MT
	<i>Option 4.1.c:</i> Add bike lanes to the York Boulevard Bridge							?	M	?	M	M	\$	ST
	<i>Option 4.1.d:</i> Add bike lanes on Avenue 66 north of York Boulevard							?	L	?	M	H	\$	ST
Objective 4.2. Improve safety and connectivity through South Pasadena														
	<i>Option 4.2.a:</i> Create an east-west bike route along El Centro between Brent and Pasadena Avenue							H	H	?	M	H	\$	ST
	<i>Option 4.2.b:</i> Create an east-west bike route along Columbia Street and Hermosa St. between Fair Oaks and Arroyo Dr.							H	H	?	M	M	\$	ST
	<i>Option 4.2.c:</i> Add bike lanes on Monterey Road between Pasadena Avenue and Garfield Avenue							H	H	?	M	M	\$	ST
	<i>Option 4.2.d:</i> Add bike lanes along Meridian between Oliver and Huntington Drive.							H	H	?	M	H	\$	ST
	<i>Option 4.2.e:</i> Create a north-south bike route along Marengo from Mission to Huntington Dr.							H	H	?	M	H	\$	ST
	<i>Option 4.2.f:</i> Create a north-south bike route along Arroyo Dr.							H	H	?	M	H	\$	ST
Objective 4.3 Improve connectivity between Pasadena and South Pasadena														
	<i>Option 4.3.a:</i> Create connecting path from Marengo Avenue in Pasadena to Marengo Avenue in South Pasadena.							?	H	?	H	M	?	MT
	<i>Option 4.3.b:</i> Create a bike path along the old power line corridor that runs through Garfield Park.							H	M	?	M	M	\$	ST

<i>Option 4.3.c:</i> Create bike path through Pasadena Water and Power plant and along Gold Line right of way to Fremont.	?	M	?	H	?	\$\$\$	LT
<i>Option 4.3.d:</i> Create an east-west bike route along Columbia/Hermosa St. between Fair Oaks and Arroyo Dr.	H	H	?	M	M	\$	ST
Objective 4.4. Improve access to Gold Line stations							
<i>Option 4.4.a:</i> Increase bike racks and lockers at these Gold Line stations.	H	H	?	L	H	\$	ST
<i>Option 4.4.b:</i> Create a north-south bike route along Meridian between Oliver and Huntington Drive.	H	H	?	M	H	\$	ST
<i>Option 4.4.c:</i> Improve signage along bike routes adjacent stations directing cyclists to the Gold Line.	L	M	?	L	H	\$	ST
Objective 4.5. Connect Pas/South Pas routes to future out-of-channel commuter bike route							
<i>Option 4.5.a:</i> Add bike lanes on Monterey Road between Pasadena Avenue and Garfield Avenue	H	H	?	M	M	\$	ST
<i>Option 4.5.b:</i> Create a crosswalk with caution lighting at intersection of Pasadena Avenue and Marmion Way.	M	M	?	M	H	\$	ST
<i>Option 4.5.c:</i> Resurface Pasadena Avenue between York Blvd. Bridge and Monterey Road.	?	H	?	M	H	\$	ST
<i>Option 4.5.d:</i> Create a dedicated bike bridge over Pasadena Avenue to Marmion Way.	?	H	?	H	?	\$\$\$	LT
<i>Option 4.5.e:</i> Create an out-of-channel path under the York Blvd. Bridge connecting the parking lot at Avenue 64 Arroyo Seco Park with Lohman Lane and Stoney Dr.	?	H	?	H	H	?	MT

Appendix 1

2005 Northeast Los Angeles Cycling Survey

NELA Bikes! works to raise awareness of cycling issues in Northeast Los Angeles and advocate for on-the-ground changes that can make a difference in residents' quality of life.

Want to ride your bike safely to the grocery store or school? Hop the Gold Line with your bike to Pasadena? Ride hassle-free from your doorstep to downtown? Help us make the Northeast the bicycle capital of Los Angeles. Take a few moments to fill out this cycling survey. NELA Bikes! will use this information to show which bike projects are most important.

1. Choose an age category

- 0 – 12 years 13 – 19 years 20 – 34 years 35 – 65 years Over 65 years

2. What is the zip code where you live? _____

3. What kind of cycling do you do? (check all that apply)

- I ride to my workplace in Northeast Los Angeles.
 I ride to my workplace outside of Northeast Los Angeles. Where? _____
 I ride to community resources such as parks, libraries, and community centers.
 I ride to local businesses to shop, eat and run errands.
 I ride for fun and exercise. Route? _____
 I ride to the Gold Line station and take the train. Which station? _____

4. How often do you use the bike path in the Arroyo Seco channel between Avenue 64 and Sycamore Grove Park?

- _____ Often _____ Sometimes _____ Never _____ Don't Know What This Is

5. Rank the following list of objectives in order of importance. ("1" is most important; "7" is least).

- _____ make it safer & easier to ride between and through the neighborhoods of Northeast L.A.
 _____ connect Northeast L.A. by bike w/ surrounding areas (e.g. Pasadena, South Pasadena and downtown)
 _____ connect Northeast L.A. by bike to more distant locations (e.g. Hollywood, Griffith Park and the Valley)
 _____ make it safer and easier to ride to local parks, museums, libraries and recreation centers.
 _____ make it safer and easier for youth to ride to and from school and local youth centers
 _____ make it safer and easier to use your bicycle to run errands and shop at local businesses.
 _____ make it safer and easier to cycle to a Gold Line station and use the train with your bike.

- Please, fill out the other side. Thanks! -

6. Should the following projects receive High, Moderate or Low priority. Check your answer

Improve safety for cyclists on Figueroa from Avenue 50 to San Fernando Road High Moderate Low Don't Know

Improve safety for cyclists on Figueroa from Avenue 50 to York Boulevard High Moderate Low Don't Know

Improve safety for cyclists on Figueroa from York Boulevard to Colorado Boulevard High Moderate Low Don't Know

Make it safer and easier to bike from the corner of Figueroa and York to Eagle Rock Boulevard High Moderate Low Don't Know

Make it safer and easier for cyclists to shop along Broadway, Figueroa and York Boulevard High Moderate Low Don't Know

Extend the bike path in the Arroyo Seco channel from Sycamore Grove Park to Avenue 19 High Moderate Low Don't Know

Make it possible to ride year-round between the parks along the Arroyo Seco High Moderate Low Don't Know

Create a secure, well-lit, year-round bike route between downtown Los Angeles and Pasadena High Moderate Low Don't Know

Connect Northeast Los Angeles to a bike path along the Los Angeles River High Moderate Low Don't Know

Connect the new parks being built along the east side of the Los Angeles River with the L.A. River Center High Moderate Low Don't Know

Make it safer and easier to ride to County-USC Medical Center High Moderate Low Don't Know

Make it safer and easier to ride along major residential streets: Marmion Way, Griffin, and Monte Vista High Moderate Low Don't Know

Other: _____ High Moderate Low Don't Know

Write your e-mail if you'd like to join NELA Bikes! list serve: _____

To find out more about how we can improve cycling in Northeast Los Angeles see the report *Connecting Communities: Improving Cycling in the Arroyo Seco Corridor* available through the Los Angeles County Bicycle Coalition at www.labikecoalition.org.

You're fantastic! Thanks for your involvement!