BRIDGING THE GAPS

Los Angeles River Greenway Linkages Study
San Fernando Valley, Los Angeles, CA
Los Angeles River Revitalization Corporation + SWA Group
Revitalization of the Los Angeles River constitutes great opportunities to improve accessibility and connectivity through this long neglected waterway. Improved connections between and within neighborhoods traversed by the river encourage non-motorized modes of transport, tying the city together while promoting sustainable and healthy lifestyles.

Significant improvements have already been made along stretches of the river and additional improvements are underway. However, many of the projects do not sufficiently link to one another, resulting in gaps between accessible stretches of the river. Such gaps hinder the synergy of a fully developed greenway.

Bridging the gaps along the river is essential in achieving the objective of thoroughly improved connectivity and completing a greater greenway chain as opposed to adding independent links.

This linkage study is conducted by SWA Group on behalf of the Los Angeles River Revitalization Corporation. The study focuses on gaps along the river in the San Fernando Valley. There are currently no planned projects along these gaps which address the opportunities and constraints needed to bridge them.
What does a continuous bicycle path and pedestrian access offer to a community? We can re-think how the river may be more than a mere linear path. It can also be a network of pedestrian access points - A way to bring children, parks, schools and community resources together. What roll does the River play in creating a greater Los Angeles? When people have access to the river it becomes a truly recognized part of the city, not only as an infrastructure, but as a link between communities. Bicycle paths are a lightweight construction that changes our perception of the River and contributes to the well-being of Los Angeles citizens.

- Top Left: The Hudson River bike path is the busiest path in the United States. The path runs the length of Hudson River Park from Battery Place to W. 59th Street in Manhattan.

- Top Right: Montgomery Underpass in Albuquerque. This riverside Bike Path is a 16 mile-long paved bike path uninterrupted by roadways following the Rio Grande.

- Lower Left: Sacramento has built a trail along the American River which runs 32 miles from Downtown Sacramento to the City of Folsom.

- Lower Right: The Arroyo Seco trail in Los Angeles is already an excellent example of a beloved in-channel path that runs 2.2 miles from Pasadena down the Arroyo Seco to its confluence with the LA River.
### Perspectives on a Bicycle Path

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>39%</td>
<td>19% of all trips in LA County are made by walking and biking.</td>
</tr>
<tr>
<td>38%</td>
<td>38% of California’s greenhouse gas emissions are from transportation.</td>
</tr>
<tr>
<td>47%</td>
<td>47% of trips in LA County are less than 3 miles, yet they mostly are driven!</td>
</tr>
<tr>
<td>34%</td>
<td>34% of LA County Students walk or bike to get to school.</td>
</tr>
</tbody>
</table>

*1% of Department of Transportation Funding is for Bicycling and Pedestrians!*

*Statistics from saferoutesoflosangeles.org/losangelescounty*

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**Milton Street Park Project**

SWA Group Los Angeles

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Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue

Los Angeles River Revitalization Corporation/SWA Group
<table>
<thead>
<tr>
<th>GAP</th>
<th>Intersection</th>
<th>Preferred Option</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gap 1</strong></td>
<td>Gap 1 Overview</td>
<td>Largely Undercrossings</td>
<td>This gap could provide a myriad of benefits to the neighborhood as an extension of existing new improvements in bike routes. The path could provide both a linear infrastructure and a network that connects neighborhoods across the banks.</td>
</tr>
<tr>
<td></td>
<td>Mason Avenue</td>
<td>Street crossing</td>
<td>Connects to existing Headwaters Greenway</td>
</tr>
<tr>
<td></td>
<td>Vanowen Street</td>
<td>On-bank undercrossing</td>
<td>Connects to sidewalk on southeast side of Vanowen - uses existing service ramp.</td>
</tr>
<tr>
<td></td>
<td>Winnetka Avenue</td>
<td>On-bank undercrossing</td>
<td>Access to sidewalks on west side of Winnetka Ave.</td>
</tr>
<tr>
<td></td>
<td>Corbin Avenue</td>
<td>On-bank undercrossing</td>
<td>Utilizes existing service ramps; provides access to sidewalks on both sides of Corbin Ave.</td>
</tr>
<tr>
<td></td>
<td>Tampa Avenue</td>
<td>On-bank undercrossing</td>
<td>Uses two existing service routes connecting to pedestrian walkway on both sides of Tampa Ave.</td>
</tr>
<tr>
<td></td>
<td>Wilbur Avenue</td>
<td>On-bank undercrossing</td>
<td>End of Gap 1 - connects to the Aliso Creek Confluence Project (Currently in design)</td>
</tr>
</tbody>
</table>

| **Gap 2** | Gap 2 Overview | Mix of undercrossings and at-grade crossings | Extending for 1.09 miles on the north riverbank linking the upcoming Aliso Creek Confluence Park and Reseda River Loop at Reseda Blvd. Located in Council District 3 & 5. Project 421 of the 2007 Masterplan. |
| | Reseda Boulevard | Off-bank undercrossing | Connects to Aliso Creek Confluence Park & Kittridge Street |
| | Victory Boulevard | On-bank undercrossing | Access Paint at Reseda High School, path continues under Victory Blvd. Bridge |
| | Lindley Avenue | On-bank undercrossing | Pedestrian connection on east side of Lindley Ave using existing service ramp |
| | White Oak Avenue | On-bank undercrossing | Planted median prevents pedestrian crossing. Connection to sidewalk on east side of White Oak Ave. |

| **Gap 3** | Gap 3 Overview | Has already been sought via Tiger + FLAP grants but requires funds for design and construction/2.16 miles on south bank. | Includes soft-bottom section of Sepulveda Basin Would link Aliso Creek Confluence Park and Reseda River Loop at Reseda Boulevard to existing Sepulveda trails |
| | Reseda Boulevard | On-bank undercrossing | Connects to east side of Reseda through Aliso Creek Park |
| | Victory Boulevard | Off-bank undercrossing | Six lanes of traffic make pedestrian crossing difficult - important connection to Aliso Creek Park and High School |
| | Lindley Avenue | Off-bank undercrossing + Path | Street access on east side of Lindley Ave. |
| | White Oak Ave | Off-bank undercrossing | Street access utilizes existing service gate |
| | Orange Line Busway | Off-Bank undercrossing to trail | Path connects to soft-bottomed section of river |
| | Balboa Boulevard | Existing undercrossing | Path connects to existing bike path on south side of Sepulveda Basin trail |

| **Gap 4** | Gap 4 Overview | Part of Proposition K Bureau of Engineering Project .54 Miles north riverbank | Soft-bottom section of the Sepulveda Basin - provide link to the LA River Veteran Tribute Park Project and Greenway trail. This could highlight the environment and experience along the soft bottom channel condition. |
| | Orange Line Busway | Off-bank undercrossing | Would connect he LA River Veteran Tribute Park Project to the Greenway trail |
| | Balboa Boulevard | No crossing required | Connects before Balboa Blvd, to the existing bike lane |

<p>| <strong>Gap 5a</strong> | Gap 5a Overview | Gap 5a is an option to re-route a path on streets around Sepulveda basin / 2.11 miles | Constructing bike path would greatly improve local bike infrastructure - extensive configuration of existing streets would be required, which would possibly include an overpass over the highway. |
| | Burbank Boulevard | Traffic-direction bike lane | Bike lane will require major street reconfiguration |
| | 405 Freeway | Elevated overpass | Possibly a difficult piece of infrastructure or a major entrance to the Sepulveda Basin area |</p>
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<tbody>
<tr>
<td>Gap 5b</td>
<td>Burbank Boulevard</td>
<td>Off-bank catwalk undercrossing</td>
<td>Undercrossing would connect to the existing Sepulveda Basin LA River Trail</td>
</tr>
<tr>
<td></td>
<td>Sepulveda Dam Access Road</td>
<td>At-grade diversion around dam</td>
<td>Path would make a wide turn to the southwest of the Sepulveda Dam</td>
</tr>
<tr>
<td></td>
<td>405 Freeway</td>
<td>Over-crossing pedestrian bridge</td>
<td>Overcrossing would ‘double jump’ over the on-ramp and highway</td>
</tr>
<tr>
<td>Sepulveda Boulevard</td>
<td>Cantilevered path</td>
<td>Difficult section to avoid the Sherman Oaks Castle and Valley Park which is directly on the river bank</td>
<td></td>
</tr>
<tr>
<td>Gap 5c</td>
<td>Sepulveda Boulevard</td>
<td>Currently not a part of any design plan</td>
<td>Very good feasibility - this gap would provide connection between the neighborhood to the east of Sepulveda Blvd. into Kester Avenue. The connection would be on the east side to Emrie’s Walk.</td>
</tr>
<tr>
<td></td>
<td>Kester Avenue</td>
<td>Cantilevered undercrossing</td>
<td>Will require some design solutions to push into the existing bank</td>
</tr>
<tr>
<td>Gap 6</td>
<td>Gap 6 Overview</td>
<td>Excellent Opportunities to create a greenway and bike path! Path could become a backbone to improve pedestrian access to area amenities / 1.90 miles north</td>
<td>Gap 6 is 1.90 miles long and runs across the north riverbank. Path links to the North Valleyheart Greenway and the majority of it is on-paths with possibility for pedestrian connection at intersections</td>
</tr>
<tr>
<td></td>
<td>Cedros Avenue</td>
<td>Riverbank</td>
<td>Connects to Ernie’s Walk at its beginning - the path can be accommodated given the current bank</td>
</tr>
<tr>
<td></td>
<td>Van Nuys Boulevard</td>
<td>On-bank connection</td>
<td>Access ramps to street on both sides of the street</td>
</tr>
<tr>
<td></td>
<td>Hazel Avenue</td>
<td>At-grade crossing with existing crosswalks</td>
<td>Will have to negotiate freeway structures</td>
</tr>
<tr>
<td></td>
<td>Woodman Avenue</td>
<td>Cantilevered undercrossing</td>
<td>Provides access on both side of Woodman Ave.</td>
</tr>
<tr>
<td></td>
<td>Moorpark Street</td>
<td>Cantilevered undercrossing</td>
<td>Street access utilizes existing service gate</td>
</tr>
<tr>
<td></td>
<td>Fulton Avenue</td>
<td>Street-grade crossing</td>
<td>Connects to existing North Valley Heart Greenway</td>
</tr>
<tr>
<td>Gap 7</td>
<td>Gap 7 Overview</td>
<td>Most developable area of the River, 2.16 miles long</td>
<td>Path with excellent opportunities including - broad riverbanks and connections to the Sunkist Building or other new developments that may encourage use - some areas have broad vegetation that may allow it to become a more broad park-like corridor.</td>
</tr>
<tr>
<td></td>
<td>Kester Avenue</td>
<td>Off-bank undercrossing</td>
<td>Connects to LA Riverfront Park currently in construction</td>
</tr>
<tr>
<td></td>
<td>Van Nuys Boulevard</td>
<td>Off-bank undercrossing</td>
<td>Seven lanes of traffic prevents crosswalk - generous space for path next to river and greenway elements</td>
</tr>
<tr>
<td></td>
<td>Hazel Avenue</td>
<td>Cantilevered undercrossing</td>
<td>Adjacent to historic Sunkist Building - may have to cantilever where property limits path</td>
</tr>
<tr>
<td></td>
<td>Woodman Avenue</td>
<td>Cantilevered undercrossing</td>
<td>Bus stop on southeast side of the street connects to Woodman Ave. on west side of the street</td>
</tr>
<tr>
<td></td>
<td>Moorpark</td>
<td>At-grade street crossing</td>
<td>New crosswalk would provide connection to Valleyheart Drive and pedestrian heavy areas</td>
</tr>
<tr>
<td></td>
<td>Fulton Avenue</td>
<td>Undercrossing</td>
<td>Small-scale landscaping could enhance this connection area and better connect the neighborhood</td>
</tr>
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</table>

**Conclusions:** In looking at the analyzed gaps, it appears that Gaps 6 + 7 have the most immediate opportunity for connection to existing bicycle path projects, making use of spacious banks, and connecting to planned developments and neighborhoods across the banks.
The Los Angeles River channel changes its appearance throughout the San Fernando Valley, creating different conditions, challenges and opportunities for the creation of new greenways and bike paths. Feasible approaches to bridge the current gaps along the river depends on parameters such as the profile of the channel, the amount of available land adjacent to the river, the amount of existing infrastructure and the type of intersections with crossing streets that exist.

The channel takes on three main forms in between the gaps highlighted in this study: trapezoidal, soft bottom, and rectangular. The different channel profiles offer different possibilities, qualities and experiences for new paths.

Possible ways to negotiate intersections with crossing streets along the gaps depend on the particular channel conditions coupled with the character of the street. The main alternatives are at-grade crossings with crosswalks on the street, or grade-separated crossings with undercrossings on the river bank or overpass bridges.

### Soft Bottom Channel Condition

- Soft Bottom channel condition occurs in the Sepulveda Basin along part of Gap 3, all of Gap 4 and part of Gap 5b.
- The river banks are reinforced, while the river bottom consists of natural sediments and is partly overgrown with grasses, shrubs and trees.
- There is the possibility of having a floating-style board walk that allows the path to reach out over the soft-bottomed portion of the river.

Path requires a minimum 10’ clearance and is constructed by reconfiguring the bank.

Undercrossing should enhance the qualities and experiences of the soft bottom environment.
Trapezoidal Channel Condition
- Along Gaps 1, Gap 2 and the main stretch of Gap 3, the river channel is concrete-lined with a trapezoidal profile, and a low-flow channel in the center.
- The trapezoidal channel permits the installation of a path either on top, on bank, or in the channel, and grade separated intersections are typically feasible to construct.

Rectangular Channel Condition
- South of the Sepulveda Dam the river channel is rectangular and concrete-lined, extending through part of Gap 5b, and all of Gap 5c, Gap 6 and Gap 7.
- In this stretch the channel is narrower and shallower than the trapezoidal segment, and the bottom is flat with an evenly deep water flow. This presents certain design challenges as the path must be considerably closer to the river ‘bed’

Path requires a minimum 10’ clearance and is constructed by reconfiguring the bank.
Possibility for widened channel should inform construction of the path and bank.

Path requires a minimum 10’ clearance and is constructed by reconfiguring the bank.
Possibility for deepened or naturalized channel should inform construction of the path and bank.
Crossing Typologies

Grade Separated Undercrossing

Underpasses are preferred means of negotiating intersections between new greenways or bike paths along the river and busy perpendicular streets. Creating a continuous path for bicyclists and pedestrians increases the appeal of using the path, and promotes a safe traffic environment by minimizing interaction between people and vehicles.

In addition to an underpass, street access should be created where feasible to maximize connections between the linear path and the adjacent neighborhoods. This is particularly suitable where the street meets the river’s edge at grade, or where existing infrastructure such as service access ramps exist.

The feasibility of creating underpasses vary with the conditions of the river channel and the character of crossing streets. In the trapezoidal and soft bottom sections of the gaps, undercrossings are definitely feasible. In the rectangular sections, the limited depth and width of the channel make undercrossings difficult. While desirable in principle, further studies regarding engineering feasibility need to be conducted to determine how rectangular channel undercrossings can be made possible.

Trapezoidal Undercrossing

Undercrossing constructed by re-configuration of the existing concrete bank

Maximum 5% slope, and minimum 10’ clearance under bridge

Street access created where feasible to connect path to local street grid

Soft Bottom Undercrossing

Undercrossing constructed with an independent, floating ‘boardwalk’ style construction

Undercrossing should enhance the qualities and experiences of the soft bottom environment

Maximum 5% slope, and minimum 10’ clearance under bridge

Undercrossing in soft bottom conditions

Crossing Typologies

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Maximum 5% slope, and minimum 10’ clearance under bridge

Street access created where feasible to connect path to local street grid

Soft Bottom Undercrossing

Undercrossing constructed with an independent, floating ‘boardwalk’ style construction

Undercrossing should enhance the qualities and experiences of the soft bottom environment

Maximum 5% slope, and minimum 10’ clearance under bridge

Typical trapezoidal channel undercrossing with path running on bank

Typical soft bottom undercrossing

Undercrossing in soft bottom conditions
### Crossing Typologies

#### Rectangular Undercrossing

- **Maximum 5% slope, and minimum 10’ clearance under bridge**
- Potential to create undercrossings by cutting into the channel side, but further studies are needed to determine feasibility.

Potential possibility for rectangular channel undercrossing with path being cut in to or built out from channel side.

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Bike Paths throughout the San Fernando and on the existing gaps should be tied to a larger initiative, Safe Routes to School, a partnership between the Los Angeles Bicycle Coalition and the Los Angeles Department of Transportation which endeavors to support improved transportation policies regarding funding, equity, data collection and evaluation.
On-street crossings are suitable solutions where an underpass is not possible, or where the connectivity advantages of a direct crosswalk is significant.

Crossing the street at-grade requires installment of a crosswalk and some degree of traffic calming measure to ensure the safety of pedestrians, bicyclists, and vehicles. Crosswalks elevated with speed tables, highlighted with embedded lights and combined with tactile or optical paving features can create safe connections on less busy streets without installing stop lights.

Different streets may be classified and regulated as to the extent of traffic intervention permitted — this needs to be considered when proposing street crossings.

On-street crossings are quicker to install than undercrossings and can be modified over time. While imposing some degree of hindrance to traffic both along the greenway or bike path and the street, they do become direct links into the neighborhood street network and easy access points to the path.

Overcrossings can be created independent of the channel profile. They can be applied where the path intersects streets that may not be crossed at grade, and an undercrossing is not a feasible option.

Overpass bridges should be regarded as opportunities for architectural design exploration, as they can become significant landmarks for the path and the surrounding area.

Overpass would be required to cross the 405 Freeway

5% Maximum slope

Maximum 5% slope, and sufficient clearance under bridge depending on crossing road

At Grade Street Crossing

Speed table with in-paving lights or other traffic calming feature alert drivers of crosswalk

Warning signage on street and path respectively

5% Maximum slope

Maximum 5% slope

On-street crossings highlighted with road paint and traffic calming features

5% Maximum slope

Overcrossings require installation of new infrastructure, and should be qualitative architectural design pieces adding character to the path.
Neighborhood Connections

Improved connectivity between new linear greenways and bike paths and the neighborhoods they traverse can be achieved by opening up current dead-end streets adjacent to the river. These existing but inaccessible links require relatively small interventions to become functional access points to the river.

Removing fences and barriers, improving paving and adding wayfinding signage are basic initiatives to activate the links. Where suitable, planting schemes, art installations or other highlighting features could accompany the access point, creating interest and improving legibility along the linear path.

Activating dead-ends along the river contributes to the creation of a more porous urban fabric, which increases pedestrian and bicyclist access to local destinations, amenities and services.

Links between the river path and adjacent neighborhoods improve connectivity and become points of orientation.

Current dead-end situation by the river.

As an infrastructure that aids pedestrians and bicyclists, the LA River bicycle path connects people to parks and green spaces.
Gap 1 extends for 2.13 miles along the North river bank, linking from the Headwaters Greenway at Mason Avenue to the upcoming Aliso Creek Confluence Park and Reseda River Loop at Wilbur Avenue.

- There is good feasibility for new greenway and bike path to be constructed on top of the river channel and/or on the bank.

- New river path would be a non-motorized spinal route, branching off into the adjacent neighborhoods to increase safe and accessible routes to schools and local services.

- Opportunity for new path to increase green and recreational space in this area that is generally lacking in park space.

- 6 street intersections with vehicular bridges crossing the river along Gap 1. Given the width and depth of the channel in this portion of the river, it is highly feasible to create a series of undercrossings.

Gap 1 Context Map

1. Mason Avenue
2. Vanowen Street
3. Winnetka Avenue
4. Corbin Avenue
5. Tampa Avenue
6. Wilbur Avenue

- Headwaters Bike Path - Project seeking funding to add bike path to south bank
- Headwaters Greenway - Greenway is completed on both river banks
- West Valley Bikeway - Continuous 2 mile multi-use bikeway with public amenities, habitat landscaping, a bio-swale and interpretive signage
- Aliso Creek Confluence Park/Reseda River Loop - Project involving a greenway, park and bike path, to be completed by April 2015
**1. Mason Avenue**

**Existing Condition**
- Four lanes of traffic
- Sidewalk on both sides of bridge but no crosswalk
- Headwaters Greenway ends on the west side of Mason Ave

**Proposal**
- Proposed on-street crossing and access points on Mason Avenue, linking to the Headwaters Greenway
- Proposed Greenway to continue on-bank under Vanowen street bridge

**From north river bank looking east from Mason Ave bridge**
- Four lanes of traffic on Mason Ave bridge with no crosswalk

**From north river bank looking east from Mason Ave bridge**
- Four lanes of traffic on Mason Ave bridge with no crosswalk

**Existing Condition**
- Four lanes of traffic
- Service gate and ramp could access river on southeast side of bridge

**Proposal**
- Proposed access point from Vanowen St bridge utilizing existing service access ramp
- Proposed on-bank undercrossing under Vanowen street bridge

**From north river bank looking south-east from Vanowen St bridge**
- Four lanes of traffic on Vanowen Street bridge with no crosswalk

**From north river bank looking south-east from Vanowen St bridge**
- Four lanes of traffic on Vanowen Street bridge with no crosswalk
3. **Winnetka Avenue**

**Existing Condition**
- Six lanes of traffic
- No crosswalk
- No service access to river on north side of bridge
- Bike path exists further north on Winnetka (terminating at Vanowen St) - opportunity to extend and connect

**Proposal**
- Proposed street access point Winnetka Ave
- Proposed on-bank undercrossing

![Six lanes of traffic on Winnetka Ave bridge](image)
![From north riverbank looking east from Winnetka Ave bridge](image)

4. **Corbin Avenue**

**Existing Condition**
- Four lanes of traffic
- No crosswalk
- Service ramps access to north river bank on both east and west side of Corbin Ave bridge

**Proposal**
- To create an unimpeded greenway and minimize traffic interruption, it is preferable to create an underpass under Corbin Ave. However, an on-street crossing could be a feasible option.
- Proposed street access points from Corbin Ave, utilizing existing service ramps
- Proposed on-bank undercrossing

![Four lanes of traffic on Corbin Ave bridge with no crosswalk](image)
![From north riverbank looking west from Corbin Ave bridge](image)
5. Tampa Avenue

**Existing Condition**
- Six lanes of traffic
- Service ramps access to north river bank on both east and west side of Tampa Ave bridge

**Proposal**
- Proposed street access points from Tampa Ave, utilizing existing service ramps
- Proposed on-bank undercrossing

6. Wilbur Avenue

**Existing Condition**
- Four lanes of traffic
- No crosswalk
- The north river bank meets Wilbur avenue at grade on both east and west side of bridge, service gates currently restrict access

**Proposal**
- Proposed end of Gap 1 to connect to the Aliso Creek Confluence Project (currently in design)
- Proposed on-bank undercrossing
It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them. Thus you remember them as they actually are, while in a motor car only a high hill impresses you, and you have no such accurate remembrance of country you have driven through as you gain by riding a bicycle.

- Ernest Hemingway
Gap 2 extends for 1.09 miles along the North river bank, linking the upcoming Aliso Creek Confluence Park and Reseda River Loop at Reseda Boulevard to the planned LA River Veteran Tribute Park Project at White Oak Avenue.

- Running through Reseda Park towards the Sepulveda Basin, Gap 2 constitutes an excellent opportunity to link park spaces through a continuous river greenway.

- New greenway can connect to existing bicycle infrastructure on Reseda Blvd and White Oak Avenue

- 4 street intersections with vehicular bridges along Gap 2 (including the streets where the gap starts and ends). Highly feasible to negotiate undercrossings.

- Located in Council District 3 and 5. Part of project #21 of the 2007 Los Angeles River Revitalization Master Plan
Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue

Los Angeles River Revitalization Corporation/SWA Group

Gap 2 Context Map

1. Reseda Boulevard
2. Victory Boulevard
3. Lindley Avenue
4. White Oak Avenue

Aliso Creek Confluence Park/Reseda River Loop - Project involving a greenway, park and bike path, to be completed by April 2015

Sherman Oaks Center for Enriched Studies

Victory Boulevard

Reseda Park
Reseda High School

Lindley Avenue

Newcastle Elementary School

White Oak Avenue

Pedestrian Bridge

Existing Bike Lane
Existing Bike and Pedestrian Trail

L.A. River Veteran Tribute Park Project - Greenway trail and park, underwent public outreach in Spring 2014

Sepulveda Basin LA River Trails - trails along both banks exist between Balboa Ave and Burbank Ave

Aliso Creek Confluence Park/Reseda River Loop - Project involving a greenway, park and bike path, to be completed by April 2015

Sherman Oaks Center for Enriched Studies

Victory Boulevard

Reseda Park
Reseda High School

Lindley Avenue

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Existing Bike and Pedestrian Trail

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Sherman Oaks Center for Enriched Studies

Victory Boulevard

Reseda Park
Reseda High School

Lindley Avenue

Newcastle Elementary School

White Oak Avenue

Pedestrian Bridge

Existing Bike Lane
Existing Bike and Pedestrian Trail

L.A. River Veteran Tribute Park Project - Greenway trail and park, underwent public outreach in Spring 2014

Sepulveda Basin LA River Trails - trails along both banks exist between Balboa Ave and Burbank Ave
1. Reseda Boulevard

Existing Condition
- Four lanes of traffic with crosswalk just north of bridge by Kittridge Street
- Existing bike lane along Reseda Blvd

Proposal
- Proposed undercrossing
- Proposed path to connect upcoming Aliso Creek Confluence Park/Reseda River Loop
- Proposed street access point at Kittridge Street

Existing Condition
- Four lanes of traffic on Reseda Blvd bridge, crosswalk north of Kittridge St
- From north river bank looking West from Reseda Blvd

Proposal
- Proposed undercrossing with path continuing on the bank under Victory Blvd bridge
- Proposed street access point by Reseda High School

Existing Condition
- Six lanes of traffic with no crosswalk
- Intersection of river and street is next to Reseda High School
- Service ramp exists at the North side of bridge

Proposal
- Six lanes of traffic on Victory St bridge with no crosswalk at bridge
- From north riverbank looking north-west from Victory Blvd bridge
3. **Lindley Avenue**

**Existing Condition**
- Four lanes of traffic on bridge and no crosswalk
- Service ramp exists on the East side of bridge

**Proposal**
- Proposed street access point using existing service ramp
- Proposed undercrossing continuing from Victory Boulevard

**Proposal**
- Proposed path to connect to the planned LA River Veteran Tribute Park Project
- Proposed street access point at grade, opening up existing service gates
- Proposed undercrossing

4. **White Oak Avenue**

**Existing Condition**
- Four lanes of traffic on bridge, partly separated by planted street median and island
- Bridge meets Reseda Park at grade and a service gate exists on the East side of bridge

**Proposal**
- White Oak Avenue at north river bank, four lanes of traffic with planted median and no crosswalk
- Looking west along the North riverbank from White Oak Ave bridge
Gap 3 extends for 2.16 miles along the South riverbank, including a soft bottom section in the Sepulveda Basin. Here a path could link the upcoming Aliso Creek Confluence Park and Reseda River Loop at Reseda Boulevard to the existing Sepulveda Basin LA River Trails.

- Good opportunities exist to create a new greenway and bike trail on top of river bank and/or on channel.
- Range of park space and urban conditions along the gap, creating opportunities for varied experiential qualities of a new path.
- New greenway can connect to existing bicycle infrastructure on Reseda Blvd, White Oak Ave, and bike paths in the Sepulveda Basin.
- 6 street intersections with vehicular bridges crossing along Gap 3. Channel conditions vary, but undercrossings are feasible throughout.
Gap 3 Context Map

1. Reseda Boulevard
2. Victory Boulevard
3. Linday Avenue
4. White Oak Avenue

Aliso Creek Confluence Park/Reseda River Loop - Project involving a greenway, park and bike path, to be completed by April 2015

Sherman Oaks Center for Enriched Studies

LA River Veteran Tribute Park Project - Greenway trail and park, underwent public outreach in Spring 2014

Sepulveda Basin LA River Trails - trails along both banks exist between Balboa Ave and Burbank Ave
1. Reseda Boulevard

**Existing Condition**
- Four lanes of traffic with no crosswalk by bridge
- Existing bike lane along Reseda Blvd

**Proposal**
- Proposed path to connect to the upcoming Aliso Creek Confluence Park/Reseda River Loop
- Proposed undercrossing

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2. Victory Boulevard

**Existing Condition**
- Six lanes of traffic and no crosswalk at bridge
- Service access ramp exists on the south side of bridge

**Proposal**
- Proposed undercrossing with path continuing on the bank under Lindley Ave bridge
- Proposed street access utilizing existing service gate
- Appropriate means of crossing the Caballero Creek confluence needs to be studied further
3. Lindley Avenue

**Existing Condition**
- Four lanes of traffic and no crosswalk at bridge
- Service access exists on both sides of the street at south riverbank

**Proposal**
- Proposed street access utilizing existing service gate
- Proposed undercrossing with path running on the bank from under Victory Ave bridge

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4. White Oak Avenue

**Existing Condition**
- Four lanes of traffic and no crosswalk at bridge
- Service access exists on both sides of the street at south riverbank

**Proposal**
- Proposed street access utilizing existing service gate
- Proposed undercrossing

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Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue
Los Angeles River Revitalization Corporation/SWA Group
5. **Orange Line Busway**

**Existing Condition**
- Orange Line Busway is a bus only road, hence undercrossing is needed
- Soft bottom channel condition begins East of bridge

**Proposal**
- Proposed undercrossing leading into soft bottom part of channel

6. **Balboa Boulevard**

**Existing Condition**
- Existing bike lanes and undercrossings at Balboa Blvd
- Soft bottom channel condition

**Proposal**
- Proposed path connects to existing bike path undercrossing
SWA Group makes a site visit to the Sepulveda Basin - how can design with transportation infrastructure and greenways make this experience a daily part of a bicycle commuter’s life?
Gap 4 stretches 0.54 miles along the North riverbank through a soft bottom section in the Sepulveda Basin. It would link the future LA River Veteran Tribute Park Project and greenway trail at the Orange Line Busway to the Sepulveda Basin LA River Trails at Balboa Boulevard.

- Gap 4 is part of a Proposition K Bureau of engineering project, under which a sports complex has already been built.
- Great opportunities to create a greenway highlighting the particular environment and experiences along the soft bottom channel condition.
- Gap 4 goes along a part of the basin where a non-motorized boating program has been held, and a new path could expand into launch ramps or water access decks for similar uses.
Gap 4 Context Map

- Reseda Park
- Reseda High School
- Newcastle Elementary School
- Sherman Oaks Center for Enriched Studies
- Aliso Creek Confluence Park/Reseda River Loop - Project involving a greenway, park and bike path, to be completed by April 2015
- Los Angeles River Veteran Tribute Park Project - Greenway trail and park, underwent public outreach in Spring 2014
- Sepulveda Basin LA River Trails - trails along both banks exist between Balboa Ave and Burbank Ave

1. Orange Line Busway
2. Balboa Boulevard

LA River Project in Design or Under Construction
Completed River Project
Planned Future River Project
Potential Neighborhood Access Point
Intersections Along Gap Considered in this Study
Existing Bike Lane
Existing Bike and Pedestrian Trail
Pedestrian Bridge

Scale: 0 to 2000 Feet
1. Orange Line Busway

**Existing Condition**
- Orange Line Busway is a bus only road, hence undercrossing is needed
- Soft bottom channel condition begins East of bridge

**Proposal**
- Proposed path would connect to the planned LA River Veteran Tribute Park Project greenway trail
- Proposed undercrossing leads into soft bottom channel section

2. Balboa Boulevard

**Existing Condition**
- Existing bike lanes and undercrossings at Balboa Blvd
- Soft bottom channel condition

**Proposal**
- Proposed path connects to existing bike path undercrossing

North river bank looking east towards Orange Line Busway Bridge and start of soft bottom river stretch

North river bank looking west from beside Orange Line Busway bridge

Existing bike paths and with underpass at Balboa Blvd, looking West along the North riverbank

Existing bike paths and with underpass at Balboa Blvd, looking East along the North riverbank
“At the center of itself the river is silence, and that’s where I come in: with the sounds in my head and the words in my heart

— Lewis MacAdams, Poet and Politician
Gap 5a is an option to re-route a path on streets to get around the Sepulveda Basin. It is 2.11 miles long, and would link the Sepulveda Basin LA River Trail on the North and South riverbank by Burbank Boulevard, to the existing Ernie’s Walk and the upcoming LA River Park at Kester Avenue.

- Gap 5a is considered more feasible solution than to follow the river where it crosses the Sepulveda Dam and the 405 Freeway.
- Constructing a path along Gap 5a would greatly improve the local bike infrastructure, and which could expand further along connecting streets over time.
- Extensive reconfiguration of existing streets required to create a safe route.
- Creating a safe path for pedestrians and bicyclists will be challenging at locations where streets are already constrained, such as the freeway overpass on Burbank Ave — overpass may be required.

Along Burbank avenue there is room to the side of the road for a separated bike path.

Difficult intersections with freeway on and off ramps on Burbank Blvd — overpass may be required

Street reconfiguration required to install bike path and create safe intersections

Narrow shoulder along Burbank Blvd as it crosses the 405 Freeway

Opportunities to extend bike lane network into surrounding neighborhood
Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue
Los Angeles River Revitalization Corporation/SWA Group

Gap 5a Context Map

Sepulveda Basin LA River Trails - Trails along both banks exist between Balboa Ave and Burbank Ave

Encino Golf Course
Sepulveda Basin Recreational Area
Hjelle Sports Center

101 Ventura Freeway
405 Freeway
Burbank Boulevard

LA Riverfront Park - Greenway and bike path project currently in construction
Emile's Walk - Existing greenway

Intersections Along Gap Considered in this study

Existing Bike Lane Existing Bike and Pedestrian Trail Pedestrian Bridge

0 500 1000 2000 Feet

Kester Avenue
Encino Creek
Kester Avenue Elementary School
Sherman-Oaks Castle Park
Equester Avenue Elementary School

Van Nuys Sherman-Oaks War Memorial Park
Van Nuys Sherman-Oaks Hospital
Woodland Hills
Canoga Park
Sepulveda Basin Recreation Area
Van Nuys Airport
Browns Canyon Wash Bull Creek
Bell Creek
Arroyo Calabasas
Aliso Canyon Wash
Los Angeles River
Tujunga Wash Central Branch Tujunga Wash
Caballero Creek
Riverside Dr
Ventura Blvd
Magnolia Blvd
Burbank Blvd
Ventura Blvd
Burbank Blvd
405 San Diego Freeway
101 Ventura Freeway
Chandler Blvd
Riverside Dr
Burbank Blvd
Cedros Ave
Magnolia Blvd
Hesby Oak
Elementary School
Sherman Oaks Hospital

149x239 River Project in Design or Under Construction
149x254 Planned Future River Project
149x270 Potential Neighborhood Access Point
149x292 Completed River Project
149x309 Gap 5c
149x326 Gap 5b
149x348 Gap 5a
149x362 Sepulveda Basin LA River Trails - Trails along both banks exist between Balboa Ave and Burbank Ave
149x384 LA Riverfront Park - Greenway and bike path project currently in construction
149x406 Potential Neighborhood Access Point

Gap 5b stretches for 1 mile along the South riverbank, crossing the Sepulveda Dam and 405 Freeway. It would connect the Sepulveda Basin LA River Trails at Burbank Boulevard to the soon-to-be-completed LA Riverfront Park at Sepulveda Boulevard.

• Gap 5b passes through an interesting sequence of different environments, including a soft bottom portion, the landmark of the Sepulveda Dam, and the 405 Freeway.

• To create a new greenway and bike path along Gap 5b the Sepulveda Dam needs to be circumnavigated and the 405 Freeway and nearby on-ramp bridged with an overcrossing.

• Developing a path along Gap 5b would open up access to the Sepulveda Basin from the Southeast, and honor the great objective of creating a continuous greenway that follows the river.
**1. Burbank Boulevard**

**Existing Condition**
- Traffic runs each way on two separate bridges on Burbank Blvd
- Riverbank is vegetated, but with generous clearance for an undercrossing
- Service access road at the East end of Burbank Blvd, but no bike or pedestrian curb to connect to street

**Proposal**
- Proposed path would connect to the existing Sepulveda Basin LA River Trail
- Proposed undercrossing

**2. Sepulveda Dam**

**Existing Condition**
- The Sepulveda Dam cannot be crossed at grade
- Changing water levels in the area during flood events
- The dam constitutes a major landmark along the river

**Proposal**
- Proposed path would go around the dam, and come back to the river on the other side
3. **405 Freeway**

**Existing Condition**
- The 405 Freeway intersects the river two times — at an on-ramp and at the main road
- 4 lanes of traffic on the on ramp
- 8 lanes of traffic on the Freeway
- The bridges sit close to top of the river channel

**Proposal**
Given the low height of the bridges and the width of the freeway, the proposed path would require an overcrossing bridge spanning both the on-ramp and the freeway

3. **Sepulveda Boulevard**

**Existing Condition**
- Six lanes of traffic on Sepulveda Blvd bridge with no crosswalk
- Gap 5b ends at Sherman Oaks Castle Park with active current land use

**Proposal**
- Proposed path needs to cantilever on edge of channel or run inside current Sherman Oaks Castle Park grounds
- Proposed on street crossing to connect to the LA Riverfront Park that’s currently being constructed
Gap 5c extends for 0.56 miles along the North riverbank from Sepulveda Boulevard to the existing Ernie’s Walk at Kester Avenue. It runs along Valleyheart Drive, and a new greenway could be developed to integrate the street with the river front.

- Good feasibility to bridge Gap 5c though a greenway expanding onto Valleyheart Drive.
- A new path needs to circumnavigate or cross over two large gas piped crossing the river at the center of the gap.
- Street access can easily be created from the river’s edge with the current grade conditions, however an underpass is preferred to create a seamless continuation of Ernie’s Walk West of Kester Avenue.
#### Gap 5c Context Map

- **Sepulveda Basin LA River Trails**: Trails along both banks exist between Balboa Ave and Burbank Ave.
- **Potential Neighborhood Access Points**:
  - Kester Avenue Elementary School
  - Sherman Oaks Castle Park
  - LA Riverfront Park - Greenway and bike path project currently in construction
  - Ernie's Walk - Existing greenway

#### Intersections Along Gap
- Considered in this study

#### Completed River Projects
- River Project in Design or Under Construction
- Planned Future River Project
- Potential Neighborhood Access Point

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**Los Angeles River Greenway Linkages Study**

- **Mason Avenue to Fulton Avenue**
- **Los Angeles River Revitalization Corporation/SWA Group**

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**Page 41**
1. Sepulveda Boulevard

Existing Condition
- Six lanes of traffic on Sepulveda Blvd with no crosswalk
- Service access ramp exists from Valleyheart Dr onto north riverbank

![Six lanes of traffic on Sepulveda Blvd with no crosswalk](image1)
![North riverbank looking East from Sepulveda Blvd](image2)

Proposal
Proposed path connects via existing access ramp to East side of Sepulveda Blvd

![Proposed path connects via existing access ramp to East side of Sepulveda Blvd](image3)

2. Kester Avenue

Existing Condition
- Four lanes of traffic on Kester Ave bridge, no crosswalk
- River runs parallel to Valleyheart Dr, allowing direct connections to a new path

![Four lanes of traffic on Kester Ave bridge with no crosswalk](image4)
![Looking west at the north riverbank from Kester Ave bridge](image5)

Proposal
Proposed path connects to Kester Ave using existing service ramp
Proposed undercrossing connecting to the existing Ernie’s Walk

![Proposed path connects to Kester Ave using existing service ramp](image6)
![Proposed undercrossing connecting to the existing Ernie’s Walk](image7)
Gap 6 is 1.90 miles long, running along the North riverbank and going under the 101 Ventura Freeway. It starts at Cedros Avenue where it would connect to the end of Ernie’s Walk, and extends to Fulton Avenue and linking to the North Valleyheart Greenway.

- Excellent opportunities to create a new greenway and bike path along Gap 6, with much of the river’s edge already relatively broad, level and accessible.

- A new path would provide a backbone to improve bike and pedestrian access to amenities in the area such as Van Nuys Sherman Oaks War Memorial Park, the Sherman Oaks Hospital, the historic Sunkist Building and Westfield Fashion Square.

- The rectangular channel condition needs to be studied in detail to determine how undercrossings best can be created.

The channel is rectangular and concrete lined, with generous space for a path.

Mature trees line the river along much of the gap.

Going under the 101 Freeway, a new path needs to negotiate the bridge structure or be cantilevered on the edge of the...

Opportunities to create a neighborhood connection at Tyrone Ave, linking to existing bike path along Riverside Dr...
Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue
Los Angeles River Revitalization Corporation/SWA Group

Ventura Boulevard
Magnolia Boulevard
Riverside Dr
101 Ventura Freeway
Sherman Oaks Hospital
Van Nuys Sherman Oaks War Memorial Park
Notre Dame High School
Dixie Canyon Community Charter School
Sunkist Building
Village Gardeners Greenway - Existing trail from Fulton Ave to Coldwater Canyon Ave, includes Richard Lillard's Outdoor Classroom, will have bike path added in the future
North Valleyheart Greenway - Recently completed greenway between Fulton Ave and Coldwater Canyon Ave
LA Riverfront Park - Greenway and bike path project currently in construction
Ernie's Walk - Existing greenway

Intersections Along Gap Considered in this study
Completed River Project
River Project in Design or Under Construction
Planned Future River Project
Potential Neighborhood Access Point

0 500 1000 2000 Feet

Pedestrian Bridge
Existing Bike Lane
Existing Bike and Pedestrian Trail
Pedestrian Bridge

1. Van Nuys Boulevard
2. Van Nuys Sherman Oaks War Memorial Park
3. Van Nuys Sherman Oaks Hospital
4. Notre Dame High School
5. Moorpark Street
6. Village Gardeners Greenway - Existing trail from Fulton Ave to Coldwater Canyon Ave, includes Richard Lillard's Outdoor Classroom, will have bike path added in the future
1. Cedros Avenue

Existing Condition
- Service ramps from Cedros Ave gives easy access to start of Gap 6
- New path would act as a continuation of existing Ernie’s walk

Proposal
- Proposed path to connect to end of Ernie’s Walk greenway

2. Van Nuys Boulevard

Existing Condition
- Seven lanes of traffic on Van Nuys Blvd bridge with existing crosswalk
- Existing crosswalk on Riverside Dr connecting to river East of Van Nuys Blvd
- No existing serve access but easy to create new ramp

Proposal
- Proposed at grade crossing by enhancing existing crosswalks at Van Nuys Blvd and Riverside Dr
- Proposed access ramp to street

Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue
Los Angeles River Revitalization Corporation/SWA Group
### 3. Hazeltine Avenue

**Existing Condition**
- Four lanes of traffic on Hazeltine Ave bridge with no crosswalk
- Intersection sits under the 405 Freeway bridge
- Adjacent to the historic Sunkist building

**Proposal**
- Major development around the Sunkist building and across Hazeltine Ave could both benefit from and work with the existing bike path.
- Proposed undercrossing
- Proposed path needs to negotiate freeway structures — possibly cantilever on edge of channel under freeway bridge

### 4. Woodman Avenue

**Existing Condition**
- Four lanes of traffic on Woodman Ave bridge with no crosswalk
- Service ramps exist on both East and West side of bridge
- Low channel clearance under bridge

**Proposal**
- Proposed street access utilizing existing service ramps
- Proposed undercrossing
5. Moorpark Street

Existing Condition
- Two lanes of traffic on Moorpark St bridge, no crosswalk by North riverbank
- Smaller park exists on North side of Moorpark St bridge

Proposal
- Proposed new crosswalk
- Proposed street access utilizing existing service gate

6. Fulton Avenue

Existing Condition
- Two lanes of traffic on Fulton Ave bridge and no crosswalk

Proposal
- Proposed undercrossing
- Proposed path would connect to the existing North Valleyheart Greenway

Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue
Los Angeles River Revitalization Corporation/SWA Group
How can we make the maximum effect with the minimum of means? By knowing the site well and understanding the construction and use of existing infrastructures we could begin to implement change quickly.
Gap 7 stretches for 2.16 miles along the South riverbank, from Kester Avenue to Fulton Avenue going under the 101 Ventura Freeway. It would link the LA Riverfront Park that is currently under construction, to the existing Village Gardeners Greenway with the Richard Lillard Outdoor Classroom.

- Gap 7 offers similar conditions as Gap 6, and could be bridged through the creation of a bike path with greenway elements.

- Segments along the path, particularly between Van Nuys Blvd and Hazeltine Ave, have broader vegetated areas next to the river with mature trees offering great opportunities to create park amenities.

The channel is rectangular and concrete lined, with generous space for a path.

Some intersecting streets along Gap 7 (Van Nuys Blvd) have stop light intersections already installed, increasing the feasibility of a grade level path crossing.

The 101 Freeway underpass is an excellent opportunity to incorporate public art and lighting.

Under the 101 Freeway, a new path needs to negotiate the bridge structure or be cantilevered on the edge of the river channel.

To create undercrossings in the rectangular channel, engineering feasibility studies are required.
**Los Angeles River Greenway Linkages Study - Mason Avenue to Fulton Avenue**

Los Angeles River Revitalization Corporation/SWA Group

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**Ventura Boulevard**

**Magnolia Boulevard**

**Riverside Dr**

**101 Ventura Freeway**

**Sherman Oaks Hospital**

**Van Nuys Sherman Oaks War Memorial Park**

**North Valleyheart Greenway - Recently completed greenway between Fulton Ave and Coldwater Canyon Ave**

**Village gardeners greenway - Existing trail from Fulton Ave to Coldwater Canyon Ave, includes Richard Lillard's Outdoor classroom, will have bike path added in the future**

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**La Riverfront Park - Greenway and bike path project currently in construction**

**Ernie's Walk - Existing greenway**

**Van Nuys Boulevard**

**Gap 6**

**Gap 5c**

**Completed River Project**

**River Project in Design or Under Construction**

**Planned Future River Project**

**Potential Neighborhood Access Point**

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**Woodman Avenue**

**Moorpark Street**

**Fulton Avenue**

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**Page 51**
### Proposed Path

- Proposed path would connect to the LA Riverfront Park currently in construction.

### Existing Condition

1. **Kester Avenue**
   - Four lanes of traffic on Kester Ave bridge with no crosswalk.
   - Side of river channel already paved East of Kester Ave.

### Proposal

- Proposed path would connect to the LA Riverfront Park currently in construction.
- Proposed undercrossing.

### Existing Condition

2. **Van Nuys Boulevard**
   - Seven lanes of traffic on Van Nuys Blvd bridge, no crosswalk by South Riverbank.
   - Generous space next to the river channel on both sides of bridge — opportunity for generous greenway elements.

### Proposal

- Proposed undercrossing.
- Proposed street access utilizing existing service infrastructure.
3. Hazeltine Avenue

Existing Condition
- Four lanes of traffic on Hazeltine Ave bridge with no crosswalk
- Intersection sits under the 405 Freeway bridge
- Adjacent to the historic Sunkist building

Proposal
- Proposed undercrossing
  The freeway bridge and a private property limits space next to the river — path may need to cantilever on channel edge

Looking East towards Hazeltine Ave bridge along South riverbank — private property next to the river

4. Woodman Avenue

Existing Condition
- Four lanes of traffic on Woodman Ave bridge with no crosswalk
- Bus stop on Southeast side of bridge

Proposal
- Proposed undercrossing
- Proposed street access utilizing existing service access

Looking east across Woodman Ave
Existing service access from river onto Valleyheart Dr West of Woodman Ave bridge

Existing Condition
- Four lanes of traffic on Hazeltine Ave bridge with no crosswalk
- Intersection sits under the 405 Freeway bridge
- Adjacent to the historic Sunkist building
5. Moorpark Street

**Existing Condition**
- Four lanes of traffic on Moorpark St bridge with crosswalk
- Side of river channel already paved East of Kester Ave

**Proposal**
- Proposed at grade crossing Moorpark St using existing crosswalk
- Proposed new crosswalk on Valleyheart Dr

6. Fulton Avenue

**Existing Condition**
- Two lanes of traffic on Fulton Ave bridge and no crosswalk
- River running along Valleyheart Dr west on Fulton Ave, allowing direct connections to street
- Small-scale landscaping with herbal shrubs at Valleyheart Dr and Fulton

**Proposal**
- Proposed undercrossing
- Proposed path connecting to the existing Village Gardener's Greenway
The intersection of Highway 101 and Ventura Blvd forms one of the many ‘lost places’ along the LA River - how can unused spaces like these be integrated into a system of paths and access?