TIGER grant application for the
Los Angeles River Bikeway Network
Completing a seamless bicycle link across Los Angeles County

LADOT BIKE PROGRAM
City of Los Angeles
Los Angeles County
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Appendix A. Federal Wage Certification A1
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Introduction

The City of Los Angeles (L.A.), in partnership with the City of Vernon, and with the support of the City of Burbank and the City of Glendale, is seeking $13,000,000 in Transportation Investment Generating Economic Recovery (TIGER) grant funds for an $18,000,000 project that will substantively complete the L.A. River Bikeway Network, linking millions of people in neighborhoods across Los Angeles County via a contiguous bikeway corridor (see Figure 2). The L.A. River flows 51 miles through the nation’s second-largest urban agglomeration and its planned bikeway has the potential to improve the daily lives of millions of people. The project will add approximately 5.5 miles of bike path along the L.A. River and approximately 20 miles of on-street bicycle facilities in order to create multimodal linkages to destinations regionwide. By filling critical gaps in the regional bikeway corridor along the Los Angeles River, this project will connect the San Fernando Valley to Downtown L.A. and Long Beach, providing millions of residents and visitors with new access to public transit, homes, jobs, schools, and natural, cultural, and recreational resources.

TIGER funding will complete and connect existing segments of the L.A. River Bikeway Network, establishing a seamless non-motorized transportation corridor from the West San Fernando Valley near Warner Center to the 2,100-acre, federally-owned Sepulveda Basin Recreation Area and on through Studio City near its Ventura Boulevard commercial corridor, providing easy connections along the way to the Metropolitan Transportation Authority’s (Metro) Orange Line bus and bikeway, as well as the Red Line subway. In the Valley, TIGER funding will complement approximately $17 million of recent local (State of California, County Flood Control District, and City of L.A.) and federal funding that has been dedicated to building out segments of the river bikeway. In Downtown L.A., TIGER funding will support connections from an existing portion of the L.A. River bike path to an on-street network enabling access to key job

Figure 1: The L.A. River as it exists today in the San Fernando Valley
centers, the Metro Gold Line, Union Station, City Hall, the Central Library and many cultural destinations, with a connection back to the L.A. River bike path via the City of Vernon.

By providing new safe, non-motorized transportation opportunities, residents and visitors will be able to access natural open spaces and recreation (such as in the Sepulveda Basin), jobs (such as in Warner Center, Studio City, and Downtown), and arts and cultural amenities (throughout the river corridor) that have previously been unavailable or unknown to them.

The $5,000,000 local match for the project will come from Measure R, a dedicated source of local transportation dollars—a funding pool established by Los Angeles County voters in November 2008 that put in place a one-half cent sales tax to fund traffic congestion relief, transit investments, and locally supported transportation investments, such as bicycle-pedestrian improvements. A two-thirds vote was needed for passage; while the measure narrowly
passed Countywide (67.22 percent), it passed with a 72 percent vote in the City of Los Angeles, and with higher percentages in neighborhoods near Downtown L.A. The **L.A. River Bikeway Network** will utilize these funds, together with those from the TIGER grant program, to meet Angelenos’ needs and desires for a more sustainable transportation future. With the passage of Measure R, Angelenos recognized the importance of modal choice to our economic future. The importance of a regionally-significant bikeway network to support this future builds off of work plans established in the City Council-adopted 2010 Bicycle Plan and the 2007 Los Angeles River Revitalization Master Plan, as well as the Los Angeles County L.A. River Master Plan approved by the County Board of Supervisors.

TIGER grant funding for the **L.A. River Bikeway Network** will not only support local commitments, but also national commitments as expressed in President Obama’s America’s Great Outdoors initiative, through which the U.S. Department of the Interior selected the L.A. River trail system as one of only two statewide priorities, the Urban Waters Federal Partnership, which selected the L.A. River watershed as one of seven nationwide pilot projects in partnership with eleven federal agencies, including the U.S. Department of Transportation, and the Sustainable Communities initiative, through which the Community Redevelopment Agency of L.A. received a U.S. Department of Housing and Urban Development grant for planning, including trail development, along portions of the L.A. River.

**Project Overview**

**The Los Angeles River Valley Bikeway**

Figure 3 illustrates the extents of the L.A. River Bikeway Network project. Two of the three segments of the project are located in the San Fernando Valley. Together with a segment of the existing Metro Orange Line bike path, these segments will create a Los Angeles River Valley Bikeway that will fill gaps in the existing bike path and connect the West Valley to Universal City through the neighborhoods of Canoga Park, Winnetka, Reseda, Van Nuys, Sherman Oaks, and Studio City. This segment of the project will also create direct links to numerous schools, including Canoga Park’s and Reseda’s high schools, colleges, including Pierce College, residential communities, and economic centers.

In this area, funds have been secured to build bike paths from the beginning of the river at Owensmouth Avenue in Canoga Park to Vanalden Avenue in Reseda. TIGER funds are being sought to complete the connection from Vanalden to White Oak Avenue at the Sepulveda Basin Recreation Area where the path will join the existing Metro Orange Line bike path (see Figure 4). Along the way, the bike path will link to the existing Reseda Park and planned Aliso Creek and Caballero Creek Confluence Parks. On-street routing will be provided to create additional access and safe passage to the path along Kittridge Street, Etiwanda Avenue, Erwin Street, and Lindley Avenue. Local funds will be dedicated to ensuring safe connections, with signals and...
signage, across all roadways along the route.

From the Sepulveda Basin, this segment will separate from the Metro Orange Line bike path at Kester Avenue where it will head south for 1.5 miles to reach the banks of the Los Angeles River again (see Figure 5). The project will install bike lanes along Kester Avenue, and then a bike path on the south bank of the Los Angeles River for 0.5 miles to Van Nuys Boulevard. At Van Nuys Boulevard, the project will provide access improvements to connect the bike path to existing bike lanes along Riverside Drive, followed by brief routing along Hazeltine Avenue, and then back to the south bank of the Los Angeles River. The project will also install a route approximately one mile north on Hazeltine Avenue in order to connect to existing east-west running bike lanes on Chandler Avenue in the City of Burbank. These improvements make dedicated bicycle access available from all directions to a major commercial job center, the Westfield Fashion Square Mall, as well as to a major park on Hazeltine Avenue, the Van Nuys-Sherman Oaks Memorial Park. Continuing along the river, the project will include installation of a bike path eastward along the south bank of the river to Coldwater Canyon Avenue, connecting to existing bike paths between Coldwater Canyon Avenue and Laurel Canyon Boulevard. New on-street improvements and bike paths along/near the Tujunga Wash will connect to existing bike lanes along Colfax Avenue.

The segment will be completed via installation of a bike path along the south bank of the river from Colfax Avenue to Vineland Avenue, with on-street routing to make the final connections. Bike lanes will be installed along Vineland north to Chandler Avenue, facilitating access to Metro Red Line stations at North Hollywood and at Universal City, as well as to the Chandler bike path, which connects to the City of Burbank and alternate access to existing L.A. River bike path via a recently funded bicycle boulevard along Keystone Street (Federal Safe Routes To School funding, City of Burbank). A bike route will branch off of Vineland Avenue at Whipple Street to make a direct connection to Lankershim Boulevard (where bike lanes are in development separate from this project).

From the Universal City Metro Red Line station, NBC/Universal is planning a new bike path through Universal Studios as part of their redevelopment master plan, the NBC/Universal Evolution Plan, which will connect to existing bike lanes on Forest Lawn Drive at Barham Boulevard that connect with existing L.A. River bike path to the east. The NBC/Universal Evolution Plan is not affiliated with this TIGER application.

Various greening and pedestrian enhancements, including pedestrian paths, lights, and landscaping have been implemented and are planned for portions of the river in this seg-
Figure 3: LA River Bikeway Network project segments and project extents, spanning from the San Fernando Valley to the City of Vernon
Figure 4: Segment 1 - West San Fernando Valley
Figure 5: Segment 2 - Sherman Oaks to Studio City
Figure 6: Segment 3 - Downtown Los Angeles
ment, which will additionally complement the TIGER-funded project.

**The Los Angeles River Downtown Bikeway Connector**

Through Downtown Los Angeles, the project will complement and build upon a number of bike lane projects in development separately from this project, including a Downtown L.A. network, all slated for implementation between 2013 and 2015 in tandem with the TIGER project segments (see Figure 6). The TIGER project will connect existing L.A. River bike path in Elysian Valley to the Downtown bike lane network and establish a direct route through Downtown L.A. to the City of Vernon’s river bike path entrance at Atlantic Blvd.

A new segment of the existing L.A. River Bicycle Path is being built concurrently with the Riverside Drive Bridge now in construction and will connect the path over the bridge to an intersection with San Fernando Road and Figueroa Street. This project will connect the existing bicycle path to Downtown Los Angeles via bicycle lanes currently in development on Avenue 18/19 and Spring Street.

From Spring Street, the TIGER project will build an L.A. River Downtown Bikeway along Alpine Street, Vignes Street, Center Street, Santa Fe Avenue, Washington Boulevard, Downey Ave, and District Avenue to create a direct route through Downtown L.A. and the City of Vernon to link existing L.A. River bike path segments to the north and south.

Additional linkages will be created on 2nd Street, Hope St., and 11th Street as part of the TIGER project to connect the River Bikeway to Downtown and to bike lanes in development. These will provide an integrated system of on-street bikeways to provide non-motorized access to a number of key destinations for employment, recreation, civic engagement, and tourism.

**Key Benefits**

The L.A. River Bikeway Network will achieve important regional goals set out in the City of L.A.’s 2007 L.A. River Revitalization Master Plan and the 2010 L.A. Bicycle Plan by creating a safe, non-motorized transportation corridor along and connecting to the L.A. River corridor.

According to the L.A. River Revitalization Master Plan, the 32-mile river corridor within the City is home to more than one million people, 390,000 housing units, 480,000 workers, 35,000 businesses, and 80

<table>
<thead>
<tr>
<th>Bike Path Construction</th>
<th>MILES</th>
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<tbody>
<tr>
<td>Bike Path: Civil Construction</td>
<td>5.5</td>
</tr>
<tr>
<td>Bike Path: Lighting</td>
<td>5.5</td>
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<tr>
<td>Bike Path: Signage</td>
<td>5.5</td>
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<tr>
<td>Bike Path: Striping</td>
<td>5.5</td>
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<tr>
<td>Bike Path: At Grade Crossing Improvements</td>
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<th>On-Street Facilities</th>
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<tr>
<td>Bikeway Signage</td>
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<tr>
<td>Bike Route: Intersection &amp; Traffic Calming Improvements</td>
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<tr>
<td>Bike Route: Shared Lane Markings &amp; Green Contrast</td>
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<tr>
<td>Bike Lane: Striping Removal, Striping, Markings, &amp; Green Contrast</td>
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**Table 1: Summary of route components**
Build-out of the River’s bike path has tremendous potential to positively impact many Angelinos by providing new and safer connections between homes, schools, jobs, and other amenities, including natural, historical, recreational, and cultural resources. With TIGER funds, the 32-mile River bikeway will connect to existing bike path in the City of Vernon, where the County of L.A.’s River bike path extends approximately 16 miles downstream toward the Pacific Ocean in Long Beach—an area that is home to communities with unemployment rates as high as 20 percent.

The L.A. River Bikeway Network will build economic competitiveness by:

- Generating jobs for its pre-design (including survey, geotechnical, planning, and civil engineering investigations), design, permitting, construction, operation, and maintenance
- Providing non-motorized access to jobs, homes, and schools for households without access to a car or more than one car
- Raising the value of adjacent and nearby properties
- Improving the accessibility of local businesses that have been subject to access issues associated with traffic congestion

The L.A. River Bikeway Network will improve livability by:

- Providing new, safe, non-motorized transportation options
- Providing enhanced access to existing public transportation options, making them more effective
- Providing new, non-motorized access to job centers, commercial, arts, and entertainment districts
- Providing new access to recreation for residents and workers thereby encouraging improved health practices and opportunities to address regionwide health issues including juvenile diabetes and obesity due to poor nutrition and lack of exercise
- Providing new access to artistic and cultural amenities, including museums, theaters, libraries, and community centers
- Providing new access to natural open spaces that provide mental health and multi-generational benefits, such as the Sepulveda Basin Wildlife Refuge and Balboa Lake
- Encouraging bicycle travel in lieu of vehicular travel, which can reduce the regional production of greenhouse gases and result in associated air quality benefits that can help address the region’s asthma epidemic
- Fostering a sense of civic pride and vigilance by providing “eyes on the greenway,” offering a safe place for families to spend time
The L.A. River Bikeway Network will foster environmental sustainability by:
• Connecting residents in park-deficient communities to existing parks and open spaces—fostering a regionwide commitment to environmental stewardship
• Reducing the regionwide demand on fossil-based fuels by providing alternatives to vehicular travel
• Reducing the urban heat island effect and associated demand for energy to cool buildings (via a reduction in fossil fuel-based emissions)
• Providing access to and experience of the L.A. River and therefore encouraging environmental stewardship behaviors associated with a greater appreciation for wildlife and improved behaviors regarding water use and water quality impacts

Within the City of L.A., the L.A. River Corridor is home to:

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<tr>
<td>More than 1 million people</td>
<td></td>
</tr>
<tr>
<td>More than 390,000 housing units</td>
<td></td>
</tr>
<tr>
<td>More than 35,000 businesses</td>
<td></td>
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<tr>
<td>More than 80 schools</td>
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All river communities are hit hard by unemployment:

<table>
<thead>
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<th>Community</th>
<th>Unemployment Rate</th>
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<tbody>
<tr>
<td>Commerce</td>
<td>22%</td>
</tr>
<tr>
<td>Compton</td>
<td>20%</td>
</tr>
<tr>
<td>Bell Gardens</td>
<td>19%</td>
</tr>
<tr>
<td>Lynwood</td>
<td>19%</td>
</tr>
<tr>
<td>Maywood</td>
<td>17%</td>
</tr>
<tr>
<td>Paramount</td>
<td>17%</td>
</tr>
<tr>
<td>Bell</td>
<td>16%</td>
</tr>
<tr>
<td>South Gate</td>
<td>15%</td>
</tr>
<tr>
<td>Los Angeles City</td>
<td>13%</td>
</tr>
<tr>
<td>Long Beach</td>
<td>13%</td>
</tr>
<tr>
<td>Carson</td>
<td>12%</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>12%</td>
</tr>
<tr>
<td>Burbank</td>
<td>10%</td>
</tr>
<tr>
<td>Glendale</td>
<td>10%</td>
</tr>
<tr>
<td>Nationwide unemployment</td>
<td>9%</td>
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Table 2: Unemployment rates in L.A. River communities rank above national average

Figure 7: Rendering of a revitalized L.A. River in the San Fernando Valley
Long-Term Objectives
Capitalization and State of Good Repair
The City of Los Angeles will use local funds to begin work on the project as soon as the grant award is announced. Once completed, TIGER funded bike path sections of the L.A. River Bikeway Network will be maintained by the Los Angeles Department of Transportation (LADOT). Efforts to establish and maintain the bikeway facilities are consistent with the objectives and published plans of numerous local and regional groups, governments, and partners.

All new paths will be incorporated into existing maintenance programs and contracts. The City currently expends $300,000 per year maintaining 50 miles of existing bike path. With 10 miles of funded bike paths coming on line in the next four years, in addition to the 5.5 miles of bike path TIGER funding would provide, the City expects to be responsible for at least 65 miles of bike path by 2015. The City has identified local Proposition C funds to be used to maintain these bike paths in a state of good repair. New on-street facilities will remain on existing maintenance schedules.

Upgrading Transportation Network Efficiency, Mobility for Economic Growth
The current citywide Los Angeles bikeway network is highly segmented. The proposed Bikeway Network stitches a number of existing facilities together so as to establish a simple grid network of dedicated facilities that will have a significant trip multiplication effect, allowing more people to make more trips via bicycle.

The existing portions of the bikeway corridor this TIGER project will complete currently have 10 bikeway junctions (intersections with other bikeways that greatly multiply the number of trips that can be made completely by dedicated bikeway). After implementation of the TIGER project, the L.A. River Bikeway Network will have 20 such bikeway junctions. This 100 percent increase will help similar increases in usage occur along the entire corridor, which will be a contiguous 35+ miles north-west to southeast, just to the City of Vernon L.A. River bike path entrance; currently, the longest contiguous corridor of City of L.A. river path is approximately eight miles long.

These gains will connect the heavily populated San Fernando Valley with Downtown Los Angeles and points east and south where job centers are located, and will include important direct links to the City’s largest and most important transit stations and bus corridors. Currently, the major freeways and roadways in Los Angeles are very congested, causing delayed trips, excessive emissions, and high maintenance costs. A bikeway network that uses the Los Angeles River as a connector will allow for an alternative, low-cost, zero emission form of transportation that will facilitate access to job centers and transit, and help more people make the decision to take transit, walk, and/or bicycle.

If this project is not built, many gaps in the L.A. River Bikeway will be
left unimproved for the foreseeable future, leaving limited mobility and multiple inefficiencies within the current system. TIGER funding to close performance gaps will bring rapid performance gains in connectivity and usefulness.

**Economic Competitiveness**

Over the long-term implementation horizon of 25 to 50 years, the Los Angeles River Bikeway Network plays a most important role in realizing the goals of the Los Angeles River Revitalization Master Plan (pp. 7-13 to 7-30), which is expected to result in, approximately:

- $2.9 to $5.7 billion in new development investment
- 52,000 to 104,000 new short-term jobs
- 10,500 to 19,000 new permanent jobs
- A $360 million to $740 million annual increase in wages
- A $90 million to $168 million increase in long-term tax revenue
- A $7 to $14 million annual increase in long-term sales tax revenue
- A $20 to $40 million annual increase in State income tax revenue
- A $49 to $96 million annual increase in property tax revenue
- A $1.5 to $3 million annual increase in utility tax revenue

Construction, operation, and maintenance of River projects, and the L.A. River Bikeway Network, are expected to generate a multitude of regional employment opportunities, including:

Long-term jobs in facilities maintenance and related projects, such as public education-related functions (e.g., hosting tours, festivals, bicycle and other racing events, art exhibits, concerts, other cultural activities, etc.), and both community- and regional-serving commercial, retail, industrial, specialized research and development, technology, and non-governmental sector positions.

Near-term jobs in design and development-related industries (e.g., architecture, landscape architecture, environmental (e.g., biology, hydrology, modeling), planning (e.g., transportation and including historic and cultural resource-related planning), infrastructure-related code compliance, etc.), materials handling and transport, materials production and development, demolition, recycling, and construction.

The 32-mile (64 miles on both sides) River bikeway/greenway is intended to provide non-motorized forms of commuting to jobs which will benefit employers by improving employee health (e.g., lower health insurance costs) and decreasing the need to provide auto-related amenities (e.g., parking accommodations). The bikeway/greenway will benefit employees by allowing them to commute and exercise simultaneously thereby improving their cardiovascular health and reducing their healthcare costs. The bikeway/greenway is also expected to reduce the number of cars on local roadways, thereby reducing congestion-related impacts to businesses and residents, and to improve air quality through an associated reduction in the emission of global greenhouse gases.
The greenway/bikeway will also result in economic benefits by providing access to recreation for underserved community residents and can thereby be expected to help redress the regionwide juvenile diabetes, obesity, and asthma epidemics—improving the quality-of-life for residents and protecting the health of the future workforce.

The River’s habitat improvements will provide green space and attract birds and other wildlife that will provide a meaningful natural benefit and associated aesthetic benefit, raising property values and encouraging continued river visitorship, with potential associated increases in environmental-management and tourism-related employment. Increased visitorship to the River will provide civic vigilance amenities that are expected to result in reduced rates of crime (e.g., graffiti, vandalism, theft, and illegal dumping) and a related reduction in nuisance costs currently borne by local businesses and employees.

Increased property values along and near the River’s 32-mile corridor are expected to result in increased tax revenues.

Improved River channel and related access (e.g., roadway, bridge) infrastructure will result in long-standing, modern, and world-class community-serving institutions with a diverse and competitive workforce to sustain them.

Revitalizing the Los Angeles River offers more than the opportunity to bring back ecological value; it is an effort to revitalize an urban corridor by encouraging transit connections, establishment of river-friendly businesses and development, and connecting the many communities along the Los Angeles River to downtown and its job centers.

Transit Benefits
The Los Angeles River Bikeway Network would significantly improve non-motorized access to major transit connections that go to destinations throughout the region. Important bikeable transit connections include:

- Metro Orange, Red, and Gold Line stations
- Van Nuys, Northridge, Burbank, and Glendale Metrolink stations
- Multiple Metro Rapid and Local bus stops & corridors
- Municipal bus service operated by the Burbank, Glendale, and Los Angeles cities
- Los Angeles Union Station

A diverse and integrated multi-modal transit system would serve the needs of many communities in the vicinity of the Project. In terms of environmental and social justice, the project would go a long way toward increasing minority access to jobs, recreational opportunities, and the rest of urban Los Angeles from the western corners of the San Fernando Valley to the South end of Downtown. Data from the 2000 US census indicate that Bikeway Network area contains at least two census tracts where the per capita income is less than $12,451, a poverty rate of more than 25.2 percent (see Resources section under Donald C. Tillman Water Reclamation Plant In-Plant Stor-
The comparably low incomes of people living in the vicinity of the project suggest that it contains a relatively high share of residents who are dependent on transit and non-motorized modes because they lack the financial means to travel by car. By facilitating access to transit and making travel by non-motorized modes safer and easier, the Bikeway Network will play a significant role in improving the travel options for the transit dependent populations living around the Bikeway Network.

### Environmental Sustainability

#### Elements of Project
The Los Angeles River Bikeway Network Project will include sustainable construction elements including use of recycled materials, stormwater abatement (the bike path will be designed to slightly slant away from the LA River to keep polluted run-off from entering the river bed), landscaping and vegetated bioswales where possible, and infiltration systems that will capture and clean water run-off. Since the bike path will create and expand a zero-emissions multi-modal transit system, this project makes a sustainable trip alternative to the green house gas producing automobile.

The City of Los Angeles is very proactive in adopting policies and regulations that ensure that infrastructure and development considers sustainability during planning and construction. The Low Impact Development (LID) Ordinance was passed recently in 2011 by the City of Los Angeles and calls for development and redevelopment projects to mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources including rain barrels, permeable pavement, rainwater storage tanks, infiltration swales or curb bumpouts to contain water. This effort, along with the City of Los Angeles’ Green Streets Program and in-progress River Improvement Overlay (RIO) District are all a testament to the City’s efforts to promote and execute environmentally sustainable building practices.

Also, the project aligns with the larger goals of Los Angeles River Revitalization Master Plan including its proposals to 1) improve the environment, 2) enhance water quality, 3) improve water resources, 4) improve the ecological functioning of the river, and 5) foster community awareness of the Los Angeles River and pride in the river.

### Livability

“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park - all without having to get in your car.” - Ray LaHood

#### Increasing Livability
The L.A. River has not been visually or physically accessible to many Los Angeles City residents historically, but projects like the L.A. River Bikeway Network are part of a strong movement in Los Angeles to revitalize the River. While some have viewed the River as an unpleasant, unsafe channel that should be fenced off and isolated, the L.A. River Bike-
way Network helps unlock the River as a transportation and recreation resource. With many employment, commercial, educational, entertainment, and educational resources already nearby it, the L.A. River Bikeway Network accomplishes significant steps toward increasing livability immediately upon construction. Over time, these benefits will compound, as the corridor continues to attract civic investment, pride, and usefulness.

Reducing the Cost of User Mobility
Traveling by non-motorized transport modes costs considerably less than traveling by car. According to the Victoria Transport Policy Institute, the average annual cost of owning and maintaining a bicycle ranges from about $100-$300, while owning and maintaining an automobile costs between $7200 and $9300 per year. Data from studies in other cities suggest that the Bikeway Network will help considerably to allow people within the Network vicinity to take advantage of these cost savings by providing facilities that make both current and potential bikers and walkers feel safer. A 2007 report by John Pucher of Rutgers University, for example, indicated that about half of 700 surveyed workers who lived within 10 miles of their job would commute to work by bicycle if better bike facilities were available. Another 2011 statewide survey by Georgia University reported that 78 percent of respondents would bike more if better bicycle facilities were available.

In short, bicycling offers a far more economical transportation alternative, and building the infrastructure proposed in the River Bikeway Network makes bicycling easier and safer to allow more people to take advantage of these savings.

Improving Existing Transportation Choices & Modal Connectivity
As mentioned previously, the proposed Bikeway Network would greatly enhance the accessibility of existing transit facilities, making them accessible from further distances and thereby increasing their ridership, or the area around the station from which potential riders can travel easily.

The Bikeway Network would also serve as an excellent complement to existing facilities that Los Angeles transit already offers to bicyclists, both at its transit stations and on its transit vehicles, including bike racks, storage lockers, racks on buses, and space for bicycles on board all Metro trains (during all operating hours).

Improving Accessibility
While the Los Angeles River Bikeway Network obviously provides significant mobility benefits, with its over 35 miles of contiguous, regionally significant bikeway, it also provides significant accessibility benefits. The many at-grade crossings will make the corridor immediately accessible to a great many nearby residents and stakeholders, while also providing reliable and safe, local routes to community resources that may have felt inaccessible via walking or bicycling previously.

A key component of accessibility is safety, a key requirement for any
livability benefit to be realized by any transportation facility. All bike path segments of the project will be lighted and compliant with the Americans with Disabilities Act (ADA).

Intermodal Connections between Residential and Commercial Areas

The Bikeway Network expansion of this TIGER project creates connections major job and commercial centers and improves access to businesses and employment opportunities for non-motorized commuters. Several major shopping and job centers that will benefit by increased bicycle access include:

- The Westfield Topanga and Westfield Promenade shopping centers
- Pierce College of the Los Angeles Community College District
- The West Valley Occupational Center
- The Warner Center economic development district of Los Angeles
- Westfield Fashion Square mall
- CBS, Universal, and Warner Brothers studio lots
- Downtown Los Angeles businesses and civic centers
- City of Vernon industries

**Coordinated Transportation and Land-Use Planning**

The City has been working on several planning efforts to coordinate transportation and land use in Los Angeles. Many of these efforts are focused on the L.A. River Corridor and include:

- The Los Angeles River Improvement Overlay District (LA-RIO), a proposed special use district that requires new projects to achieve points in three design categories: Watershed, Urban Design, and Mobility
- The Cornfields Arroyo Seco Specific Plan (CASP), a LEED-ND plan that includes the State Historic Park and the confluence of the LA River and Arroyo Seco. The area is expected to transform over the next 25-30 years from a low-density light industrial area to a vibrant, mixed-use community providing quality, green technology jobs along with residential and community serving uses
- North East Los Angeles Study Area (NELA Corridor) that will develop sound land use and economic development strategies to bring jobs for working families into the area
- Warner Center Specific Plan, update will establish new land-use strategies and streetscape standards to transform the Plan area from an auto-centric employment area to a pedestrian oriented mixed-use center which includes high density employment as well as mid-rise residential apartments, condominiums, and retail. The Plan boundaries are also being expanded north to the Los Angeles River to facilitate pedestrian and bicycle connectivity between the Plan area and the River

California Senate Bill 375 establishes a requirement that the all California regions adopt a Sustainable Communities Strategy (SCS) to demonstrate how the area will lower its greenhouse gas emissions for cars and light trucks by 35 percent by 2020.
Part of the Southern California Association of Governments (SCAG) strategy is to promote the increase of development near and serving transit stations. Given the proximity of many transit options near the Los Angeles River, which include fourteen Orange Line stops, four Gold Line stops, Union Station, and multiple Blue Line stops south of the project's boundaries, but still accessible via the bikeway, (in additional to Metro Rapid and Local lines), the Los Angeles River Bikeway Network will be easy to access from multiple locations for hundreds of thousands of people from around the region.

Environmental Sustainability
Reducing Oil Dependence and Greenhouse Gas Emissions
With 66 percent of commuters in Los Angeles driving to work alone in their automobiles (US Census 2000), there is a need for alternative forms of transportation that will reduce the use of non-renewable energy resources, of which single passenger commuters are the most consumptive. Not only would this project allow for people to be less dependent on their automobiles because they will have access to multi-modal transportation where they can choose to ride their bike, walk, take public transit, or a combination of the three, they will have effectively reduced or eliminated the need to fill up their gas tanks in order to get to work. If we can create a complete network, which this project aims to do, people will take advantage of the convenience and connections to jobs and regional transit systems that will be linked by this project.

Environmental Benefits
The Los Angeles River Bikeway Network has multiple benefits for the environment because it takes under-utilized public easement and roadway space, and develops a non-motorized transit system that highlights a critical environmental resource: the Los Angeles River. Not only will the TIGER Project help reduce green house gases on a regional level by reducing vehicle miles traveled (VMT), it will also:

- Improve the immediate environment of the project area with infiltration systems and landscape treatments
- Connect to other ecologically significant areas like the Sepulveda Basin, Griffith Park, and Glendale Narrows via the Los Angeles River and its tributaries
- Bring attention and awareness to the River and its 824 square mile watershed by allowing increased access
- Build a bikeway network that can be used for commuting and recreation that will compliment and help connect to over 50 miles of LA River parks, trails, and paths

Reducing Transportation-related Environmental Costs
The City of Los Angeles has experienced a commendable reduction in energy consumption from a recent 14 mile bikeway project built along the Metro Orange Line Busway in the San Fernando Valley, with 2,621 vehicle miles traveled (VMT) saved each weekday and 681,460 miles annually by surveyed orange line bike path users (Los Angeles County Metropolitan Transportation Authority, June 2011). It can be projected that by building the Los Angeles
River Bikeway Network Project, connecting to the existing bikeway along the Orange Line and continuing via the existing Los Angeles River bike path, and the on-street network to the Red Line, Union Station, and then Downtown, even more efficient bicycle transit system will be created, adding thousands more miles of saved VMT per day. This equates to savings on an individual level of gasoline, maintenance, and related vehicle operational costs, and on a regional level it will help reduce green house gas emissions, costs associated with maintaining roads and heavy infrastructure, and overall congestion of the current roadway system.

In the state of California, transportation emissions from vehicles generate over one-third of overall emissions and at a municipal level, transportation may contribute more than 50 percent to citywide or countywide emissions (Los Angeles County Metropolitan Transportation Authority, or LACMTA, June 2011). In the study, along with the savings of 681,460 VMT annually, there was an estimated savings of 335.9 metric tons of CO2 with the implementation of the Orange Line Bikeway (LACMTA, June 2011). The TIGER project proposes to add about 25 miles of bike path and lanes that will further increase savings of VMT and green house gas emissions, with benefits and cost savings that will surpass those of the 14 mile long Orange Line Bikeway.

Figure 8: Los Angeles River in the San Fernando Valley, before (top), and as envisioned in the Los Angeles River Revitalization Master Plan (bottom)
**Safety**

As part of the Benefit Cost Analysis undertaken for this application, Statewide Integrated Traffic Records System (SWITRS) data were analyzed to compare bicycle-auto collision data for a 1.5 mile area around existing L.A. River bike path and the planned TIGER bikeway segments. The analysis revealed that collisions from 2000-2009 in the TIGER project area were 26 percent higher than in the existing L.A. River bike path area. Of the 3,836 collisions in this time frame along the TIGER project area, 16 were fatal. Forecasting these trends forward to 2031, the Los Angeles River Bikeway Network is projected to prevent \( \approx 100 \) future bike-auto collisions per year.

In addition to the safety the River Bikeway Network is expected to deliver versus the street network, the path itself has a number of safety features. All pathways will be constructed in compliance with ADA accessibility requirements. Lighting will be installed at regular intervals to provide more security at night. Mile markers will be included in the striping plans, for emergency responders. Additionally, the River Bikeway will serve as an important non-motorized evacuation route in times of regional emergency if evacuations are needed.

**Job Creation & Near Term Economic Activity**

**Job Creation**

The City of Los Angeles has had an unemployment rate between 13 and 14 for the last two years. The 24 month average of 13.7 classifies the City as an Economically Distressed Area, as defined by the Public Works and Economic Development Act of 1965. This designation underscores the significance and importance of this funding opportunity to the City of L.A.

Analysis done to determine the number of jobs that would be created by the TIGER project was based on recent research performed by the University of Massachusetts found that bicycle projects created the most jobs per one million expended versus other types of projects nationwide. Road only projects produced the least jobs. Based on their per-year calculations, the Los Angeles River Bikeway Network TIGER project would create 92 jobs for the bike path implementation, and 37 jobs for the on-street implementation, totaling 129 jobs for the entire project (see Table 3).

**Entrepreneurs and Workers**

**Small and Disadvantaged Businesses, Civil Rights and Equal Opportunity**

The City of Los Angeles has existing rules and regulations, as well as encouragement programs, to provide maximum practicable opportunities for small businesses and disadvantaged business enterprises, including veteran-owned small businesses and service disabled veteran-owned small businesses. The City also has stringent guidelines that require all

<table>
<thead>
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<th>Jobs Resulting from Project</th>
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<tr>
<td>Bike path jobs</td>
<td>92</td>
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<tr>
<td>Bike lane jobs</td>
<td>37</td>
</tr>
<tr>
<td><strong>Total jobs</strong></td>
<td><strong>129</strong></td>
</tr>
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</table>

*Table 3: Job creation resulting from L.A. River Bikeway Network project*
City contractors and consultants have a sound track record on labor practices and comply with Federal laws ensuring that American workers are safe and treated fairly. The project will implement best practices consistent with civil rights and equal opportunity laws, and ensure that all individuals, regardless of race, gender, age, disability, and national origin benefit from TIGER grant funding. Please see the City of L.A. Federal Wage Rate Certificate included in Appendix A.

Project Readiness
There has been much progress in terms of bikeway project development and construction in recent years in urban Los Angeles and its neighboring cities. With many bike lane projects in planning and construction, including Los Angeles County’s Los Angeles River Headwaters Bikeway, the Trust for Public Land’s Reseda River Loop Project, and the City of Los Angeles’ locally funded Proposition K bikeway project in Studio City, we have a high level of demand to connect all of these separate projects into one united regional project that is the Los Angeles River Bikeway Network with the TIGER grant.

City standard design elements will be used for much of the project scope, streamlining the design process. City standards for sustainable design practices (previously mentioned), such as adaptable elements from the City’s Green Streets standards, will provide a library of options at the ready for inclusion.

Route planning is well-developed for all segments, as many project elements have been evaluated by other established planning and scoping documents, such as the LARRMP and the LA Bicycle Plan, mentioned earlier.

Project Schedule
As soon as notice of funding is received, LADOT will contact the Los Angeles County Metropolitan Transportation Authority (Metro) to request that the project be amended into the Program Metro database that holds all TIP project for Los Angeles County.

The City of L.A. will invest resources in advance of the grant notification

Table 4: Project schedule. Click here for full project schedule

<table>
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<tr>
<th>TASK</th>
<th>2011</th>
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<td>M</td>
<td>A</td>
<td>S</td>
<td>N</td>
</tr>
</tbody>
</table>
to be prepared to proceed at full capacity by time of the award. Design activities will begin immediately upon notification of award. Primary TIGER-reimbursable activities will be planned to begin as soon as April 2012. As the project is expected to be declared Categorically Exempt from CEQA and Categorically Excluded from NEPA, design will be complete by April 2013. The construction phase will begin shortly after the Bid and Award process and will be completed by December 2014. Please see the project schedule in Table 4 for further details.

Environmental Approval Process
Prior to receiving TIGER funding for this project, no reasonable expectation of receiving federal or local funds exists. However, because similar previous bike path/bikeway projects in the City of L.A. have been constructed pursuant to a designation of Categorical Exclusion under NEPA, and Categorical Exemption under CEQA, this TIGER project is expected to receive similar designations.

NEPA and CEQA environmental reviews are expected to be complete by October 2012. Upon receiving notice of an impending award of funding, the City of L.A. will coordinate with the County of L.A. and Caltrans District 7 to acquire the necessary permits and approvals to construct the project.

State and Local Planning
The State of California has passed Assembly Bill 32, the Global Warming Solutions Act (2006) which “directed the California Air Resources Board (CARB) to begin developing discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit. The reduction measures to meet the 2020 target are to be adopted by the start of 2011.” The TIGER project will help the State meet targets for greenhouse gas reductions and is consistent with the recommendations given by the Environmental Justice Advisory Committee on the Implementation of the Global Warming Solutions Act of 2006 (P. 29).

On a local level, please see previous section on Coordinated Transportation and Land Use to read more about the many diverse planning activities in the City of Los Angeles.

Technical Feasibility
As mentioned in the Project Readiness previously, there are several bikeway projects that have been constructed and that are in progress that demonstrate the City of Los Angeles and its partnering agencies’ ability to design and implement a bikeway project like the Los Angeles River Bikeway Network.

Engineering elements will be relatively low-impact, with retaining walls, access ramps from street-level, and drainage solutions being the most demanding civil engineering elements for design and construction. The level of engineering complexity on these segments will not exceed that of the completed...
segments mentioned above or those currently in construction. For street crossings and on-street segments, the LADOT has numerous recent implementation experiences with bike lanes and shared bike routes on existing streets. “Road diets” have been successfully completed in several locations to improve safety for non-motorized users.

Financial Feasibility
The citizens of the City of Los Angeles have shown a commitment to improving transportation options by passing Local Measure R, a sales tax to specifically fund transportation investment. The City is committing five million from Measure R funds as a local match for this project.

Benefit Cost Analysis
Benefit cost analyses were conducted for three segments with independent utility. All benefits are limited to areas within one and a half miles from the proposed bicycle infrastructure. Figure 9 shows that all segments have significant benefits over a 30 year life cycle analysis. The complete cost analysis, spreadsheets, and supplementary methodology can be downloaded at:

- http://bicyclela.org/tiger/BCA/BCA_LosAngelesRiverBike-wayNetwork.xlsx

Figure 9: TIGER project net benefits
Secondary Selection Criteria

Innovation

Where right-of-way is too constrained for bike lanes in the on-street portions, and where road space reallocation is not possible, LADOT will install green-backed shared lane markings. Shared lane markings (or “sharrows”) offer several purposes: they act as a wayfinding device to supplement signage for guidance, they help encourage proper lane positioning to define a bicyclist’s desired lateral space, and to increase motorist spacing around bicyclists. Testing green backing of the shared lane marking will bring extra visibility to the marking.

The project will also install along new bike path segments solar LEDs, bioswales where appropriate, drainage designed to steer water away from the river (to prevent pollution), bike/pedestrian signals as appropriate, and video detection instead of loops on demonstration worthy signal crossings. The project also provides a new model of large-scale interagency adaptive reuse for the creation of an urban bike path connecting six cities.

Partnerships

The Los Angeles River Bikeway Network requires a great deal of partnership. The City of Vernon route is a crucial segment and their staff have been cooperative and supportive. The Cities of Burbank and Glendale, while not officially partners in the project, have also been extremely cooperative and supportive—a number of key bikeway projects will spur off of the Los Angeles River Bikeway Network directly into their communities thanks to years of interagency coordination and strategic planning. The City of Burbank recently won funding for a Safe Routes to School project that will create an alternate bikeway route through their city that will cross back into the City of L.A. further north and create additional linkage to the L.A. River. Both Glendale and Burbank also have bicycle/pedestrian bridges planned, to create additional connections to the L.A. River Bikeway Network. Los Angeles County, which currently owns the right-of-way will also be a crucial partner.

The project will also be an exercise in public-private partnerships, as numerous non-profits have been and will be involved in the project. A number of local community based organizations have provided letters of support, and will be involved in the final design of the project as it moves forward. The Trust for Public Land helped with this application and will be working on the TIGER project upon funding. They currently have a project to provide greening adjacent to the TIGER project from Vanalden Avenue to Reseda Avenue as part of the Los Angeles River and Aliso Creek Confluence Park (Confluence Park) project. The Los Angeles County Bicycle Coalition will also be a crucial partner, as moving forward with the project design will require outreach to local bicyclists and communities.

The Urban Waters Federal Partnership, a cooperative national effort launched in 2011, aims to “help urban and metropolitan areas, particularly those that are under-served
or economically distressed, connect with their waterways and work to improve them.” The Bikeway Network Project’s creation of public access to the LA River is one of the Partnership’s principal goals.

The Partnership emphasizes the economic benefit of this sort of investment: “Many communities do not have access to their urban waterways. This cuts them off from a valuable community asset. These assets can be used to spur commercial, recreational...and educational opportunities. Indeed, the reconnection of distressed communities to their waterways can act as a catalyst for greater economic revitalization and growth as well as improvement in resident well-being.”

Funding improvements along the Los Angeles River will contribute to the ongoing efforts of these multiple federal agencies and leverage their resources and attention. The partnership includes:

- U.S. Department of Agriculture
- Department of the Army (Army Corps of Engineers)
- U.S. Department of Commerce (Economic Development Administration)
- National Oceanic and Atmospheric Administration
- Corporation for National and Community Service
- U.S. Environmental Protection Agency
- U.S. Department of Health and Human Services (U.S. Centers for Disease Control and Prevention and National Institute of Environmental Health Sciences)
- U.S. Department of Housing and Urban Development
- U.S. Department of the Interior
- U.S. Department of Transportation.

The Los Angeles River Watershed Urban Waters Federal Partnership Pilot project will support local watershed revitalization efforts, which include enhancing flood protection, improving water quality through green infrastructure, enabling safe public access, and restoring ecosystems (Urban Waters Federal Partnership, 2011 synopsis). Federal partners, other interested municipalities, California State agencies, and local nonprofits will work with the City to implement the TIGER project.
City of Los Angeles Department of Transportation
Subject: Department of Transportation’s National Infrastructure Investments Under the Full-Year Continuing Appropriations, 76 Federal Register 50289 (August 12, 2011)
Certification on Federal Wage Rate Requirements

In accordance with subsection VII.C of the U.S. Department of Transportation’s Notice of Funding Availability, as published in the Federal Register on August 12, 2011, this is to certify that all laborers and mechanics on any project funded directly or assisted in whole or in part by and through any funding provided through the award of a TIGER Discretionary Grant will be paid wages at rates no less than those prevailing on projects of a character similar in the locality as determined by subchapter IV of chapter 31 of title 40, United States Code.

Jaime de la Vega
Printed Name

General Manager
Title

Signature: Only authorized official or highest elected official

Date: 10/2/11
Appendix B. Support Letters

Caltrans
City of Burbank - Department of Community Development
City of Glendale
City of Vernon - Department of Community Services and Water
Downtown Los Angeles Neighborhood Council
Friends of the Los Angeles River
L.A. City Councilmember Paul Krekorian
L.A. City Department of City Planning
L.A. City Mayor Antonio Villaraigosa
L.A. County Supervisor Zev Yaroslavsky
L.A. River Revitalization Corporation
Los Angeles County Bicycle Coalition
Los Angeles River Artists and Business Association
Mountains Recreation & Conservation Authority
Save LA River Open Space
Studio City Residents Association
Trust for Public Land
U.S. Representative Brad Sherman
U.S. Representative Lucille Roybal-Allard
The Village Gardeners