PROGRESS MEMORANDUM

TO: Carolina Hernandez, P.E., Los Angeles County Public Works

PROJECT: Los Angeles River Master Plan Update

TASK NUMBER: 3.9

SUBJECT: Access, Security, and Safety

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The following Progress Memorandum summarizes the significant findings for the Los Angeles River Master Plan Update Task 3.9 related to access, security, and safety.

Introduction and Definitions
User access includes public trails along the river, access points that connect trails to surrounding streets, paths, and parks, and the means by which the public gets to these access points. It also includes issues of legibility and wayfinding: signage, maps, and information on accessing the river, as well as service and emergency vehicle access. Security covers topics of access control: fences, gates, and their operation. Under the rubric of safety, this memorandum addresses risks to people along the river, including flooding, crime, and other hazards.

Executive Summary
The Consultant Team has identified 93 access points connecting to trails which serve 30 of the 51 river miles. Although the labels of “formal” and “informal” have previously been used to describe these access points, conditions on the ground are more complex, reflecting the multiple jurisdictions responsible for river access and impacting the legibility of the river as a continuous corridor. Approximately one-third of access points are signed, and others are identifiable by repeating gate and fence elements. Online maps exist, but access points can be difficult to find through typical mapping platforms like Google Maps.
The discussion of trails in relationship to the LA River represents various typologies, most notably bike trails and multi-use trails. Throughout this memo, the word “trail” refers to the collective accessible paths along the LA River. When referring to a specific type of trail, the words “bike path” or “multi-use trail” may be used.

The ability to access the river is aided in part by the signage present at access points and along access routes. Based on the Consultant Team’s analysis, we have identified that, currently, 32% of the access point to the LA River are signed. There is a current effort that is underway, led by the LA County Parks and Recreation Department, to update trail signage in supervisorial districts 1 and 2. The signage program update includes an emphasis on multi-use LA River trail signage, as well as access point signage.

Fence types also vary substantially along the corridor; chain link fences have the most access points from user-created openings in the fence, which account for 10% of all access points mapped. Gates exist at 63% of access points and are operated only for maintenance closures and flood events. Approximately half of access points can accommodate service and emergency vehicles; 10% connect to ramps providing access to the channel.

The convenience and safety of river access varies considerably by mode. Only 70% of access points connect to sidewalks, and 60% appear to be ADA accessible (ramp slopes were not measured as part of this assessment). Because river access tends to be on only one side of the river at a time, bridges are essential; 45% of access points connect to pedestrian-accessible bridges. Except for the lowest reaches, between Compton and Long Beach, access points are well served by bus, but only two Metro rail stops fall within a half mile of an existing river access points. Connections to existing bikeways are strongest to the north and east of the LA River; bike share stations exist near the river in Downtown LA and Long Beach, but not elsewhere. Less than two-thirds of access points have parking, which is mostly street parking. A lack of connectivity in the street grid and a high incidence of severe injury accidents affect people arriving at the river by all modes.

The river and associated flood risk management infrastructure pose risks to users, particularly in floods. Box channel sections of the river restrict access not only for users, but also for swift water rescue; sections with a trapezoidal section are easier for both the public and rescuers to access. Heat-related ailments are another significant environmental hazard along the river.

Crime in communities along the river is geographically concentrated along the southern portions and appears to be more common within adjacent neighborhoods than in the river corridor itself. Physical qualities of the corridor, such as lack of visibility from adjacent lands, can influence both real and perceived safety from crime. Persons experiencing homelessness living along the river face many of the same risks as other users but are more vulnerable. In addition, homeless encampments may influence how other users perceive safety.

User Access: Trails
Today, trails provide access to 30 of the 51 river miles, or 60% of the corridor. The County has hundreds of miles of proposed multi-use trails. This includes the closure of gaps in the bike paths along the LA River and Compton Creek. Generally, there is a trail along only one side of the river at a time; only 5 miles offer access on both banks. The longest continuous segments of the LA County
River Bike Path are a 12-mile stretch between the Imperial Highway and the mouth of the LA River at Long Beach and a 7-mile stretch along the Glendale Narrows. In the San Fernando Valley, the trail becomes more fragmented.

The trails vary substantially in width and material as well, from a 17-foot-wide stone fines path to an 8-foot-wide striped asphalt bikeway. This variability accentuates the lack of continuity in the river corridor. Users experience many paths rather than one. The variable trail designs also favor some users over others. For example, cyclists tend to prefer paved paths, while equestrians tend to prefer unpaved paths. As trail usage increases, it is possible that there may be more conflicts between users due to differences in speed and skill level—particularly where trails are narrow. Consistent visual and material surface cues can help achieve a continuous, legible river corridor that serves a diverse set of users.

Figure 1: Existing trails (solid lines), proposed trails (dashed lines), and existing access points (dots) along the LA River
User Access: Access Points, Maps, and Information
Beginning with a City of Los Angeles dataset, 95 access points were mapped along the river.\(^1\) This dataset includes access points identified as both “formal” and “informal,” ranging from gaps in the fence to clear and well-signed trailheads. A visual inspection of each access point revealed that the distinction between formal and informal was not clear on the ground: conditions existed along a continuum, and several points identified by the City of Los Angeles dataset as “formal” were indistinguishable from the “informal.” Instead of the “formal/informal” distinction, a broader set of parameters that impact operations and user experience was used, including signage, gates, ADA accessibility, and service/emergency vehicle access.

Many access points are difficult to find, unsigned, or ambiguous in appearance. Only a third of access points have signs at the trailhead, and very few have maps showing the geographic relationship to the river corridor or trail networks (signage is most common in the Glendale Narrows). Thus, legibility and wayfinding present challenges that extend beyond physical access. Information about access can also be difficult to find online. The City of Los Angeles maintains a nearly comprehensive online map of trailheads (located here: http://lariver.org/blog/explore-la-river), based on the dataset that was the starting point for this analysis, but users may not know where to find it. Additionally, LA County Department of Parks and Recreation maintains a comprehensive database of trail data and maps. This information is located on the County’s trail website here: trails.lacounty.gov. River access is difficult to search for on more common online maps like Google Maps.

User Access: Getting to the Trailhead
Access points, like the path, tend to be located on one side of the river at a time, although 45% connect to the opposite bank via pedestrian-accessible bridges. Moreover, access points are not always well connected by the street grid, which often becomes sparse or fragmented as it approaches the river. These network qualities tend to make paths to the trailhead longer and less intuitive. The issue affects users arriving by all modes: pedestrians, cyclists, motorists, or transit riders traveling the “last mile” between the nearest station and the access point.

For pedestrians, 70% of access points connect to sidewalks, and only 60% appear, based on visual inspection, to be ADA accessible—issues, again, that limit transit connectivity. Access points are generally well served by bus, with 94% falling within a half mile of a stop and most having access to multiple stops. Metro Rail access is more limited; although many high-ridership stops are within a half mile of the river itself, only two Metro Rail stops are within a half mile of an existing river access points. The routes from these two stops are both walkable, although they are not signed and, subjectively, do not appear to be appealing or intuitive. Metro Rail expansion and further investment in the river suggest the potential for much greater Metro Rail access. The West Santa Ana Branch, for

example, proposes to add stops near the lower half of the river and would cross the river near the Rio Hondo confluence.

![Diagram](image)

**Figure 2: Access points in orange allow the user to cross over the LA River**

For cyclists, access is variable. The river trail is connected to other regional bikeways such as the Rio Hondo Trail and the Shoreline Trail in Long Beach. Cyclists can connect to the river trail at other access points via the street network, but in many cases these street connections lack bike lanes or other affordances. Only 6% of access points are served by a bike lane or off-street path. Even for those that are, the generally fragmented nature of the cycling network in the LA area means that a continuous, protected route to the river will be available to very few. This in turn limits the number of users that will feel comfortable riding to the river. Bike share stations serve areas near the river in Downtown LA and Long Beach, but not elsewhere.

For motorists, most access points are approachable by road or are part of a larger park that is. However, many access points are located on small residential streets with limited capacity and parking. Sixty-two percent of access points have parking, mostly unmetered street parking. Other trailheads are adjacent to public or private parking lots; few offer dedicated parking areas for river access. Changes that increase the popularity of the river could create parking stress both for visitors to the river and for adjacent residents and land owners.
Street safety is another issue that affects all users accessing the river, but particularly the most vulnerable. Pedestrians and cyclists are involved in 15% of collisions but account for 50% of deaths. Currently, data on traffic safety is most readily available for the City of Los Angeles, as part of the City’s Vision Zero initiative. Within the City, 65% of all deaths and severe injuries happen on 6% of streets, a “High Injury Network” identified through a 2015 analysis of Statewide Integrated Traffic Records System (SWITRS) data and updated in 2018. Several of the streets within this network serve river access, including De Soto Avenue (river mile 50.2), Tampa Avenue (river mile 48.1), Ventura Boulevard (river mile 38.6), and Fletcher Drive (river mile 27).

Service and Emergency Access
Based on visual inspection, approximately half of user access points also accommodate service and emergency vehicles, allowing vehicles to access the bike path or multiuse trail. Vehicular access is least frequent between the Rio Hondo path and Atlantic Boulevard, with a maximum gap of 4 miles, and to the south of the Glendale Freeway, with a maximum gap of 2.5 miles. These distances can complicate operations and, by increasing the time of emergency response, increase the risks to trail users described in the “safety” sections of this memorandum. A smaller number of access points provide access to the channel—about 10% of total. These connections are generally via ramps in the hard-bottomed sections and do not always align with the path access points.

Security: Fences and Gates
As discussed in the memorandum for Task 3.8 (Operations and Maintenance), there are several types of fences and security walls along the river: chain link fence, concrete wall, iron fence, chain link fence on concrete wall, and iron fence on concrete wall. Chain link fence is the least expensive and the most easily cut through, and thus poses a security risk if limiting access to designated points is a priority. Areas with high numbers of what appear to be user-created openings in the fence, as seen in the Frogtown neighborhood adjacent to the Glendale Narrows, for example, tend to have chain link fences.

Although the public agencies responsible for the corridor build and maintain the fencing, some private landowners have constructed additional barriers. At times, these encroach into the public easement. Currently, 63% of access points have gates. The Flood Control District operates gates in areas under their jurisdiction, closing only when large flows are expected. In areas under the jurisdiction of the U.S. Army Corps of Engineers (USACE), gates are operated by USACE and the City of LA Department of Transportation. Gate operations can create access and safety issues. When gates are closed for floods, they can potentially trap people between the channel and the fence-line. Conversations with

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the Flood Control District and the USACE revealed that communicating closures to the public can be a challenge, and that some users are frustrated to arrive at a closed gate without warning.

**Safety: River and Infrastructure Risk**
The river and associated flood risk management infrastructure pose physical risks to users of the river corridor, particularly during rainy conditions. Wet weather flow varies greatly along the 51 miles of the river, and from event to event. For example, near Downtown Los Angeles the river will experience, on average, at least one peak storm flow per year that exceeds 5,000 cfs (cubic feet of water per second). During extreme flood events, the channel may carry in excess of 100,000 cfs of water in areas near Downtown LA, with even larger flows in Southeast LA, including areas near South Gate and Long Beach. Additionally, the river is very “flashy,” with peak flows often occurring within minutes or hours of peak rainfall conditions.

River width, wall type profiles, and materials affect flow rates, which in turn impact pedestrian risk exposure along the course of the river. In areas with a rectangular box channel, steep sheer walls effectively restrict entrance to the channel. However, swift water rescue in these areas can be difficult; extractions can only be done by air from a helicopter or bridges. Areas with a rectangular channel profile also tend to have the fastest moving waters. In areas with a trapezoidal channel, sloping edges allow easier access to the water, and may create a false sense of security when water is confined to the low-flow channel. If swift water rescue is required, however, this accessibility aids rescuers. Stretches of the river with a trapezoidal channel are generally wider than sections with a box channel, with more variable flow conditions.

River and flood risk management infrastructure can even pose a risk in more normal flow conditions, as illustrated by the case of Jesse Hernandez, the boy who survived a fall into drainage pipes near Griffith Park in Spring 2018. As more portions of the river become accessible to more people, the risk of similar incidents will likely increase.4

**Safety: Heat Risk**
Although less obvious than the visible, physical risks from the river and infrastructure, heat exhaustion, heat stroke, and dehydration can pose risks for trail users. At a regional scale, the river passes through areas experiencing the highest intensity of the urban heat island effect.5 Locally, many portions of the trail lack shade, particularly outside of existing parks and the soft-bottomed reaches of the river. Water fountains are scarce or non-existent in most areas.

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Bicycle/Pedestrian/Equestrian Crashes
Most of the trail segments along the Los Angeles River are multi-use, with the potential for collisions between users of the same or different modes. A few severe collisions between cyclists and pedestrians have received media coverage, such as an elderly woman who suffered a severe head injury after being hit by a cyclist along a segment of the path in the Elysian Valley. Anecdotally, user reviews of the path mention concerns about bicycle speed and visibility issues at night. The width of the path may also be an issue. Significant portions of the existing trail are 8 feet wide, less than the minimum 10 feet recommended by American Association of State Highway and Transportation Officials (AASHTO) standards for shared paths. A 2006 study by the Federal Highway Administration further noted that “width is the key factor in determining LOS [level of service]” and that “widths of 11 to 15 ft provide improved levels of service for higher volumes and more balanced user mixes.” Other solutions proposed to reduce bicycle/pedestrian conflicts include signage, rumble strips, and dedicated walking paths.

Crime
A preliminary analysis of 2016 crime data from the LA County Sheriff suggests that the incidence of crime is higher in communities along the southern reaches of the river, between Vernon and Long Beach. While this is true for all types of crime, it is particularly pronounced for violent crime. In high crime areas, there is a significant amount of crime within a quarter mile of river access points, but the incidence of crime along the river itself appears to be much lower. Therefore, the safety issues may be greater for people accessing the river than those traveling along the trail. Nevertheless, crime in adjacent neighborhoods may also influence perceived safety along adjacent segments of the river.

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Perceived Safety
In the popular imagination, the LA River is not always a safe place. This makes sense, given its marginal location within the urban fabric, a historic lack of formal access, and its infrastructural character. Its status as a place for filming chase scenes attests to this image. Although attitudes may be changing, user comments continue to reflect ambivalence or concern. Physical characteristics of the corridor may contribute to these perceptions, as well as to the actual incidence of crime. The presence of homeless encampments may also make some users feel less safe.

Figure 3: Crime appears to occur more frequently in the neighborhoods adjacent to the river rather than the along the trails or in the parks themselves.

Crime Prevention Through Environmental Design (CPTED)
The principles of Crime Prevention Through Environmental Design (CPTED) offer one common and useful framework for understanding the relationship between crime, perceived safety, and physical design. These include:

1. Natural Surveillance: encouraging “eyes on the street” in order to discourage crime.
2. Natural Access Control: clearly delineating access points, pathways, and gathering areas to concentrate use and suggest where people should and should not be.
3. Territorial Reinforcement: clearly distinguishing public areas from adjacent private and semi-private areas, encouraging ownership, maintenance, and control of private areas.
4. Maintenance: presenting an image of an orderly, well cared for place.

This framework suggests several issues with existing conditions along the river. Because the river was not historically a public space or an amenity, many adjacent properties turn their back to it, limiting natural surveillance from adjacent homes and businesses. Path users provide some natural surveillance but can be scarce in some places and at some times of day. Patchy lighting at night can limit visibility and limit people’s ability to identify others approaching.

Although access points are generally defined by fencing between them, the presence of apparently informal access openings in the fence and the lack of consistent signage and material treatment at more developed access points send an ambiguous message to potential users. Some may feel uncomfortable entering at a point that does not appear to be official, or may be unsure if access is permitted, while others may see an invitation to illicit activity. Similarly, inconsistent and at times poor maintenance may send a message that the river is not a priority for public attention—including law enforcement.

Rules and Guidelines
Although posted rules do not always control behavior, they can provide safety information to users of the river and set a visible baseline for behavior. The inconsistency in signage along the river corridor extends to safety and regulations; posted rules vary by jurisdiction and, in many places, none are posted. One example of a geographically limited effort to post rules is the Mountain Recreation and Conservation Authority’s Recreational Zone Pilot Program, which focuses on the Elysian Valley, near the Glendale Narrows, and provides specific rules for the river channel, rather than just the adjacent trails.

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Safety Considerations for People Experiencing Homelessness

Currently, over 7,500 individuals experiencing homelessness live in communities adjacent to the LA River.\(^{14}\) No counts of the population within the fence-line were identified, but anecdotally sizable encampments exist in multiple locations within the corridor and have been the subject of multiple news accounts.\(^{15}\)

Houseless and housed people face many of the same risks along the river: risk from flooding, from heat, from violent crime, and from the remoteness of emergency services. The unsheltered population, however, is more vulnerable. They are not just visitors to the river; they may live in the channel or along the river banks, with no other refuge in foul weather or at night. They also tend to lack the same resources and safety net that other users have.

Conclusions

Access, security, and safety are the preconditions for successful public use of the Los Angeles River. Currently, conditions reflect the legacy of development that historically turned its back to the river and the fragmented nature of investments that have begun to incrementally change this.

1. **Although trails currently provide access to 30 of the 51 river miles, the river trail is far from complete, and in many places only one side of the river is accessible.** It is recommended that closing the remaining gaps be the priority for trail investment. Although trail access on both sides of the river may be ideal, creating better connectivity between sides can leverage trail investments to yield more convenient and equitable access.

2. **Access points vary greatly by almost any measure and do not create a consistent, legible, inviting experience for recreation or pedestrian and cycle travel along the river.** Future design studies could be used to identify a multi-modal network corridor that delineates access and circulation along the river for recreation, commuting by active transportation, and service and emergency access. It is recommended that investments in access focus not only on creating new access points where they are lacking, but on creating consistent approaches to signage, gates, ADA access, and other elements essential to user experience and safety. Web and mobile maps can provide an important layer of information for trail users.

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\(^{14}\)“2017 Greater Los Angeles Homeless Count.” Los Angeles Homeless Services Authority. 2017. https://www.lahsa.org/homeless-count/. In the context of this dataset, “communities” refers to both neighborhoods within the City of Los Angeles and smaller municipalities in their entirety.

3. **Fencing also varies along the river corridor, with chain link fences being most susceptible to user-created informal access points.** Gates are only present in some places, and information about closures is not always readily available to the public. As with the access points, a consistent approach to fencing could increase the legibility and security of the corridor.

4. **Most access points can be reached by car, foot, bicycle or bus, but the quality and connectivity of the adjacent transportation infrastructure is not always high.** Investments in sidewalk and bicycle infrastructure could help create safer and more consistent access for these modes while improving the last mile connection for transit riders. As both the Metro system and the river corridor continue to develop, opportunities exist for much improved Metro access and connectivity. These investments can serve two functions, enhancing both recreational access to the river and the river trail’s role as transportation infrastructure.

5. **Environmental risks along the river include flooding and heat-related ailments, varying significantly with physical characteristics of the channel, vegetation, and other conditions.** Although physical improvements can mitigate some of these risks, better information and communication is essential to creating safe public access within a dynamic river system. Improved emergency vehicle access may also reduce response times for first responders.

6. **Bicycle/pedestrian/equestrian collisions can result in severe injury.** As use of the river trails increases, designing for safe use by cyclists, pedestrians, and equestrians may help reduce the incidence of injury.

7. **Crime is influenced by both surrounding neighborhoods and the design of the river corridor.** Although conversations with law enforcement agencies are necessary to understand issues and challenges related to crime, considering principles of Crime Prevention through Environmental Design (CPTED) in the design of public landscapes along the river could improve perceived as well as actual safety. These strategies could extend to adjacent neighborhoods, in addition to the river corridor.

8. **Persons experiencing homelessness along the river face many of the same safety issues as housed users, but with greater vulnerability.** It is recommended that safety measures consider the particular challenges of people who may be living within the channel, and who may not have access to the same information and communication devices as typical users.
### Appendix 1: Existing and Proposed River Trail Segments (Note: In all cases, mile 0 is at Long Beach and mile 51 is at Canoga Park)

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Miles</th>
<th>River Side</th>
<th>Width</th>
<th>Surface</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headwaters Greenway (Both Banks)</td>
<td>Existing</td>
<td>2.582751</td>
<td>Both</td>
<td>12</td>
<td>concrete</td>
<td></td>
</tr>
<tr>
<td>West Valley Bikeway (River Right)</td>
<td>Existing</td>
<td>1.868756</td>
<td>Right</td>
<td>12</td>
<td>asphalt</td>
<td></td>
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<tr>
<td>Sepulveda Basin LA River Trails (Both Banks)</td>
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<td>2.948455</td>
<td>Both</td>
<td>12</td>
<td>concrete</td>
<td></td>
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<tr>
<td>LA Riverfront Park (River Right)</td>
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<td>0.553871</td>
<td>Right</td>
<td>12</td>
<td>asphalt</td>
<td></td>
</tr>
<tr>
<td>Ernie's Walk (River Left)</td>
<td>Existing</td>
<td>0.271709</td>
<td>Left</td>
<td>17</td>
<td>stone fines</td>
<td></td>
</tr>
<tr>
<td>Village Gardeners Greenway (River Right)</td>
<td>Existing</td>
<td>0.207905</td>
<td>Right</td>
<td>15</td>
<td>asphalt</td>
<td></td>
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<tr>
<td>North Valleyheart Greenway (River Left)</td>
<td>Existing</td>
<td>0.548427</td>
<td>Left</td>
<td>13</td>
<td>stone fines</td>
<td></td>
</tr>
<tr>
<td>LA River Greenway Park (River Right)</td>
<td>Existing</td>
<td>0.566924</td>
<td>Right</td>
<td>12</td>
<td>concrete</td>
<td></td>
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<td>Glendale Riverwalk (River Left)</td>
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<td>0.933136</td>
<td>Left</td>
<td>8</td>
<td>asphalt</td>
<td></td>
</tr>
<tr>
<td>LA River Bike Path - Glendale Narrows (River Right)</td>
<td>Existing</td>
<td>7.197624</td>
<td>Right</td>
<td>10</td>
<td>asphalt</td>
<td></td>
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<tr>
<td>LA County River bikeway (River Left + Right)</td>
<td>Existing</td>
<td>16.248713</td>
<td>Right/Left</td>
<td>8</td>
<td>asphalt</td>
<td></td>
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<tr>
<td>Valleyheart Greenway (River Right)</td>
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<td>Right</td>
<td>20</td>
<td>asphalt</td>
<td></td>
</tr>
<tr>
<td>Headwater Bikeway (River Right) - In Design</td>
<td>Proposed</td>
<td>1.262792</td>
<td>Right</td>
<td>N/A</td>
<td>unknown</td>
<td>In feasibility planning by Metro</td>
</tr>
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<td>LA Riverfront Park (River Right)?</td>
<td>Existing</td>
<td>0.549604</td>
<td>Right</td>
<td>17</td>
<td>unknown</td>
<td>In construction</td>
</tr>
<tr>
<td>LA River Greenway Trail (River Left) - In Construction</td>
<td>Existing</td>
<td>0.55114</td>
<td>Left</td>
<td>13</td>
<td>unknown</td>
<td>In construction</td>
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<td>NBC Universal Bike Path</td>
<td>Proposed</td>
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<td>Right</td>
<td>N/A</td>
<td>unknown</td>
<td>In Design, led by Los Angeles County Public Works</td>
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<td>LA River Bike Path Phase 4 (Right Right)</td>
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<td>0.991201</td>
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<td>In Design, led by City of LA Department of Transportation and Bureau of Street Services.</td>
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<td>unknown</td>
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<td>North Atwater Park Greenway Trail</td>
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<td>0.074066</td>
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<td>15</td>
<td>asphalt</td>
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### Appendix 2: Existing Access Points

<table>
<thead>
<tr>
<th>#</th>
<th>Address</th>
<th>Description</th>
<th>Signage</th>
<th>Trail</th>
<th>ADA Access</th>
<th>Pedestrian Bridge</th>
<th>Parking</th>
<th>Connected Sidewalk</th>
<th>River Side</th>
<th>Emergency Vehicle Access</th>
<th>Bollard</th>
<th>Fence Type</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>99 Golden Shore</td>
<td>Adjacent to Golden Shore Biological Reserve</td>
<td>Long Beach Bikeway</td>
<td>LA County River Bikeway path</td>
<td>Yes</td>
<td>No</td>
<td>Metered street parking</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Iron fence</td>
</tr>
<tr>
<td>2</td>
<td>903 De Forest Ave.</td>
<td>Stairs only, adjacent to Drake Park</td>
<td>Regulations</td>
<td>LA County River Bikeway path</td>
<td>No</td>
<td>No</td>
<td>Ungated private parking lot</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Iron fence</td>
</tr>
<tr>
<td>3</td>
<td>1300 De Forest Ave.</td>
<td>LA River Bike Path</td>
<td>LA County River Bikeway path</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Left</td>
<td>No</td>
<td>Yes</td>
<td>Iron fence</td>
</tr>
<tr>
<td>4</td>
<td>1769 San Francisco Ave.</td>
<td>Adjacent to Cressa Park</td>
<td>LA River Bike Path</td>
<td>LA County River Bikeway path</td>
<td>Yes</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Left</td>
<td>Yes</td>
<td>Yes</td>
<td>Iron fence</td>
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<td>5</td>
<td>998 W 19th St.</td>
<td>Formal park entrance</td>
<td>LA County River Bikeway path</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Left</td>
<td>Yes</td>
<td>Yes</td>
<td>Park, chain link</td>
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<tr>
<td>6</td>
<td>2528 De Forest Ave.</td>
<td>De Forest / 25th</td>
<td>LA County River Bikeway path</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<td>Yes</td>
<td>No</td>
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</tr>
<tr>
<td>7</td>
<td>998 26th Way</td>
<td>De Forest / 26th</td>
<td>LA County River Bikeway path</td>
<td>No</td>
<td>No</td>
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<td>No</td>
<td>River Left</td>
<td>Yes</td>
<td>Yes</td>
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<td>8</td>
<td>992 W. 34th St.</td>
<td>Wrigley Greenbelt</td>
<td>LA County River Bikeway path</td>
<td>Yes</td>
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<td>No</td>
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<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Park</td>
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<td>9</td>
<td>4065 Del Mar Ave.</td>
<td>Accessible through gated comm or informal access</td>
<td>No</td>
<td>LA County River Bikeway path</td>
<td>No</td>
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<td>No</td>
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<td>10</td>
<td>287 W Del Amo Blvd.</td>
<td>Perry Lindsey Middle and John A. Sutter Elementary</td>
<td>Long Beach Bikeway on south side</td>
<td>LA County River Bikeway path</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Left</td>
<td>No</td>
<td>Yes</td>
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<td>11</td>
<td>101 E Osgood Blvd.</td>
<td>Unpaved path</td>
<td>LA County River Bikeway path</td>
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<td>No</td>
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<td>No</td>
<td>River Left</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<td>Long Beach Blvd.</td>
<td>Entrance blocked by wall and fencing</td>
<td>LA County River Bikeway path</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Unmetered parking lot</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Construction fence</td>
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<td>13</td>
<td>5941 De Forest Ave.</td>
<td>Unpaved path to stairs, ramp, DeForest Park path</td>
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<td>No</td>
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<td>No</td>
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<td>Yes</td>
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<td>LA County River Bikeway path</td>
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<td>No</td>
<td>No</td>
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<td>15</td>
<td>6255 Alondra Blvd.</td>
<td>LA River Bike Path</td>
<td>LA County River Bikeway path</td>
<td>Yes</td>
<td>Yes</td>
<td>Adjacent shopping center parking lot</td>
<td>Yes</td>
<td>River Left</td>
<td>No</td>
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<td>16</td>
<td>Somerset Blvd.</td>
<td>Dills Park and Compton Golf Course</td>
<td>LA County River Bikeway path</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
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<td>River Left</td>
<td>No</td>
<td>No</td>
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<td>Yes</td>
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<td>Yes</td>
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<td>No</td>
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<td>19</td>
<td>11599 Rio Hondo Dr.</td>
<td>Hollydale Park, stairs and ramp</td>
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<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Dedicated parking lot with handicapped spots</td>
<td>Yes</td>
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<td>Parking</td>
<td>Connected Sidewalk</td>
<td>River Side</td>
<td>Emergency Vehicle Access</td>
<td>Rollard</td>
<td>Fence Type</td>
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<td>23</td>
<td>5398 Southern Ave.</td>
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<td>No</td>
<td>Yes</td>
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<td>Yes</td>
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<td>No</td>
<td>No</td>
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<td>25</td>
<td>River Rd.</td>
<td>Mural wall with gate Park Avenue Elementary School</td>
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<td>No</td>
<td>No</td>
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<td>Cudahy River Park</td>
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<td>5190 District Blvd.</td>
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<td>4910 S Atlantic Blvd.</td>
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<td>No</td>
<td>No</td>
<td>Stone columns, iron fence</td>
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<td>34</td>
<td>Riverside Dr.</td>
<td>Egret Park</td>
<td>No</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>Yes</td>
<td>No</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
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<td>No</td>
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<td>35</td>
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<td>36</td>
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<td>37</td>
<td>2228 Oros St.</td>
<td>Informal access</td>
<td>No</td>
<td>LA River Bike Path - Glendale Narrows</td>
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<td>38</td>
<td>2220 Oros St.</td>
<td>Steelhead Park with decorative red fish gate</td>
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<td>Yes</td>
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<td>No</td>
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<td>2441 Gatewood St.</td>
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<td>No</td>
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<td>No</td>
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<td>41</td>
<td>2500 Harwood St.</td>
<td>Informal access</td>
<td>No</td>
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<td>2500 Shoredale Ave.</td>
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<td>No</td>
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<td>43</td>
<td>2498 Meadowvale Ave.</td>
<td>Decorative red gate</td>
<td>No</td>
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<td>44</td>
<td>2240 Riverside Ave.</td>
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<td>Yes</td>
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<td>2498 Dallas Ave.</td>
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<td>No</td>
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<td>No</td>
<td>LA River Bike Path - Glendale Narrows</td>
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<td>Unmetered street parking</td>
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<td>2907 Knox Ave.</td>
<td>Elysian Valley Gateway Park</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
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<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>Yes</td>
<td>Park</td>
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Progress Memorandum to Carolina Hernandez
3 December 2018
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<table>
<thead>
<tr>
<th>#</th>
<th>Address</th>
<th>Description</th>
<th>Signage</th>
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<th>Parking</th>
<th>Connected Sidewalk</th>
<th>River Side</th>
<th>Emergency Vehicle Access</th>
<th>Rollard</th>
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<td>2998 Denby Ave.</td>
<td>Informal access - gap in fence and dirt path</td>
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<td>2948 Marsh St.</td>
<td>Marsh Street Nature Park</td>
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<td>3000 Gleneida St.</td>
<td>Lewis MacAdams Riverfront Park with gated vehicular access, ungated ped access</td>
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<td>2508 Fletcher Dr.</td>
<td>Rattlesnake Park with decorative red egret gate</td>
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<tr>
<td>57</td>
<td>Glendale Blvd &amp; I-5</td>
<td>Informal access</td>
<td>No</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>No</td>
<td>None</td>
<td>No</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Informal chain link fence opening</td>
</tr>
<tr>
<td>58</td>
<td>Glendale Blvd.</td>
<td>Sunnymook River Park entrance</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>No</td>
<td>No</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>59</td>
<td>Sunnymook River Park</td>
<td>Connection through Sunnymook River Park interior</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>No</td>
<td>No</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Park</td>
</tr>
<tr>
<td>60</td>
<td>2901 Glendale Blvd.</td>
<td>Sunnymook pedestrian bridge from Griffith Park across Hwy to river</td>
<td>No</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>Yes</td>
<td>No</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>61</td>
<td>3357 Los Feliz Blvd.</td>
<td>South / Alex Baum Bicycle Bridge</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>Yes</td>
<td>No</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>62</td>
<td>3357 Los Feliz Blvd.</td>
<td>North / Alex Baum Bicycle Bridge</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>Yes</td>
<td>No</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>63</td>
<td>N. Zoo Dr.</td>
<td>Griffith Park &amp; LA River Bike Path</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>Yes</td>
<td>No</td>
<td>None</td>
<td>No</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>64</td>
<td>905 Flower St.</td>
<td>New trail connection</td>
<td>No</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>No</td>
<td>No</td>
<td>None</td>
<td>No</td>
<td>River Left</td>
<td>Yes</td>
<td>Unknown</td>
<td>Construction fence</td>
</tr>
<tr>
<td>65</td>
<td>1300 Garden St.</td>
<td>Gated entry with ADA parking, Public Riding Area</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>No</td>
<td>No</td>
<td>Handicapped and unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>Yes</td>
<td>Park, iron fence</td>
</tr>
<tr>
<td>66</td>
<td>48 Riverside Dr.</td>
<td>North and south entrances</td>
<td>Yes</td>
<td>LA River Bike Path - Glendale Narrows</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Construction fence</td>
</tr>
<tr>
<td>67</td>
<td>12000 Valleyheart Dr.</td>
<td>Not at entrance - LA River sign on Radford</td>
<td>Yes</td>
<td>Valleyheart Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>Metered and unmetered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>Yes</td>
<td>Park</td>
</tr>
</tbody>
</table>

**Address:**
- 12000 Valleyheart Dr.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 2901 Glendale Blvd.
- 3357 Los Feliz Blvd.
- Glendale Blvd.
- Sunnymook River Park
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
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- 48 Riverside Dr.
- Glendale Blvd.
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- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
- 1300 Garden St.
- 48 Riverside Dr.
- Glendale Blvd.
- N. Zoo Dr.
- 905 Flower St.
<table>
<thead>
<tr>
<th>#</th>
<th>Address</th>
<th>Description</th>
<th>Signage</th>
<th>Trail</th>
<th>ADA Access</th>
<th>Pedestrian Bridge</th>
<th>Parking</th>
<th>Connected Sidewalk</th>
<th>River Side</th>
<th>Emergency Vehicle Access</th>
<th>Rollard</th>
<th>Fence Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>68</td>
<td>12078 Valleyheart Dr.</td>
<td>Stairs only</td>
<td>No</td>
<td>Valleyheart Greenway</td>
<td>No</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Stairs</td>
</tr>
<tr>
<td>69</td>
<td>12098 Valleyheart Dr.</td>
<td>Decorative fence and gate</td>
<td>LA River</td>
<td>Valleyheart Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>Yes</td>
<td>Decorative gate</td>
</tr>
<tr>
<td>70</td>
<td>4070 Laurel Canyon Blvd.</td>
<td>LA River Greenway Welcomes You</td>
<td>Los Angeles River Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Iron fence</td>
<td></td>
</tr>
<tr>
<td>71</td>
<td>12300 Ventura Ct.</td>
<td>Sep pedestrian bridge &amp; gated access greenway</td>
<td>No</td>
<td>Los Angeles River Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>Metered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Iron fence</td>
</tr>
<tr>
<td>72</td>
<td>12300 Valleyheart Dr.</td>
<td>LA River</td>
<td>Los Angeles River Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Iron fence</td>
<td></td>
</tr>
<tr>
<td>73</td>
<td>4250 Cudahy Way Ave.</td>
<td>LA River</td>
<td>North Valleyheart Riverwalk</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>No</td>
<td>No</td>
<td>Iron fence</td>
<td></td>
</tr>
<tr>
<td>74</td>
<td>13099 N Valleyheart Dr.</td>
<td>Stairs and ramp, pergola</td>
<td>LA River North Valleyheart Riverwalk</td>
<td>North Valleyheart Riverwalk</td>
<td>Yes</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Left</td>
<td>No</td>
<td>No</td>
<td>Stone columns, iron fence</td>
</tr>
<tr>
<td>75</td>
<td>13227 Valleyheart Dr.</td>
<td>LA River Adopt-A-River</td>
<td>North Valleyheart Riverwalk</td>
<td>Yes</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Park, white iron fence, emergency vehicle gate</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>132000 Bloomfield St.</td>
<td>Gated vehicular access</td>
<td>LA River Adopt-A-River</td>
<td>North Valleyheart Riverwalk</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>No fence, white iron emergency vehicle gate</td>
</tr>
<tr>
<td>77</td>
<td>13298 Valleyheart Dr.</td>
<td>Stairs and interpretive signage</td>
<td>Outdoor Classroom</td>
<td>North Valleyheart Riverwalk</td>
<td>No</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>No fence, stone columns</td>
</tr>
<tr>
<td>78</td>
<td>4805 Cedros Ave.</td>
<td>Stairs only with signage for Ernie's Walk</td>
<td>LA River Adopt-A-River</td>
<td>Ernie's Walk</td>
<td>TBD</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Left</td>
<td>No</td>
<td>No</td>
<td>No fence, emergency vehicle gate, stairs</td>
</tr>
<tr>
<td>79</td>
<td>14852 Valleyheart Dr</td>
<td>ADA ramp only</td>
<td>No</td>
<td>Ernie's Walk</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>No</td>
<td>No</td>
<td>No fence, ADA ramp</td>
</tr>
<tr>
<td>80</td>
<td>14900 Valleyheart Dr.</td>
<td>Large sign, bench, East side connect LA River path</td>
<td>LA Riverfront Greenway w/heron</td>
<td>Los Angeles Riverfront Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>No</td>
<td>River Right</td>
<td>Yes</td>
<td>Yes</td>
<td>Green iron fence</td>
</tr>
<tr>
<td>81</td>
<td>15115 Morrison St.</td>
<td>Separate emergency vehicle access</td>
<td>No</td>
<td>Los Angeles Riverfront Greenway</td>
<td>Yes</td>
<td>No</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Park</td>
</tr>
<tr>
<td>82</td>
<td>4984 Sepulveda Blvd.</td>
<td>Large sign</td>
<td>LA River sign &amp; LA Riverfront Greenway w/heron</td>
<td>Los Angeles Riverfront Greenway</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>Yes</td>
<td>Iron fence</td>
</tr>
<tr>
<td>83</td>
<td>Burbank Blvd.</td>
<td>Adjacent to Boat Launch Entry/Exit Point</td>
<td>No</td>
<td>Los Angeles Riverfront Greenway</td>
<td>No</td>
<td>No</td>
<td>None</td>
<td>No</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>84</td>
<td>Balboa Blvd.</td>
<td>Parking lots for sport complex</td>
<td>Los Angeles River</td>
<td>West Valley Bikeway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Iron fence</td>
</tr>
<tr>
<td>85</td>
<td>6414 Vanalden Ave.</td>
<td>No</td>
<td>West Valley Bikeway</td>
<td>No</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>No</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>No fence, iron fence, chain link fence</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>Tampa Ave.</td>
<td>LA River and Bike Path</td>
<td>West Valley Bikeway</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Iron fence, chain link fence</td>
<td></td>
</tr>
<tr>
<td>87</td>
<td>6562 Corbin Ave.</td>
<td>Decorative gate</td>
<td>LA River and Bike Path</td>
<td>West Valley Bikeway</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Right</td>
<td>No</td>
<td>No</td>
<td>Decorative fence on bridge, chain link fence</td>
</tr>
<tr>
<td>88</td>
<td>6606 Winnetka Ave.</td>
<td>IAC Shepher Community Center</td>
<td>LA River</td>
<td>West Valley Bikeway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>89</td>
<td>6810 Mason Ave.</td>
<td>West entrance has Los Angeles River and Bike sign</td>
<td>No</td>
<td>West Valley Bikeway</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Right</td>
<td>Yes</td>
<td>No</td>
<td>Decorative fence on bridge, chain link fence</td>
</tr>
<tr>
<td>#</td>
<td>Address</td>
<td>Description</td>
<td>Signage</td>
<td>Trail</td>
<td>ADA Access</td>
<td>Pedestrian Bridge</td>
<td>Parking</td>
<td>Connected Sidewalk</td>
<td>River Side</td>
<td>Emergency Vehicle Access</td>
<td>Rollard</td>
<td>Fence Type</td>
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<td>---------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td>90</td>
<td>6828 Mason Ave.</td>
<td></td>
<td></td>
<td>LA River</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Decorative fence, chain link fence</td>
</tr>
<tr>
<td>91</td>
<td>6900 Lurline Ave.</td>
<td>Pedestrian bridge over Browns Canyon Wash</td>
<td>LA River and</td>
<td>Headwaters</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence</td>
</tr>
<tr>
<td>92</td>
<td>6900 De Soto Ave.</td>
<td></td>
<td>LA River and</td>
<td>Headwaters</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Stone columns, chain link fence</td>
</tr>
<tr>
<td>93</td>
<td>6900 Variel Ave.</td>
<td>Stairs and ramp</td>
<td>LA River and</td>
<td>Headwaters</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Chain link fence, stairs, ADA ramp</td>
</tr>
<tr>
<td>94</td>
<td>6800 Canoga Ave.</td>
<td>Decorative gate</td>
<td>LA River and</td>
<td>Headwaters</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Decorative gate, chain link fence</td>
</tr>
<tr>
<td>95</td>
<td>6900 Owensmouth Ave.</td>
<td></td>
<td>LA River and</td>
<td>Headwaters</td>
<td>Yes</td>
<td>Yes</td>
<td>Unmetered street parking</td>
<td>Yes</td>
<td>River Left</td>
<td>Yes</td>
<td>No</td>
<td>Stone columns, chain link fence</td>
</tr>
</tbody>
</table>
LOS ANGELES RIVER
ACCESS, SECURITY, AND SAFETY
LARMP TASK 3.9
3 December 2018
ACCESS AND SECURITY

Sources: OLIN
ACCESS AND SECURITY

ACCESS COMPONENTS

River Trail (See also Progress Memo 3.6)

Access Points

Fences and Gates

Multi-Modal Connections
ACCESS AND SECURITY

ACCESSING THE LA RIVER

River Trail (See also Progress Memo 3.6)
EXISTING BIKEWAYS AND MULTI-USE TRAILS PROVIDE ACCESS TO 30 OF THE 51 RIVER MILES

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

ACCESSING THE LA RIVER

River Trail (See also 3.6)

Access Points
THE EXISTING RIVER TRAILS CAN BE ACCESSSED AT 95 POINTS

- Existing River Trail
- Proposed River Trail
- Access Point

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

CLEARLY MARKED ACCESS POINT AT OWENSMOUTH (RIVER MILE 51)

Source: Google Streetview 2015
UNMARKED ACCESS POINT AT DENBY (RIVER MILE 26.2)

Source: Google Streetview 2018
ACCESS AND SECURITY

32% OF ACCESS POINTS ARE SIGNED

- Signed Access Point
- Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

UNSGNED ACCESS POINT AT ROSECRANS AVE (RIVER MILE 10)
Source: Google Streetview 2018

SIGNED ACCESS POINT AT SEPULVEDA BLVD (RIVER MILE 42.5)
Source: Google Streetview 2018
OTHERS ARE IDENTIFIABLE BY REPEATING ELEMENTS

- Access Point with Stone Columns
- Access Point with Metal Gate
- Access Point with Decorative Gate
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESSING THE LA RIVER

Access Points

Fences and Gates

River Trail (See also 3.6)
ACCESS AND SECURITY

FENCE TYPES

Concrete block wall
Iron fence and gate
Chain link fence
Concrete barrier and chain-link fence
Concrete wall and iron fence
Chain link fence

Source: OLIN
FENCE TYPES

- Access Point with Iron Fence
- Access Point with Chain Link Fence
- Access Point with Construction Fence
- Access Point with Concrete Wall
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
63% OF ACCESS POINTS HAVE GATES

- Gated Access Points
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

GATED ACCESS POINT AT OWENSMOUTH AVE (RIVER MILE 51)
Source: Google Streetview 2015

RAMPED ACCESS POINT AT COLDWATER CANYON AVE (RIVER MILE 39.2)
Source: Google Streetview 2018
ACCESS AND SECURITY

AT LEAST 10% OF ACCESS POINTS ARE UNMARKED HOLES IN THE FENCE

- Holes in the Fence
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
UNSIGNED ACCESS POINT AT NEWELL ST (RIVER MILE 26)

Source: Google Streetview 2018
ACCESSING THE LA RIVER

ACCESS AND SECURITY

PROGRESS

River Trail (See also 3.6)

Access Points

Fences and Gates

Multi-Modal Connections
70% of access points connect to sidewalks

- Access Point with Sidewalk
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

ACCESS POINT CONNECTED
SIDEWALK AT LOS FELIZ BLVD (RIVER MILE 28.4)
Source: Google Streetview 2018

ACCESS POINT NOT CONNECTED
SIDEWALK AT DISTRICT BLVD (RIVER MILE 16.5)
Source: Google Streetview 2018
ACCESS AND SECURITY

ACCESS FLIPS BACK AND FORTH BETWEEN SIDES OF THE RIVER

- Access Point - River Right
- Access Point - River Left

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
76 VEHICULAR BRIDGES CROSS THE LA RIVER AND VARY IN TRAFFIC VOLUMES

- **High Vehicular Travel Volume**
  (250,000 vehicles per day)

- **Low Vehicular Travel Volume**
  (2000 vehicles per day)

ONLY 45% OF ACCESS POINTS CONNECT TO PEDESTRIAN-ACCESSIBLE BRIDGES

- Access Point with Pedestrian-Accessible Bridge
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

NON-PEDESTRIAN ACCESSIBLE
BRIDGE AT GLENDALE JUNCTION (RIVER MILE 23.7)

Source: Google Streetview 2018

PEDESTRIAN ACCESSIBLE
BRIDGE AT SUNNYNOOK DR (RIVER MILE 28)

Source: Google Streetview 2018
60% OF ACCESS POINTS ARE ADA ACCESSIBLE

- ADA Accessible Points
- Other Access Points

Note: Information based on visual inspection
Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
ACCESS AND SECURITY

ADA ACCESS POINT AT LAUREL CANYON BLVD (RIVER MILE 38)
Source: Google Streetview 2018

NON-ADA ACCESS POINT AT DEFOREST AVE (RIVER MILE 7.1)
Source: Google Streetview 2018
EXCEPT FOR THE LOWEST REACHES, ACCESS POINTS ARE WELL SERVED BY BUS STOPS

Existing River Trail
- Access Point
- Bus Stop Within 1/2 Mile of Access Point
- Bus Stop Within 1/2 Mile of River

Sources: Caltrans, MTA, 2017
THE RIVER IS NEAR METRORAIL AND BUSWAY STATIONS IN SEVERAL AREAS

Stations within a Half Mile of the River (Straight Line)

Sources: Caltrans, MTA, 2016
STATIONS NEAR THE RIVER INCLUDE THOSE WITH SOME OF THE HIGHEST RIDERSHIP

- Stations within a Half Mile of the River (Straight Line)
  - Higher Ridership
  - Lower Ridership

Sources: Caltrans, MTA, 2016
BUT ONLY TWO METRO RAIL STOPS FALL WITHIN ONE MILE OF AN EXISTING RIVER ACCESS POINT

- Existing River Trail
- Access Point
- Metro Rail Stop within One Mile of Access Point
- Metro Rail Stop within One Mile of the River
- Other Metro Rail Stops
- Metro Rail Lines

Sources: Caltrans, MTA, 2016
ROUTE FROM LINCOLN/CYPRESS METRO STATION TO EGRET PARK ACCESS POINT (NEAR RIVER MILE 24)
ROUTE BEGINS WITH LACK OF SIGNAGE AND DIRECTION
Source: Google Streetsview 2018
ROUTE FROM LINCOLN/CYPRESS METRO STATION TO EGRET PARK ACCESS POINT (NEAR RIVER MILE 24)
ROUTE CLOSELY FOLLOWS HIGH-TRAFFIC ROAD WITH LITTLE PROTECTION FOR PEDESTRIANS AND CYCLISTS
ACCESS AND SECURITY

CONFUSING AND DANGEROUS UNMARKED INTERSECTIONS CREATE BARRIERS FOR PEDESTRIANS AND CYCLISTS

ROUTE FROM LINCOLN/CYPRESS METRO STATION TO EGRET PARK ACCESS POINT (NEAR RIVER MILE 24)

CONFUSING AND DANGEROUS UNMARKED INTERSECTIONS CREATE BARRIERS FOR PEDESTRIANS AND CYCLISTS

Source: Google Streetview 2018
ROUTE FROM LINCOLN/CYPRESS METRO STATION TO EGRET PARK ACCESS POINT (NEAR RIVER MILE 24)
CYCLIST DRIVEN ROUTE LEADS USERS TO THE RIVER

Source: Google Streetview 2018
FUTURE ROUTES WILL MAKE MORE OF THE RIVER ACCESSIBLE BY PUBLIC TRANSIT

Stations within a Half Mile of the River (Straight Line)

Future Stations within a Half Mile of the River (Straight Line)

Sources: Caltrans, MTA, 2016
EXISTING BIKEWAYS ARE BETTER CONNECTED TO THE NORTH AND EAST

- Existing River Trail
- Access Point
- Bike Path Connected to River Path
- Bike Lane Connected to River Path
- Other Bike Paths and Lanes

Source: City of Los Angeles 2018, County of Los Angeles 2016
CYCLING USE PATTERNS REFLECT CONNECTIVITY OF THE PATH NETWORK AND HEAVY USE OF THE STREET NETWORK

High Usage

Low Usage

Path network within one mile of the LA River

STRAVA DATA INFORMATION BASED ON USER RECORDED DATA

Source: Strava Global Heat Map 2018
NO BIKE SHARE STATIONS NEAR THE RIVER EXCEPT IN DOWNTOWN LA AND LONG BEACH

Source: US DOT Bureau of Transportation Statistics
62% of access points have parking, mostly on the street

- Access Point with Street Parking
- Access Point with Parking Lot
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
51% OF ACCESS POINTS PROVIDE SERVICE / EMERGENCY VEHICLE ACCESS TO THE LA RIVER TRAIL

- Access Points with Service / Emergency Vehicle Access
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
10% of access points provide service / emergency vehicle access to the River Channel

- Access Points with Service / Emergency Vehicle Access to the River Channel
- Other Access Points

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
EMERGENCY VEHICLES IN THE CHANNEL (RIVER MILE 11.5)

Source: OLIN

ACCESS AND SECURITY

PROGRESS

64
STREET CONNECTIVITY INFLUENCES ACCESS FOR ALL MODES

Existing River Trail

- Access Point

Distance to Access Point Along Surface Streets

Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
Sources: City of Los Angeles, LA River Greenway, LA River Access and Points of Interest; OLIN, 2018
65% of all severe injuries and deaths happen on 6% of streets in the City of Los Angeles.
THE HIGH INJURY NETWORK IN THE CITY OF LOS ANGELES OVERLAPS WITH RIVER ACCESS STREETS

- City of Los Angeles Boundary
- High Injury Network Intersecting Half Mile River Access
- Half Mile River Access Streets
- All Streets
- Access Point

Source: City of Los Angeles; OLIN, 2018
ACCESS AND SECURITY

ACCESS ALONG THE LA RIVER

<table>
<thead>
<tr>
<th>Location</th>
<th>Trails and Access Points</th>
<th>Bicycle Paths and Lanes</th>
<th>Bus Stops within 1/2 mile of Access Point</th>
<th>Metro Stops within 1/2 mile of Access Point</th>
<th>Pedestrian Bridges</th>
<th>Combined River Access</th>
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</table>
SAFETY

SWIFT WATER RESCUERS SAVE PEOPLE SWEPT AWAY DURING A FLOOD EVENT (RIVER MILE 24.9)

Floodwaters along the narrows southward under the Los Feliz Bridge in 1978 (River Mile 28.4)

Source: Clarence Imman Collection, https://boomcalifornia.com/2013/06/17/showdown-at-the-glendale-narrows/

Floodwaters in Studio City in January 22nd, 2017 (River Mile 37.2)

Source: https://www.youtube.com/watch?v=WyweE5wJfAc
A frantic overnight search for Jesse Hernandez — the 13-year-old boy who plunged into a vast network of city sewer tunnels beneath Griffith Park — ended happily Monday morning after sanitation workers removed a manhole cover and spotted the boy peering back at them.

"Once I pulled the lid off the manhole cover he was just like right there," the worker told police in a recorded call.

Jesse, who was spending Easter with his family at the park, fell into the sewer system at about 4:30 p.m. Sunday after jumping on wooden planks in an abandoned, concrete building that was decommissioned by the city's Bureau of Sanitation years ago, authorities said. One of the planks broke, and the teen plunged 15 feet into a 4-foot-wide pipe.

The accident triggered a massive search effort as crews used remote video cameras and other "Batman-like" tools to locate the boy in a maze of underground pipes and sifTERS, according to Los Angeles Fire Department Capt. Erik Scott. The search, which lasted 13 hours, was a

PROGRESS

UNSHELTERED POPULATION AT RISK TO FLASH FLOODS (RIVER MILE 21.1)

Source
RIVER WIDTHS AFFECT STORMWATER FLOW RATES

Classification:
- Narrow, 55 ft
- Wide, 585 ft

Source: Geosyntec
IN EXTREME WEATHER EVENTS, FLOWS CAN EXCEED 100,000 CFS NEAR DOWNTOWN

BEFORE AND AFTER OF RIVER DURING RAINSTORM IN FEBRUARY 2017 IN UNIVERSAL CITY (RIVER MILE 35.7)

WALL TYPE PROFILES
IMPACT PEDESTRIAN RISK
EXPOSURE

Classification
- Trapezoidal
- Rectangular

Source: Geosyntec
EXAMPLE OF RECTANGULAR BOX CHANNEL (RIVER MILE 24)

Source: OLIN
AREA OF RISK: RECTANGULAR BOX CHANNEL

- Steep sheer walls pose a limited risk of entrance to the river
- Swift water rescue within these conditions can be extremely difficult
  + Extractions can only be done by air from helicopter or from a bridge
- Areas usually have the fastest moving waters
AREA OF RISK: TRAPEZOIDAL CHANNEL

- Sloping edges create a more accessible route to the rivers edge
- These edges can create a false sense of safety
- The river is more easily accessible for swift water rescue
- Stretches of the river that have a trapezoidal channel are wider than the rectangular box channel and provide more variability in conditions
SAFETY

URBAN HEAT ISLAND

LACK OF CANOPY COVERAGE AND ACCESSIBLE SHELTER ALONG THE RIVER LEAVES USERS VULNERABLE TO THE HEAT (RIVER MILE 11.9)

Source: OLIN
CURRENT URBAN HEAT ISLAND HOT-SPOTS AFFECT THE USERS OF THE RIVER

Source: Trust for Public Land. Climate Smart Cities Los Angeles, 2016
PEDESTRIAN / BICYCLE SAFETY AND USER CONFLICT

• “The trail must be shared with bicyclists who speed along at extremely high speeds...it actually feels dangerous sometimes...they won’t stop and you better get out of their way!”
  Roger D. | La Canada, CA | 08.10.2017

• “It’s extremely hard to see without a bright bike light when you are going south because of the headlights of the cars blinding you on the 5N. There are street lights that line the path but they are never on. I have no idea why.”
  Matt A. | Los Angeles, CA | 05.02.2014

BIKE/PEDESTRIAN CONFLICTS OCCUR ON THE NARROW STRETCHES OF THE RIVER TRAIL (RIVER MILE 25.1)

BIKE/PEDESTRIAN/EQUESTRIAN TRAILS RUN ADJACENT TO ONE ANOTHER AT VARIOUS POINTS ALONG THE RIVER (RIVER MILE 11.2)

Source: OLIN
CRIME OCCURS THROUGHOUT THE COUNTY, WITH THE HIGHEST CONCENTRATIONS IN THE SOUTH AND EAST

- All crime, 2016
- All crime within 1 mi of the river, 2016

Source: LA County Sheriff, 2016
TYPES OF CRIME

- Violent Crime: “offenses which involve force or threat of force”
  - Murder and non-negligent manslaughter
  - Forcible rape
  - Robbery
  - Aggrevated assualt

- Property Crime: “taking of ones money or property, but there is no force or threat of force against the victims”
  - Burglary
  - Larceny Theft
  - Motor Vehicle Theft
  - Arson

Source: U.S. Department of Justice Federal Bureau of Investigation
As with crime as a whole, violent crime occurs most frequently in the South and East.

- Property crime, 2016
- Violent crime, 2016
- Other crime, 2016

Source: LA County Sheriff, 2016
SIGNIFICANT LEVELS OF CRIME OCCUR WITHIN A QUARTER MILE OF RIVER ACCESS POINTS

- Property crime within .25 mi of river access points, 2016
- Violent crime within .25 mi of river access points, 2016
- All Crime within 1 mi of the river, 2016

Source: LA County Sheriff, 2016
CRIMES ARE MORE COMMON IN ADJACENT NEIGHBORHOODS THAN ON THE RIVER PATH

Source: LA County Sheriff, 2016
PERCEIVED SAFETY

- The LA River has a long-standing reputation as a location for illicit activity
- Many areas have poor visibility along trail and from adjacent properties
- Lighting is inconsistent
- Long gaps exist between facilities, structures, and at times access points
- Unsheltered encampments worry some users and can spill over onto trails
SAFETY

PROGRESS

FILM REPRESENTATION: POINT BLANK (NEAR RIVER MILE 21)

PERCEIVED SAFETY | USER TESTIMONY

• “I had really high hopes for this trail. It’s a trail. And some parts are pretty scenic, but around Los Feliz was not an area I would take children or want to go through again. Lots of trash everywhere, tents of homeless along the sides, and large objects on the trail. Urine stench was pretty strong. It was meh.”

  Lisa C. | Valencia, CA | 02.10.2018

• “I agree with everyone else about the safety issue. We did encounter some interesting characters...so...women....be aware! Having said that I would go again alone but most likely only in broad daylight. There are enough people around to keep you safe.”

  Cynthia A. | Los Angeles, CA | 05.31.2015

DEVELOPMENT OFTEN TURNS ITS BACK TO THE RIVER AND TRAILS (RIVER MILE 25.5)

Source: OLIN, 2018
UNCLEAR AND DANGEROUS POINTS OF ENTRY (RIVER MILE 25.2)

Source: OLIN, 2018
LONG STRETCHES OF WALL CREATES POOR VISIBILITY TO CONNECTING TRAILS AND ROADS (RIVER MILE 13.8)

Source: OLIN, 2018
UNSHELTERED POPULATION AND RIVER TRAIL USES IN CLOSE PROXIMITY (NEAR RIVER MILE 28.5)

Source: https://www.youtube.com/watch?v=kglOmfFbHMs
POORLY LIT SECTION OF THE LOS ANGELES RIVER TRAIL (RIVER MILE 25.8)

Source: Twitter User: EvolveProjectLA, 2017
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

• One framework for understanding relationships between the built environment and real and perceived safety

• Strategies include:

  + Natural Surveillance
    - Increase pedestrian and bike traffic on streets
    - Design so more eyes are on sidewalks
    - Design lighting to be evenly distributed along desired surface, limiting blind spots

  + Natural Access Control
    - Use structures to provide places for gathering
    - Clearly identify points of entry

  + Maintenance

  + Activity and community support

SAFETY RECOMMENDATIONS

- Safety recommendations from the Swiftwater Rescue team when recreating and occupying the areas adjacent to the river
  - Do not visit the river after dark. The LA River Greenway is closed from sunset to sunrise.
  - Check local weather before visiting the river.
  - Do not enter the LA River Greenway during the threat of rain or high water flows.
  - If bicycling on the bike paths, make sure to wear a helmet.
  - Do not cross railroad tracks to gain access to the river.
  - Do not enter the riverbed. Enjoy plant and wildlife from a distance.
