

Appendix G:

Greenway Alignment Alternatives

In this first step of characterizing greenways for future planning, all possible segments of Tier 1 channel adjacent ROW that could support greenways were identified on both sides of the channel, and off-channel, where required, to maintain connectivity between on-channel segments. This set of greenway alignments exhibit possible greenways and may be used as a tool to identify future greenway projects in areas where greenway path projects have not already been identified.

Existing bike paths and the EIP were included to add context to potential greenway alignments identified as part of the SGV Greenway Network Plan. EIP are in varied stages of design, construction, and completion, which are noted in the Greenway Alignment Alternatives, which provides information on channel adjacent ROW availability. Alignments specified in this plan exhibit numerous connection points to existing greenways, EIP, and other destinations, which present opportunities to maximize connectivity across the SGV.

SAN GABRIEL VALLEY GREENWAY NETWORK STRATEGIC IMPLEMENTATION PLAN

APPENDIX G: GREENWAY ALIGNMENT ALTERNATIVES



November 2025

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



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

This set of greenway alignments exhibit possible greenways and may be used as a tool to identify future greenway projects in areas where greenway path projects have not already been identified.

Existing bike paths and the Early Implementation Projects (EIP) were included to add context to potential greenway alignments identified as part of the SGV Greenway Network Plan. EIP are in varied stages of design, construction, and completion, which are noted in the Greenway Alignment Alternatives, which provide information on channel adjacent ROW availability.

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"Tier 1" Top Priority Areas From Matrix Scoring Exercise

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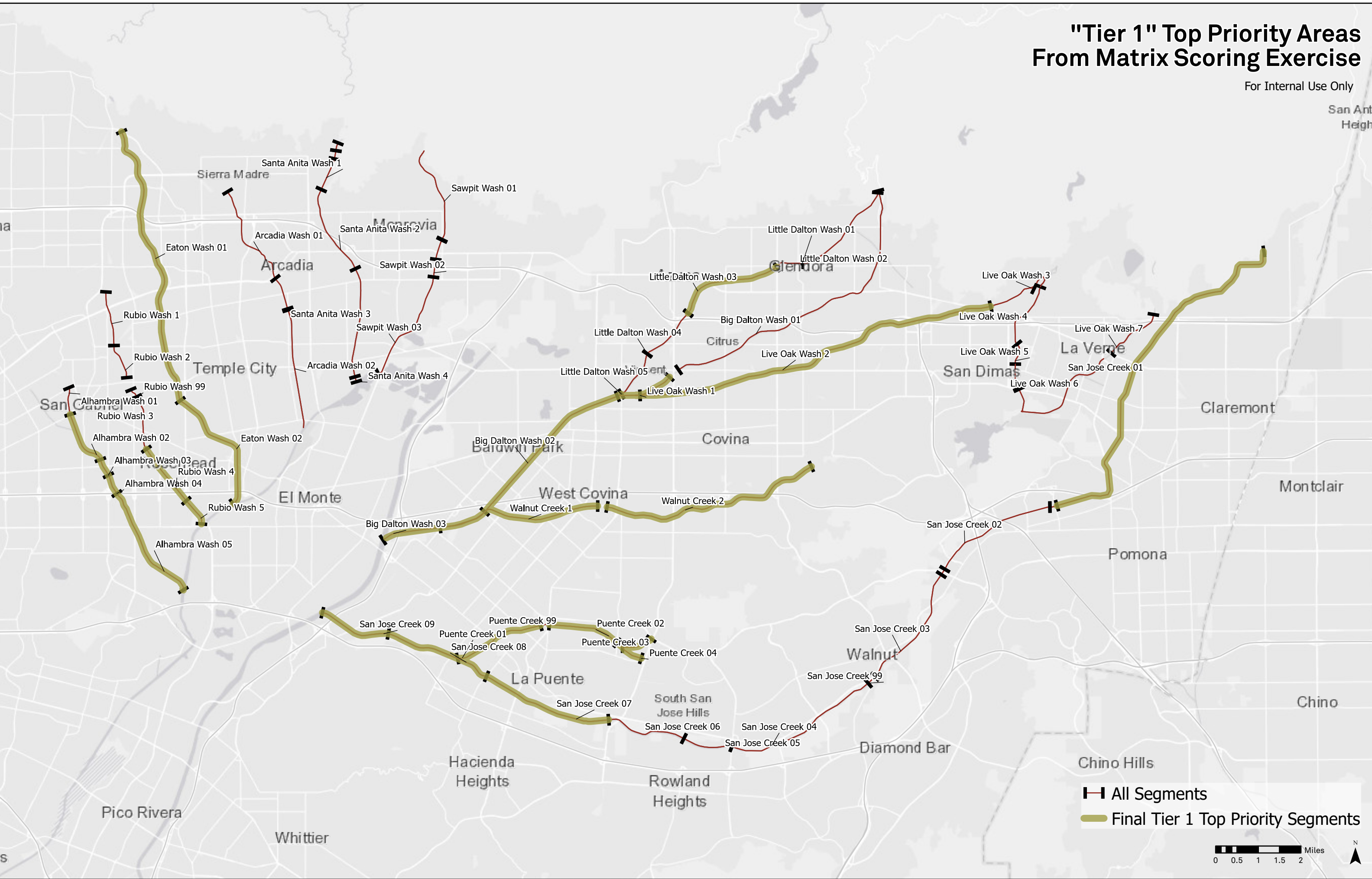


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List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ATSP	Active Transportation Strategic Plan
BMPs	best management practices
CA MUTCD	California Manual on Uniform Traffic Control Devices
CPUC	California Public Utilities Commission
ft	foot, feet
HAWK	high intensity activated crosswalk
HVC	high visibility crosswalk
LACPW	Los Angeles County Public Works
Plan	San Gabriel Valley Greenway Network Strategic Implementation Plan
ROW	right-of-way
SGV	San Gabriel Valley
SGVCOG	San Gabriel Valley Council of Governments
USACE	United States Army Corps of Engineers

Section 1: Introduction

The San Gabriel Valley Greenway Network Strategic Implementation Plan (SGV Greenway Network Plan) is a multi-objective effort to transform the existing Los Angeles County Flood Control District right-of-way (ROW) in the San Gabriel Valley (SGV) into a world-class Greenway Network. The SGV Greenway Network Plan will provide a roadmap to design and prioritizing projects for Los Angeles County (LA County) and serve as a guide for future development along Greenway Network corridors. The SGV Greenway Network Plan incorporates efforts and interests of partnering entities, implementing agencies, and other stakeholders in the SGV.

The San Gabriel Valley Greenway Network Implementation Strategy integrates multiple previous planning and design efforts focusing on parks and open space, flood control, green infrastructure and water quality and transportation projects. The strategy expands on the San Gabriel Valley Council of Governments' (SGVCOG) ongoing Active Transportation Planning Initiative - Greenway Feasibility Study and prioritizes planned projects, proposes new projects and creates an implementation framework for creating multi-benefit projects that advances the goals of the various stakeholder and partner agencies.

A tiering framework was developed to identify areas of greatest need and potential benefit when considering factors that align with goals established by the SGV Greenway Network Plan: Circulation, Equity, Community, Synergy, Environment. The following steps were completed to advance the prioritization framework and identify areas for plan implementation:

1. Analyzed and mapped previous efforts and studies in the 130-mile SGV plan area.
2. Collected and mapped ROW availability adjacent to channels to establish existing conditions throughout the 130-mile SGV plan area.
3. Used existing datasets to score and identify "Tier 1" reaches based on metrics for benefits to Circulation, Equity, Community, Synergy, and Environment.
4. Completed a constraints and opportunities analysis including vacant land, publicly owned properties, and ROW.
5. Mapped channel ROW constraints to determine the potential greenway area available within the Tier 1 segments.
6. Delineated a proposed greenway path alignment for each of the Tier 1 segments.

Methods used to identify Tier 1 reaches are detailed in Section 2 of this technical memorandum. While these areas were not necessarily the most feasible or practical projects to implement, the resulting higher priority Tier 1 segments were identified as a starting point for the Plan Team to evaluate for constraints and opportunities and consideration during conceptual design of ten projects. Proposed greenway path alignments for Tier 1 segments are presented in Attachment A.

This task will support coordination activities for the overall SGV Greenway Network Plan by supporting the "Develop Greenway Network Plan" step as shown in Figure 1.

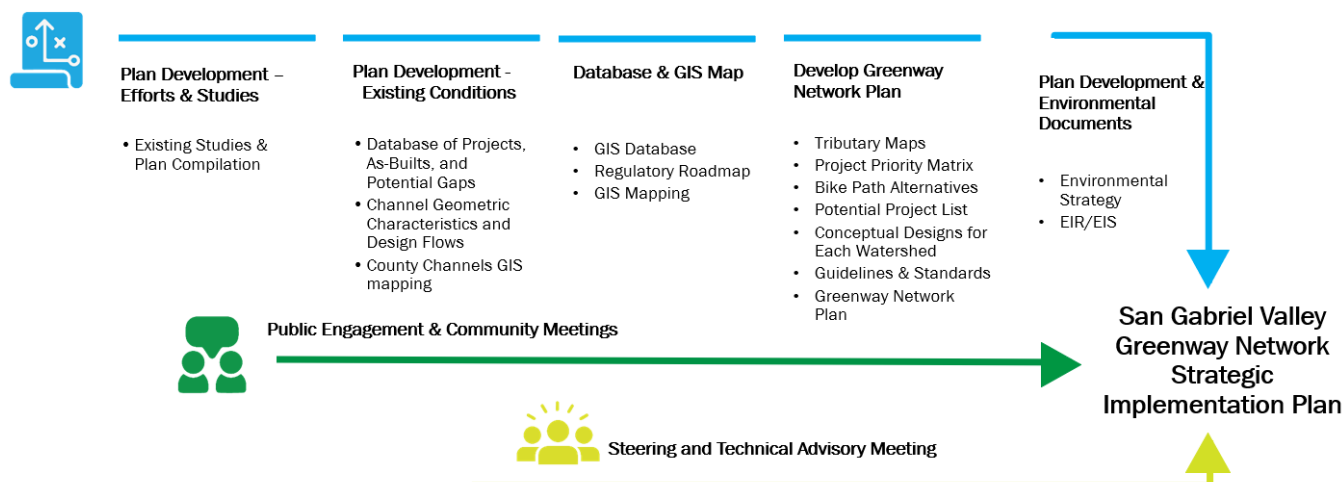


Figure 1. San Gabriel Valley Greenway Network Strategic Implementation Plan Overview

Section 2: Tier 1 Reach Identification

A prioritization framework was developed to identify locations or areas with the greater need and higher potential for beneficial impact, as determined by criteria established by LA County and the Plan Team to support the Plan vision and goals. The framework was built by segmenting each SGV tributary based on existing conditions such as flood control channel typology, available existing ROW, and jurisdictional boundaries. It then considered other factors that align with the Plan’s goals for: Circulation, Equity, Community, Synergy, and Environment.

The prioritization framework integrates data collected by the Plan Team and by previous planning and design efforts focused on parks and open spaces, environmental burden, park pressure, flood control, green infrastructure, water quality, and other factors. The Plan Team prepared channel scores for each segment based on a variety of datasets that were weighted based on plan goals to select Tier 1 channel segments. These ratings are not specific to the project subcomponent parcels but instead provide a general assessment of the surrounding area. The framework for prioritization, including scoring, ranking, selected data, criterion used, and categories are included in Task 615 – Final Greenway Network Plan.

The initial 130 miles of tributaries within the SGV area were segmented into three tiers based on similar characteristics and conditions, with 55 miles of Tier 1 priority segments identified as higher need and greater opportunity to target for implementation, as illustrated in Figure 2.

While these areas may not necessarily provide the most feasible or easily implemented projects, the Tier 1 segments were identified as priority areas to focus initial implementation efforts in a manner that has the greatest potential to meet LA County’s goals for the SGV Greenway Network Plan.

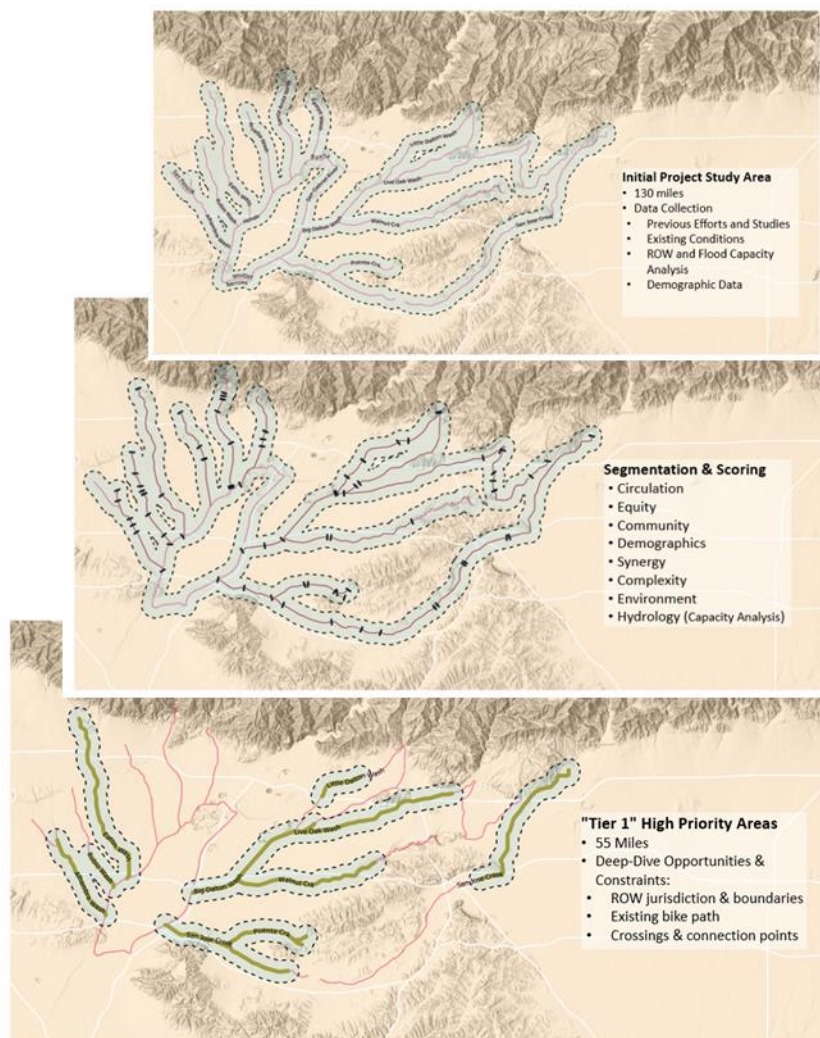


Figure 2. Workflow for delineating channel segments and Tier 1 priority areas

Conceptual greenway path alignments were formulated prioritizing, whenever possible, use of existing ROW, maintain continuity and connection with the flood control channel and SGV Greenway Network, serve to connect with existing or planned greenway paths or trails, separate bicycle paths and roadways, and limit the use of private land or surfaces routes (Attachment A). Where conditions indicated physical limitations, such as available or existing ROW would not accommodate a greenway, alignments or access was diverted to off-channel routes. The most direct off-channel routes were highlighted as part of this effort, but these routes may need to be altered to avoid high volume roads. Ownership and land use of channel-adjacent properties were considered by the Plan Team, and parcels not owned by LA County were avoided. Where proposed use of non-LA County owned property was necessary, preference was given first to use of other public lands; privately-owned land was given the lowest priority.

Access was also prioritized for locations where existing District ROW could be utilized. If necessary, preference was then given to locations where access from existing public space or community areas were identified; access through other areas was given lowest preference. The Plan Team acknowledges that alternatives that do not include existing access points can be more difficult to implement.

Off-channel routes and greenway path classes will need to be evaluated for case-by-case considerations of road type and traffic conditions. Off-channel alignments were proposed where channel crossings by freeways do not provide sufficient vertical clearance or where the channel is covered or below ground. Proposed greenway paths not adjacent to the channel were also used in cases where the channel-adjacent ROW is privately owned or when precluded by current use or development. There are some places where land is owned by LA County, but people have encroached with their homes and businesses. The Plan Team was instructed to assume these areas would not be “available” for SGV Greenway Network projects or other uses and, for purposes of conceptual design, to exclude occupied land from calculations of available ROW width based on current condition or existing encroachment.

The Plan Team also identified greenway options for a range of ROW widths (i.e., <8 ft, 8-13 ft, 13-17 ft, 17-19 ft, 19-24 ft, and >24 ft). The most appropriate greenway path will be subject to site-specific details and will include the proper land cover to support various greenway activities (e.g., bike paths, equestrian paths).

Section 3: Recommendations and Next Steps

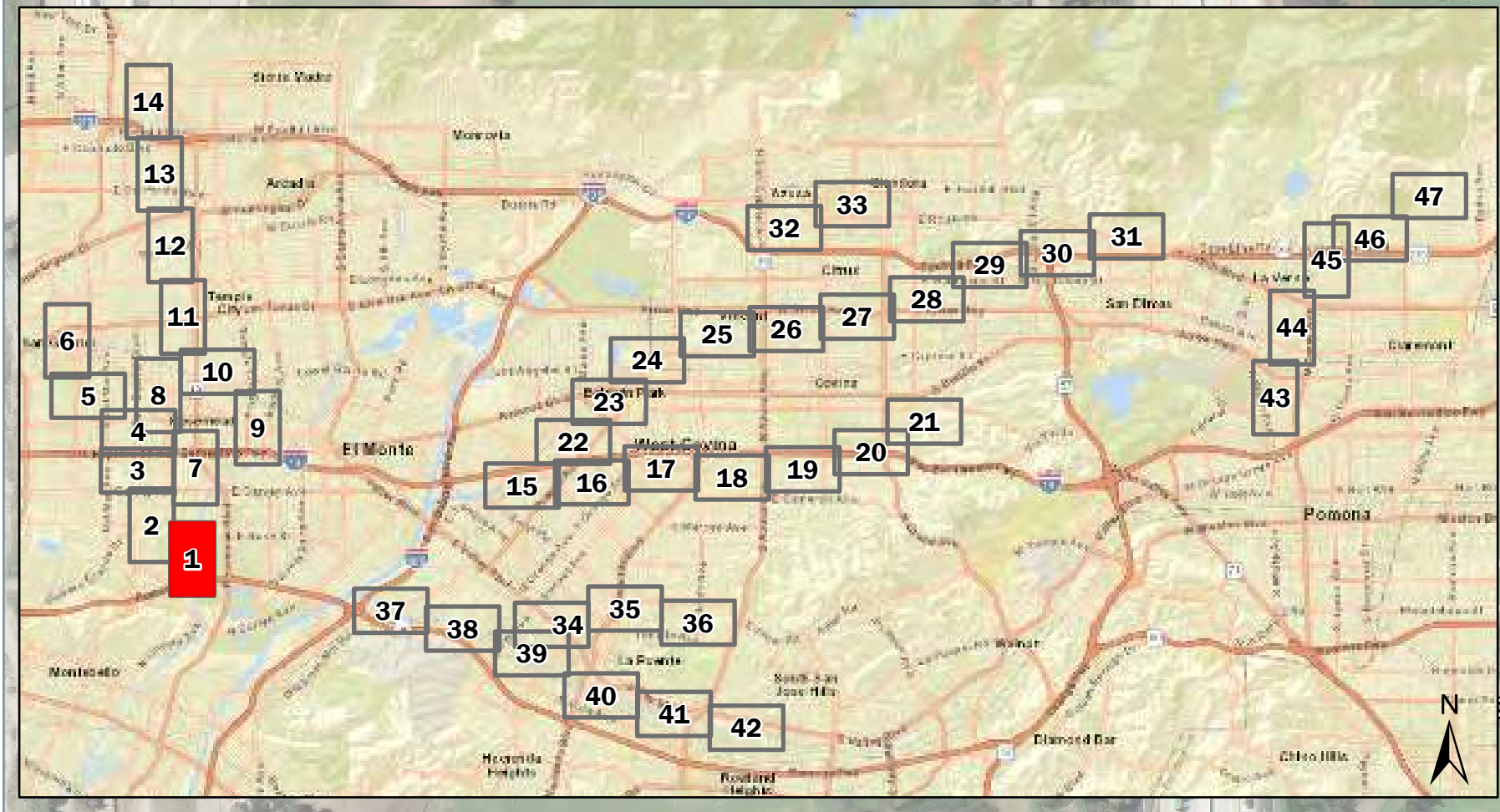
The following presents recommendations and next steps for the Plan.

3.1 Greenway Path Alignments

For the proposed Tier 1 greenway path alignments shown on the figures provided with this Task 606 evaluation, opportunities and constraints were evaluated based on need and potential to meet the SGV Greenway Network Plan goals but did not factor in other constraints based on the ease of implementation, desirability, or other feasibility-based criteria, such as for maintenance or construction. Further evaluation of parcel-specific or segment-specific constraints and opportunities for synergy, complexity, or feasibility are considered as greenway path alignments and paired with potential project subcomponent opportunities, identified in the Task 608 – Channel Adjacent and Safe Crossing Subcomponent Opportunities for the San Gabriel Valley Network Strategic Implementation Plan Technical Memorandum.

Attachment A: Greenway Path Alignments

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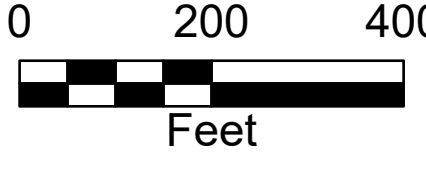
LOS ANGELES, COUNTY OF CA

SGV GREENWAY NETWORK

IMPLEMENTATION PLAN

DATE: JULY 2025

PROJECT: 153937



Sources:

- Aerial photo: ESRI & Affiliates, 2020
- Existing trails and bikeways, County of Los Angeles
- Early Implementation projects, Studio-MLA

NOTES:

- Off channel routes and bike path classes will need to be identified on a case-by-case basis with communities depending on road type and traffic conditions. The most direct off-channel routes were highlighted as part of this effort, but these routes may need to be altered to avoid high volume roads.
- Early implementation projects were realigned to the open channel feature provided by the County of Los Angeles
- Existing Bike Path (MTA Data) and Proposed Bike Path (MTA Data) include LA County Bicycle Master Plan Data.

Existing County Wide Trails Proposed Bikeway Alternatives ROW Width Availability - On Channel Proposed Bikeway Alternatives ROW Width Availability - Off Channel Proposed Bikeway Alternatives Needing Significant Investment Proposed Bikeway Alternatives Crossing Buildings or Parking Deck 19-24 Greater than or equal 24 Less than 8 feet ROW or road crossing 8-13 13-17 17-19 City Boundary Early Implementation Projects Complete Design Permitting Permitting/Seeking Construction Funding	Planning Access Ramp Above ground utility Box Bridge Storm Outfall Pedestrian Bridge Pipe crossing channel Pump Station Railroad STRUCTURE Existing Bike Path (MTA Data) Existing Bike Path (MTA Data) Existing Bike Lane (MTA Data) Existing Bike Route (MTA Data) Existing Cycle Track (MTA Data) Bike Path Access (MTA Data) Proposed Bike Path (MTA Data) Proposed Bike Path (MTA Data) Proposed Bike Lane (MTA Data) Proposed Bike Route (MTA Data) Proposed Cycle Track (MTA Data)
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ALHAMBRA WASH

BIKE PATH ALTERNATIVES

PAGE 1

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Feet



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 Existing County Wide Trails	 19-24	 City Boundary	 Planning	 Storm Outfall	 STRUCTURE	 Bike Path Access (MTA Data)
 Proposed Bikeway Alternatives ROW Width Availability - On Channel	 Greater than or equal 24	 Early Implementation Projects	 Impediments	 Pedestrian Bridge	 Existing Bike Path (MTA Data)	 Proposed Bike Path (MTA Data)
 Less than 8 feet ROW or road crossing	 Off Channel	 Complete	 Access Ramp	 Above ground utility Box	 Existing Bike Lane (MTA Data)	 Proposed Bike Lane (MTA Data)
 8-13	 Proposed Bikeway Alternatives Needing Significant Investment	 Design	 Bridge	 Pipe crossing channel	 Existing Bike Route (MTA Data)	 Proposed Bike Route (MTA Data)
 13-17	 Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	 Permitting		 Pump Station	 Existing Cycle Track (MTA Data)	 Proposed Cycle Track (MTA Data)
 17-19		 Permitting/Seeking Construction Funding		 Railroad		

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BIKE PATH ALTERNATIVES

PAGE 2

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Proposed Bikeway Alternatives ROW Width Availability - On Channel	19-24
Less than 8 feet ROW or road crossing	Greater than or equal 24
8-13	
13-17	
17-19	

Proposed Bikeway Alternatives

- Off-Channel
- Proposed Bikeway Alternatives Needing Significant Investment
- Proposed Bikeway Alternatives Crossing Buildings or Parking Deck

Early Implementation Projects

- Complete
- Design
- Permitting
- Permitting/Seeking Construction Funding

Impediments

- Planning
- Access Ramp
- Above ground utility Box
- Bridge

STRUCTURE

- Existing Bike Path (MTA Data)
- Existing Bike Path (MTA Data)
- Existing Bike Lane (MTA Data)
- Existing Bike Route (MTA Data)
- Existing Cycle Track (MTA Data)

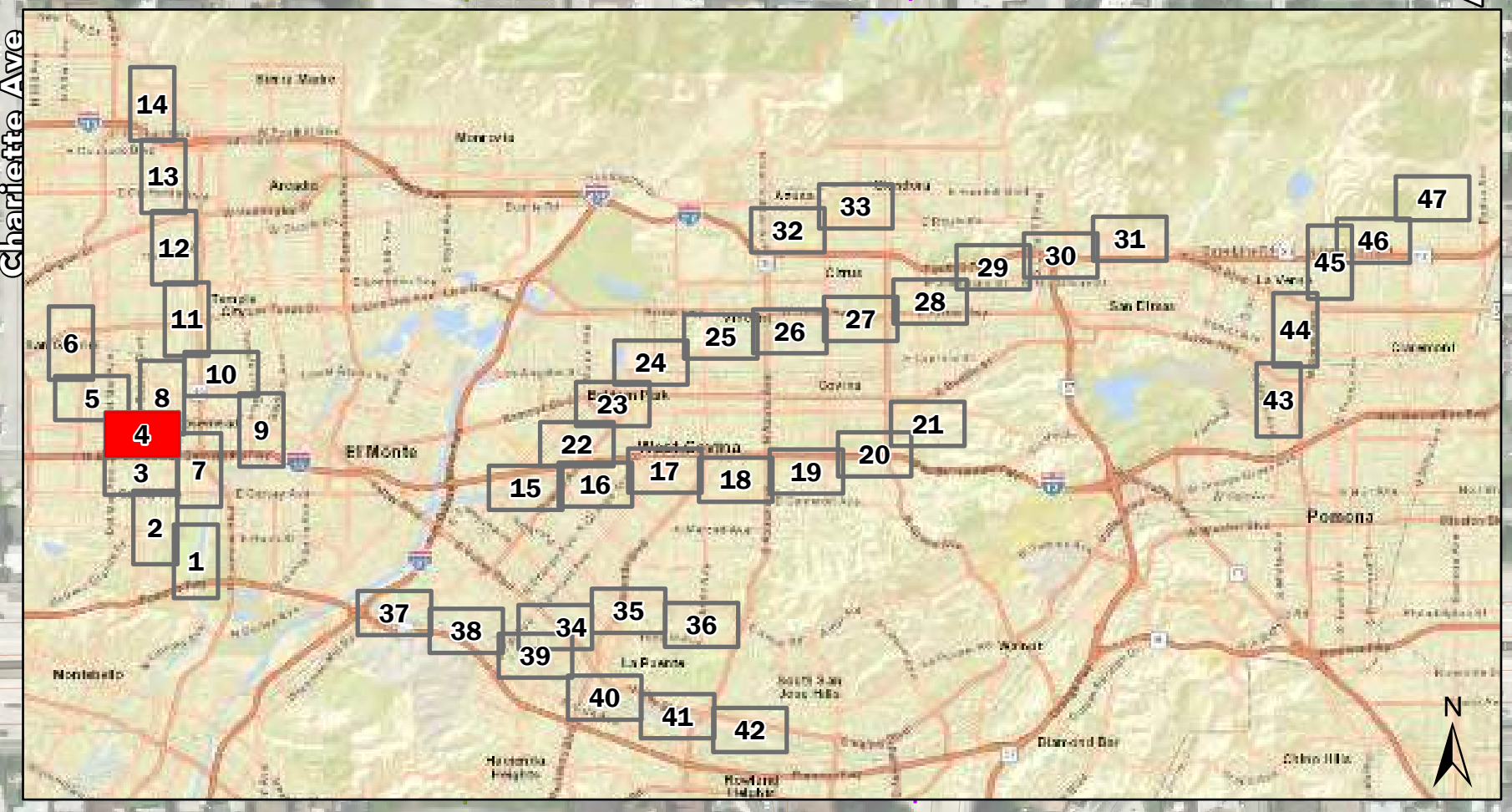
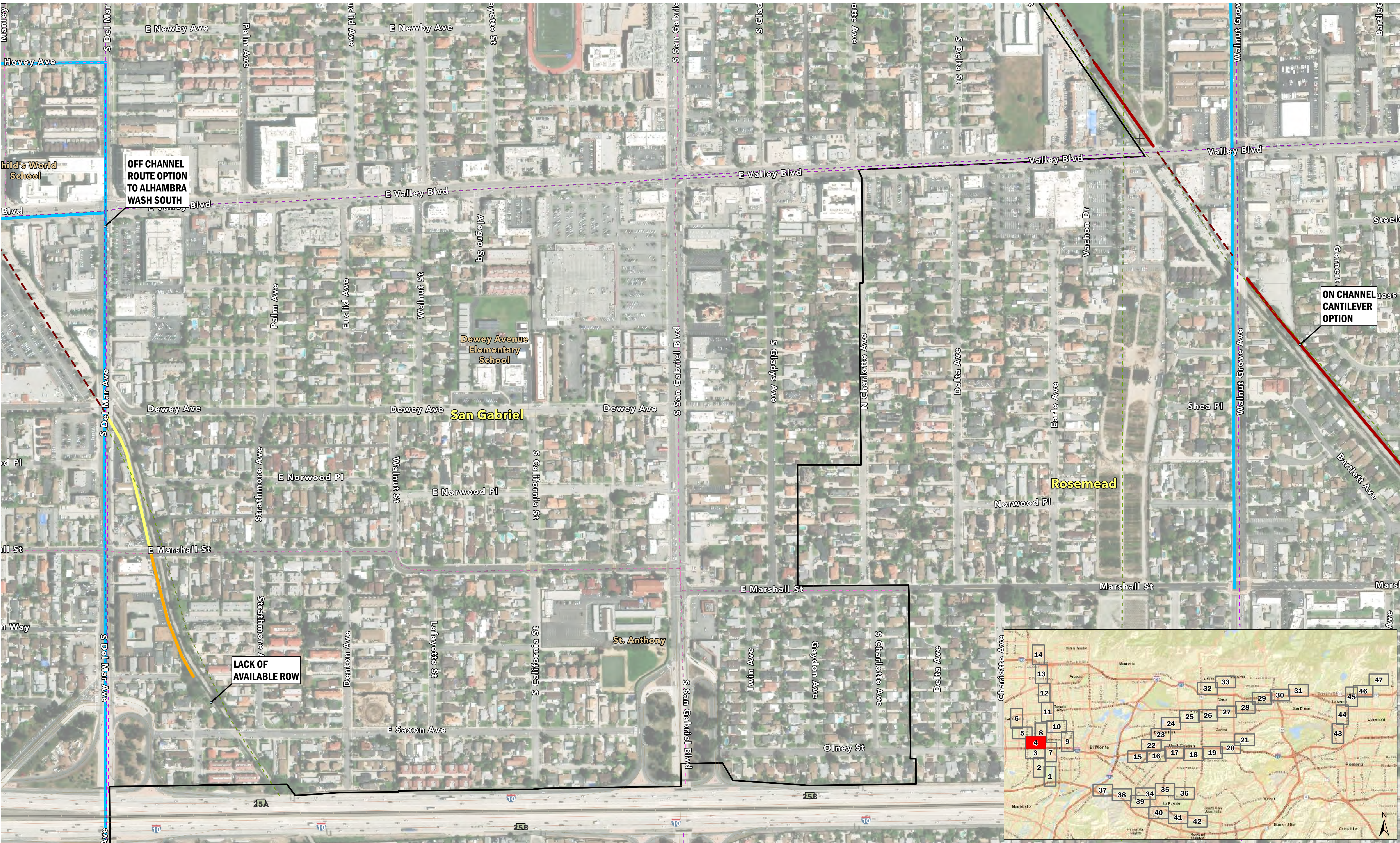
Bike Path Access (MTA Data)

- Proposed Bike Path (MTA Data)
- Proposed Bike Lane (MTA Data)
- Proposed Bike Route (MTA Data)
- Proposed Cycle Track (MTA Data)

Other Features

- Storm Outfall
- Pedestrian Bridge
- Pipe crossing channel
- Pump Station
- Railroad

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Proposed Bikeway Alternatives ROW Width Availability - On Channel

- Less than 8 feet ROW or road crossing
- 8-13
- 13-17
- 17-19

Proposed Bikeway Alternatives

- Off-Channel
- Proposed Bikeway Alternatives Needing Significant Investment
- Proposed Bikeway Alternatives Crossing Buildings or Parking Deck

19-24

- Greater than or equal 24

Early Implementation Projects

- Complete
- Design
- Permitting
- Permitting/Seeking Construction Funding

City Boundary

- City Boundary

Impediments

- Access Ramp
- Above ground utility box
- Bridge

Planning

- Planning

Storm Outfall

- Storm Outfall

Pedestrian Bridge

- Pedestrian Bridge

Pipe crossing channel

- Pipe crossing channel

Pump Station

- Pump Station

Railroad

- Railroad

STRUCTURE

- Existing Bike Path (MTA Data)
- Existing Bike Path (MTA Data)
- Existing Bike Lane (MTA Data)
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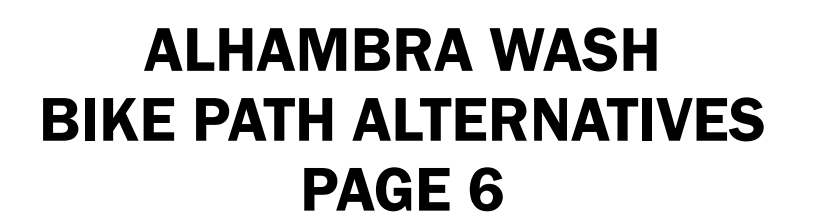
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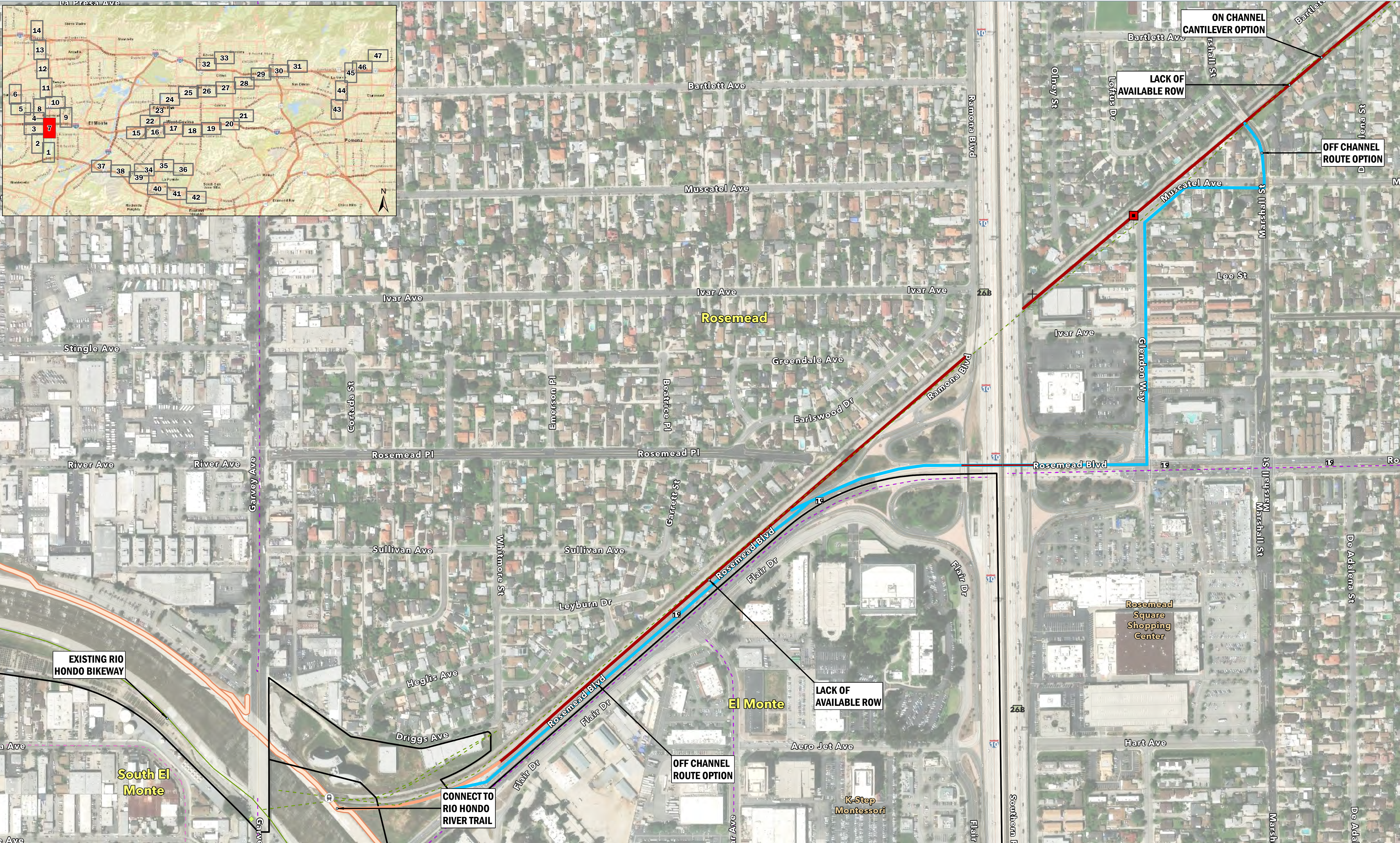
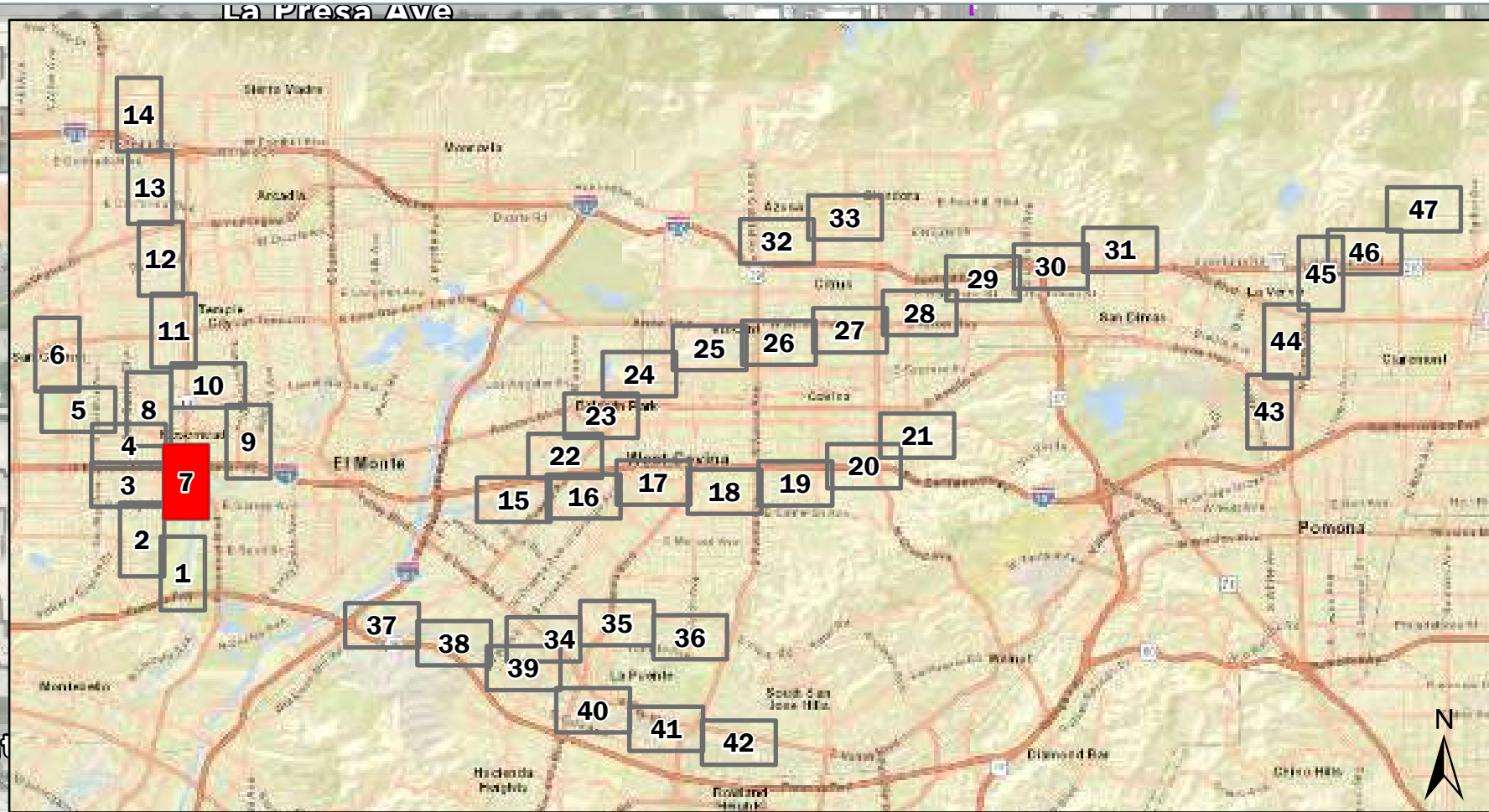
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BIKE PATH ALTERNATIVES

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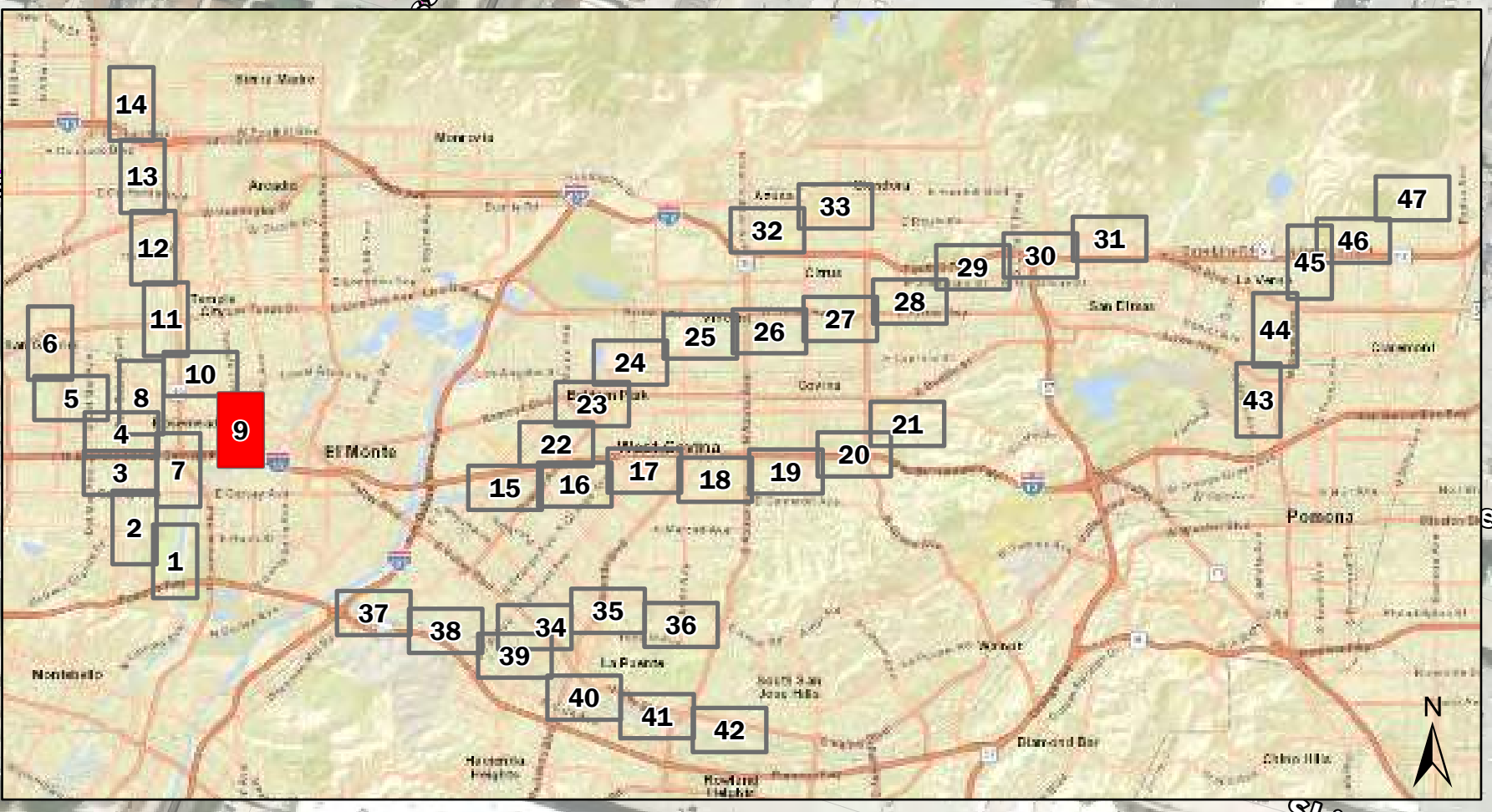
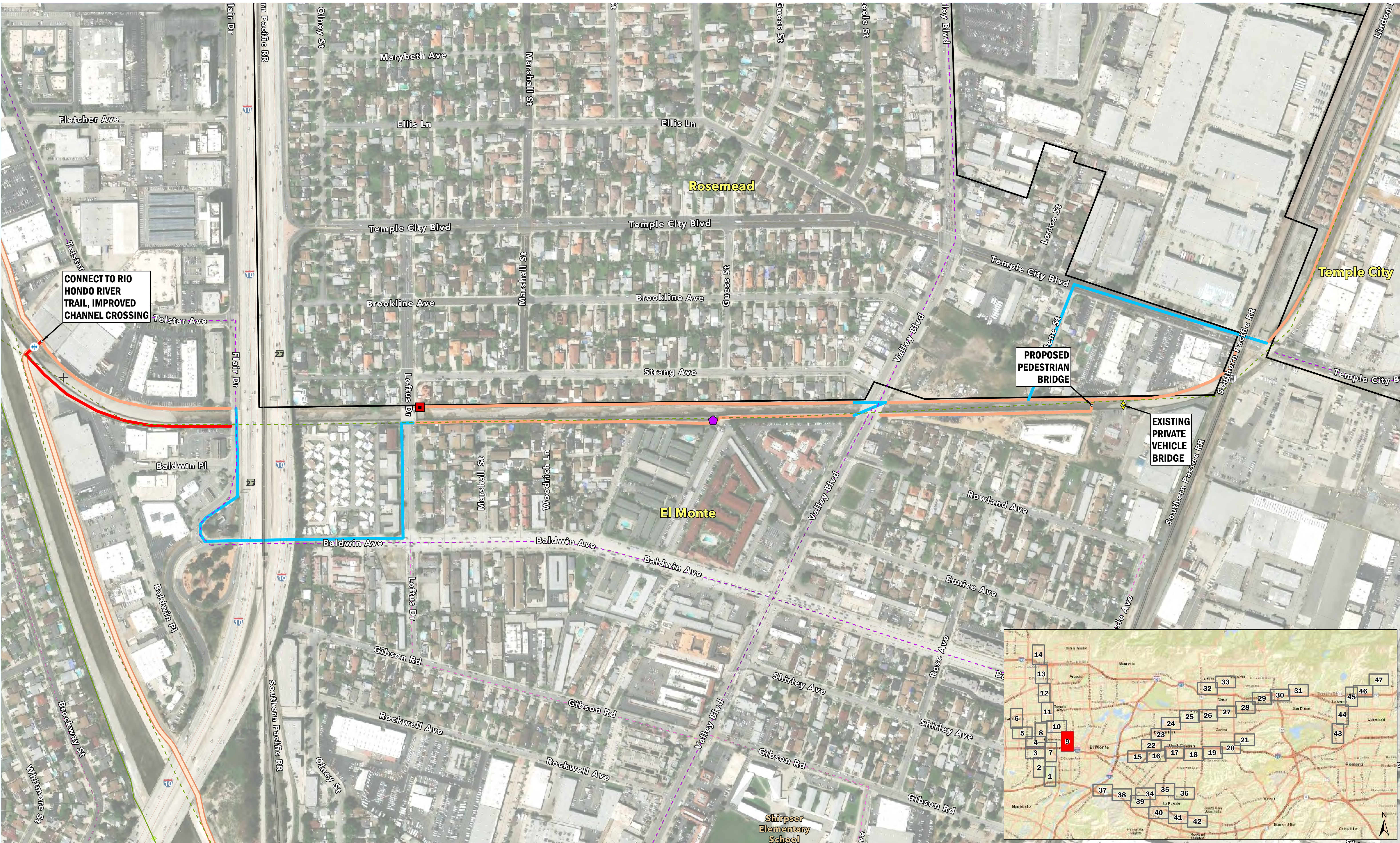
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 Existing County Wide Trails	 19-24	 City Boundary	 Planning	 Storm Outfall	 STRUCTURE
 Proposed Bikeway Alternatives ROW Width Availability - On Channel	 Greater than or equal 24	 Early Implementation Projects	 Impediments	 Pedestrian Bridge	 Existing Bike Path (MTA Data)
 Less than 8 feet ROW or road crossing	 Off Channel	 Complete	 Access Ramp	 Pipe crossing channel	 Existing Bike Path (MTA Data)
 8-13	 Proposed Bikeway Alternatives Needing Significant Investment	 Design	 Above ground utility Box	 Pump Station	 Existing Bike Lane (MTA Data)
 13-17	 Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	 Permitting	 Bridge	 Railroad	 Existing Bike Route (MTA Data)
 17-19		 Permitting/Seeking Construction Funding			 Existing Cycle Track (MTA Data)

 Bike Path Access (MTA Data)	 Proposed Bike Path (MTA Data)
 Existing Bike Path (MTA Data)	 Proposed Bike Path (MTA Data)
 Existing Bike Lane (MTA Data)	 Proposed Bike Lane (MTA Data)
 Existing Bike Route (MTA Data)	 Proposed Bike Route (MTA Data)
 Existing Cycle Track (MTA Data)	 Proposed Cycle Track (MTA Data)



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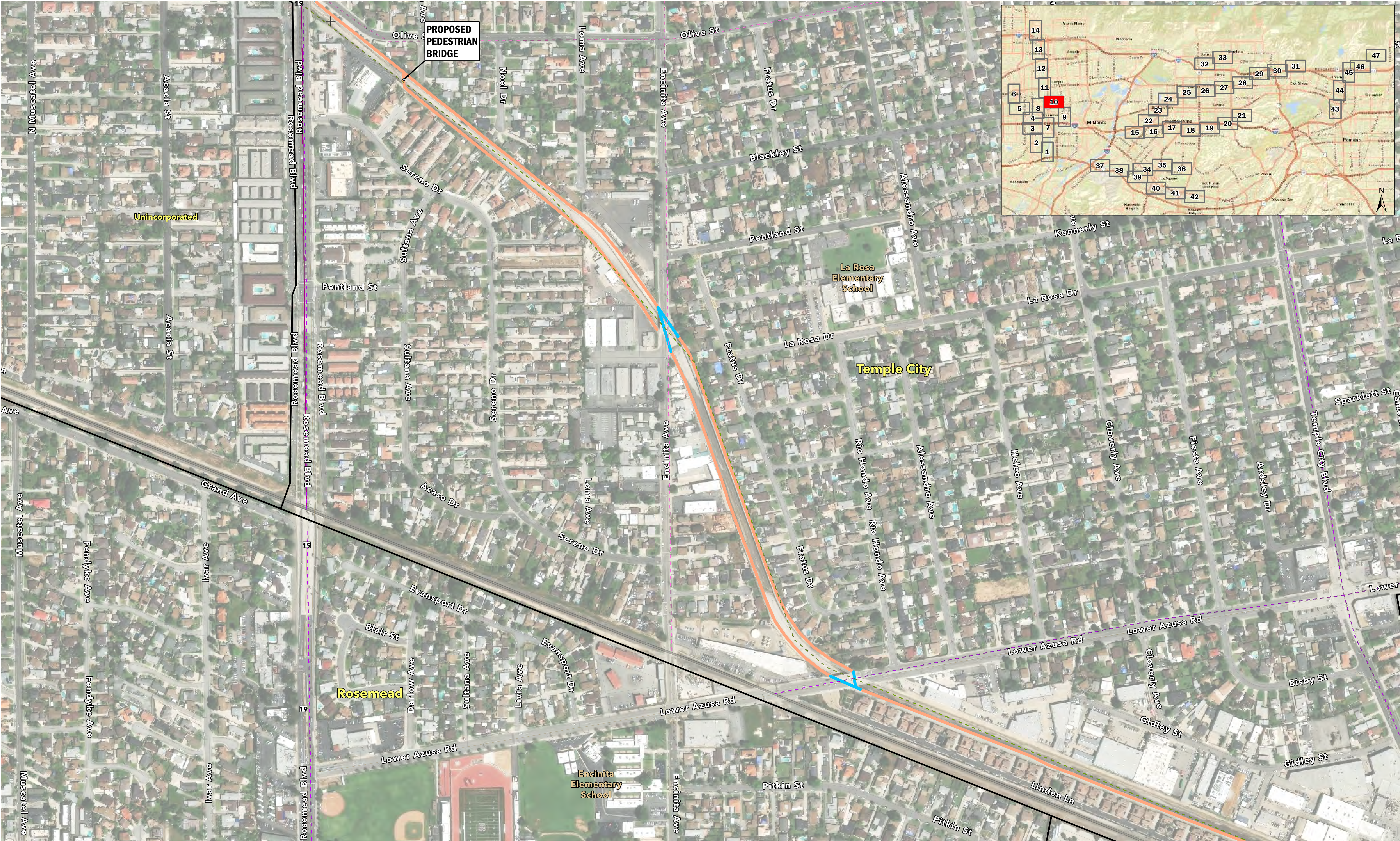
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Proposed Bikeway Alternatives ROW Width Availability - On Channel	Greater than or equal 24	Early Implementation Projects	Impediments
Less than 8 feet ROW or road crossing	Proposed Bikeway Alternatives Off Channel	Complete	Access Ramp
8-13	Proposed Bikeway Alternatives Needing Significant Investment	Design	Above ground utility box
13-17	Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	Permitting	Bridge
17-19		Permitting/Seeking Construction Funding	

STRUCTURE	Bike Path Access (MTA Data)
Existing Bike Path (MTA Data)	Proposed Bike Path (MTA Data)
Existing Bike Lane (MTA Data)	Proposed Bike Lane (MTA Data)
Existing Bike Route (MTA Data)	Proposed Bike Route (MTA Data)
Existing Cycle Track (MTA Data)	Proposed Cycle Track (MTA Data)

Pedestrian Bridge	Storm Outfall
Pipe crossing channel	Pump Station
Railroad	

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Proposed Bikeway Alternatives	19-24
ROW Width Availability - On Channel	Greater than or equal 24
6-13	
13-17	
17-19	

Proposed Bikeway Alternatives	19-24
Off-Channel	
Proposed Bikeway Alternatives	
Needling Significant Investment	
Proposed Bikeway Alternatives	
Crossing Buildings or Parking Deck	

City Boundary	
Early Implementation Projects	
Complete	
Design	
Permitting	
Permitting/Seeking Construction Funding	

Impediments	
Access Ramp	
Above ground utility box	
Bridge	

Planning	
Storm Outfall	
Pedestrian Bridge	
Pipe crossing channel	
Pump Station	
Railroad	

STRUCTURE	
Existing Bike Path (MTA Data)	
Existing Bike Path (MTA Data)	
Existing Bike Lane (MTA Data)	
Existing Bike Route (MTA Data)	
Existing Cycle Track (MTA Data)	

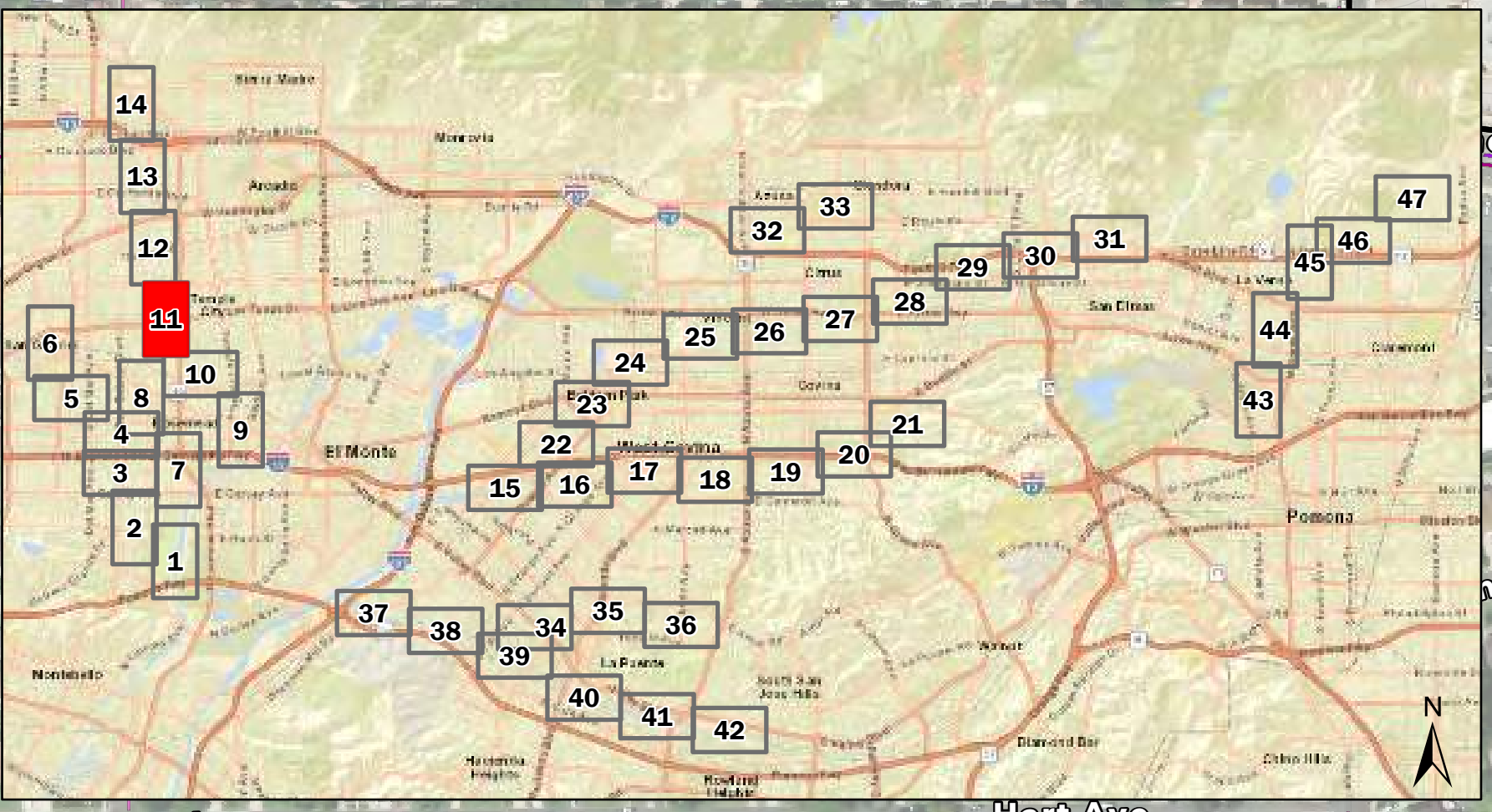
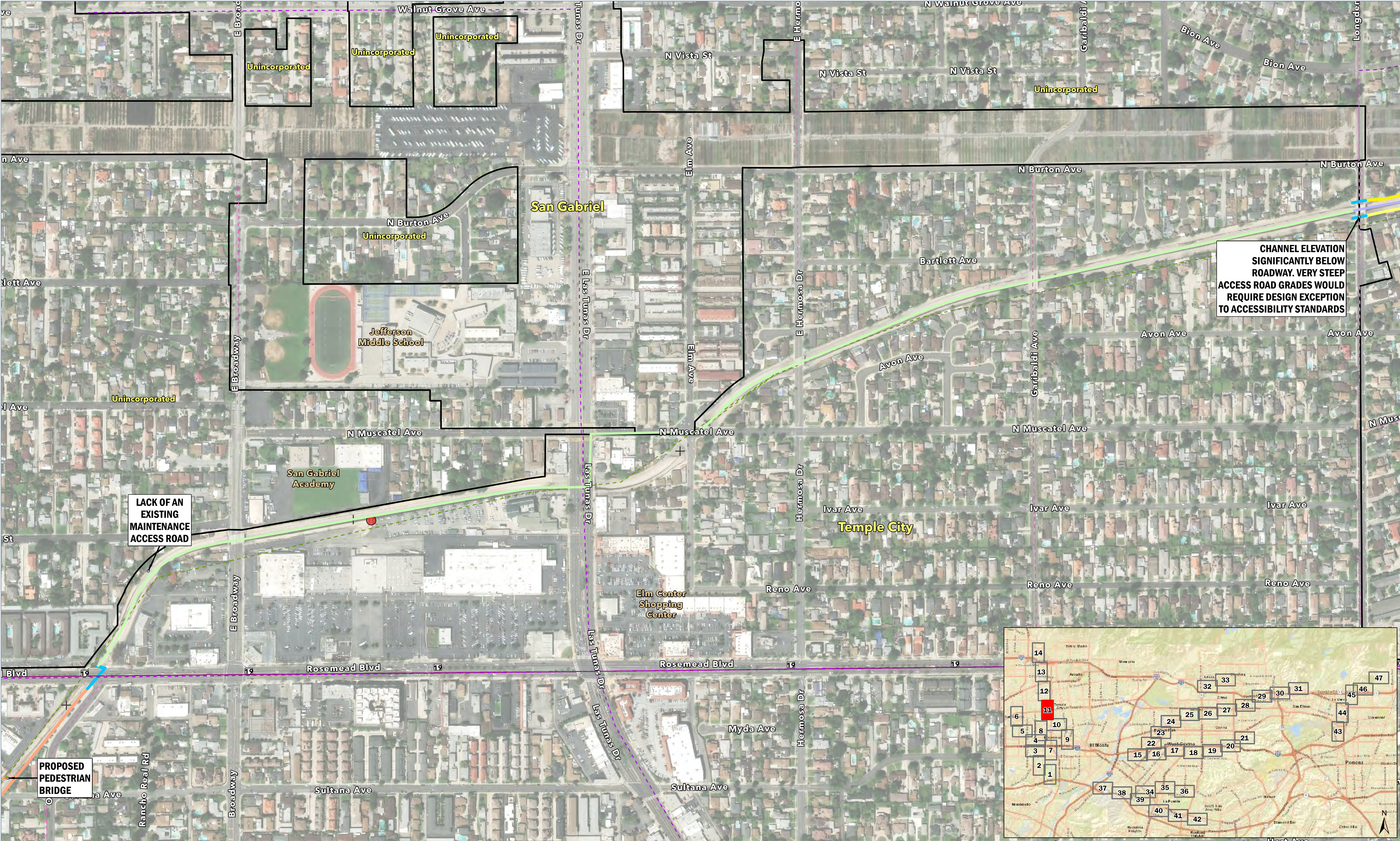
Bike Path Access (MTA Data)	
Proposed Bike Path (MTA Data)	
Proposed Bike Lane (MTA Data)	
Proposed Bike Route (MTA Data)	
Proposed Cycle Track (MTA Data)	

EATON WASH

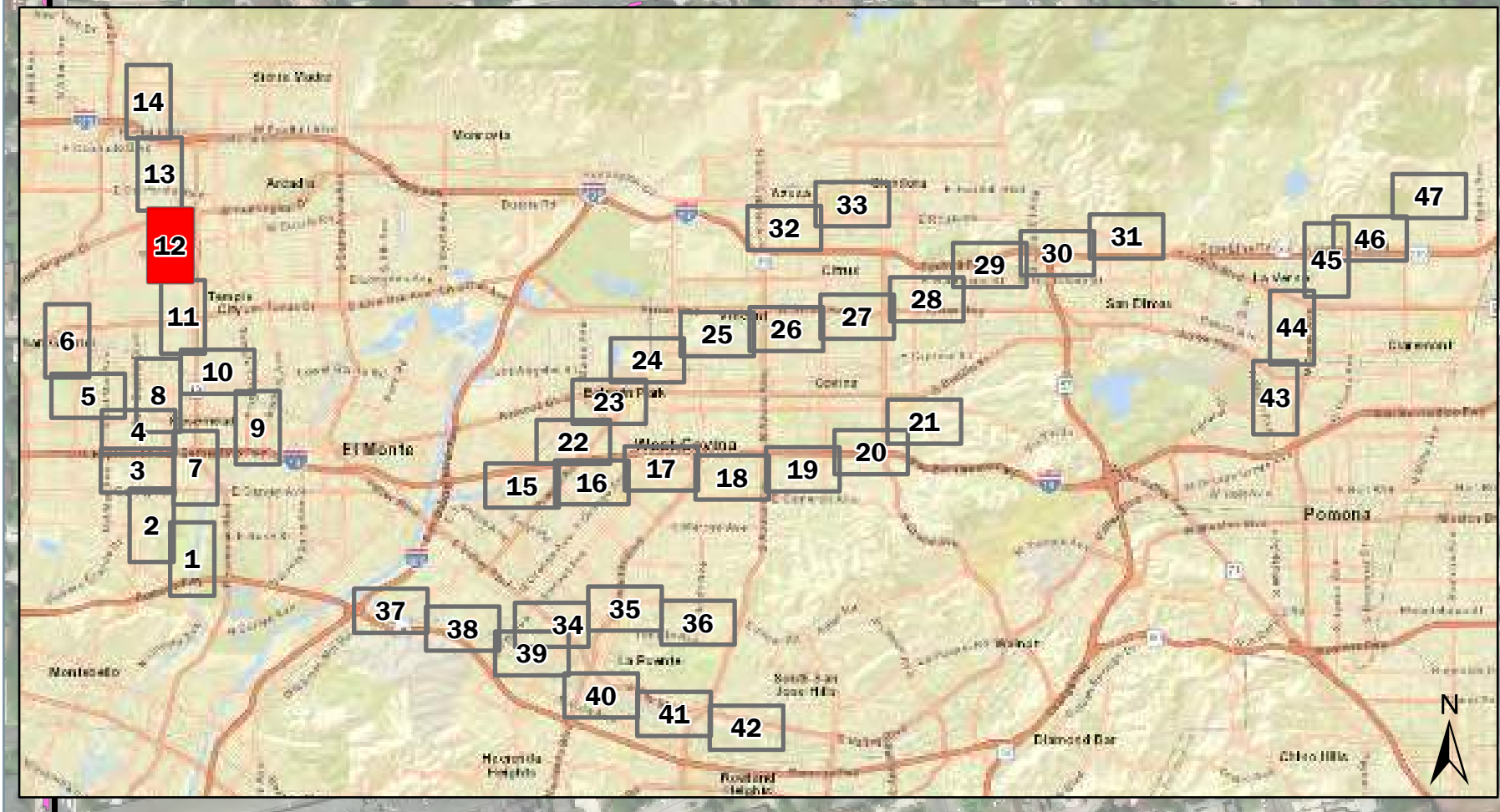
BIKE PATH ALTERNATIVES

PAGE 10

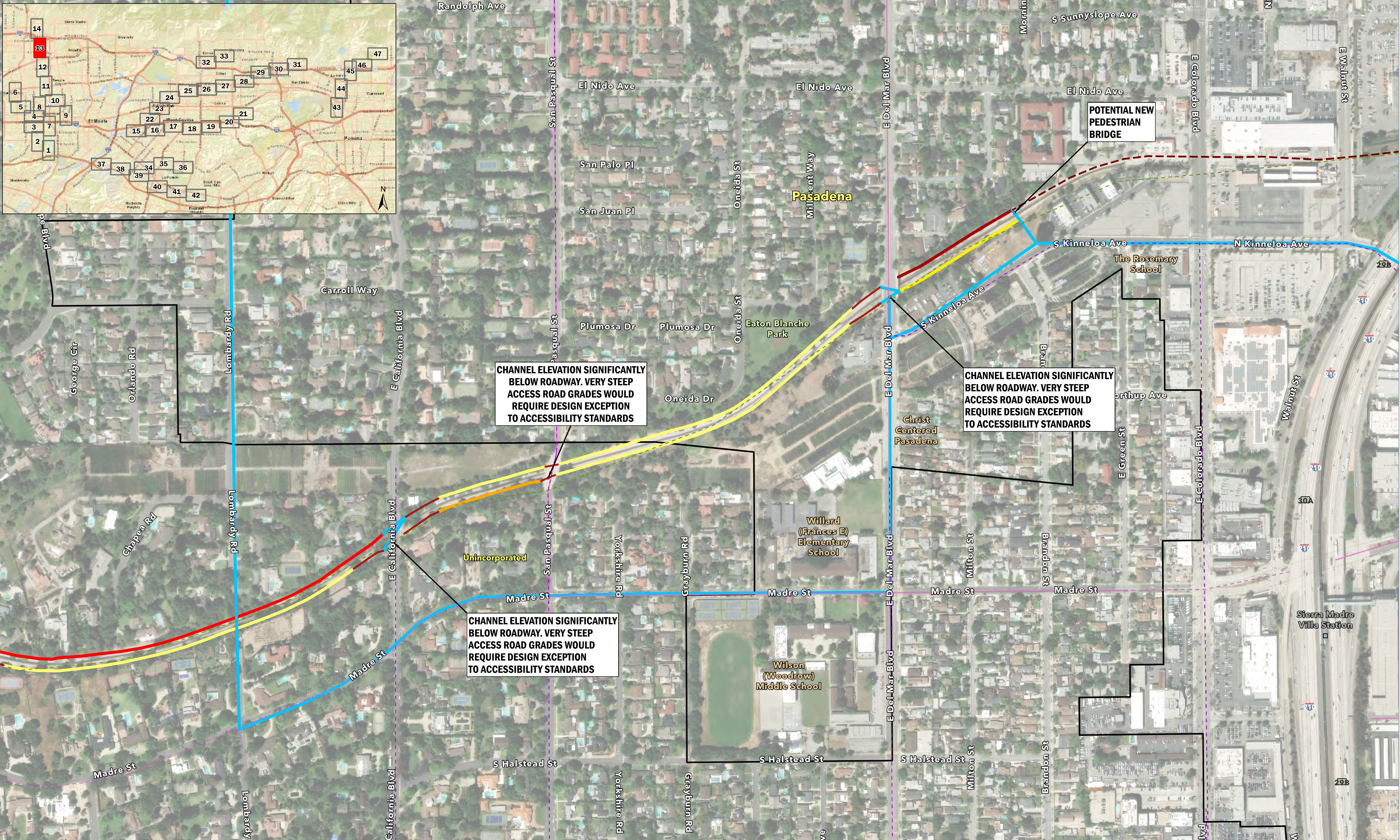
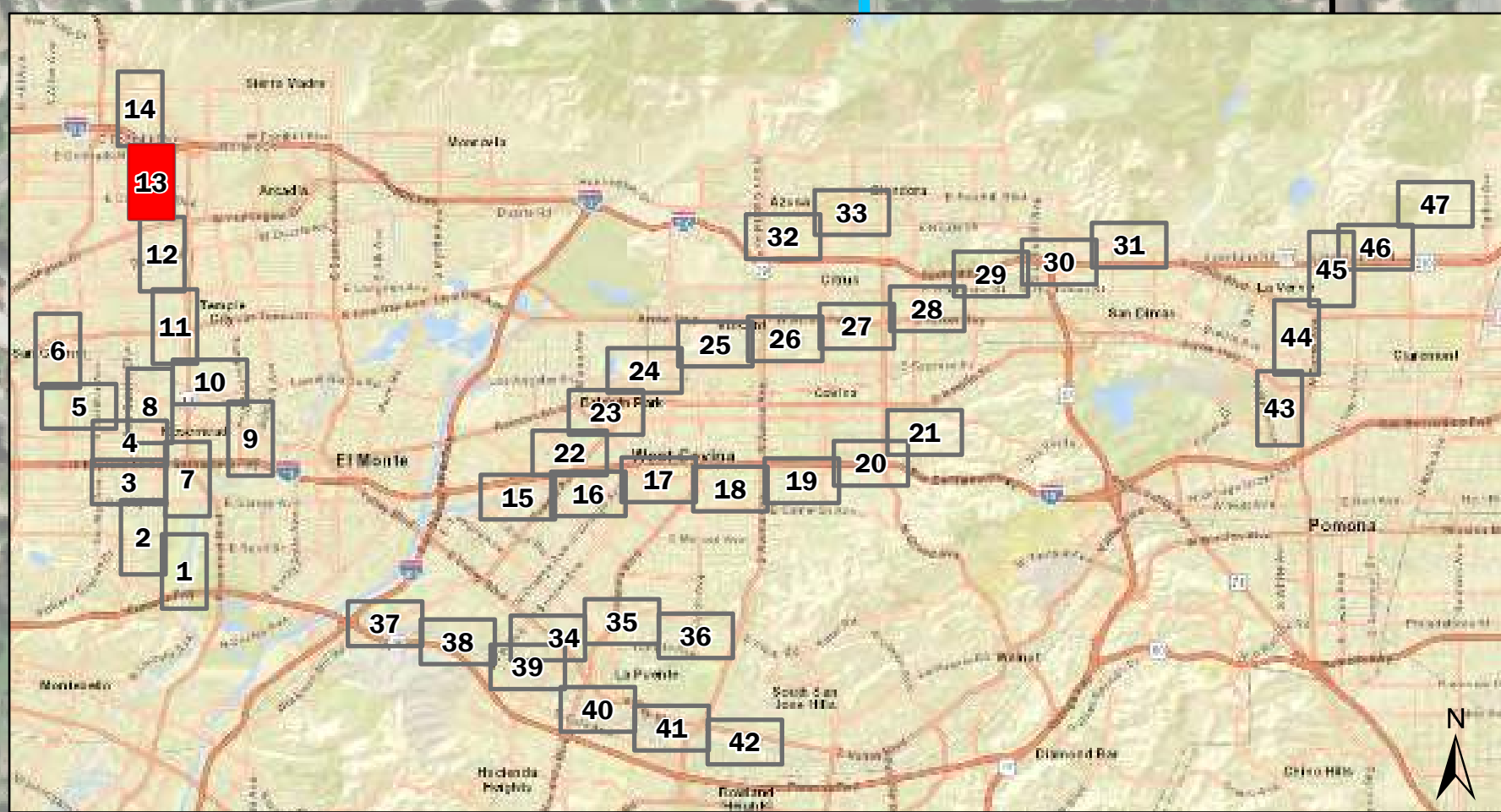
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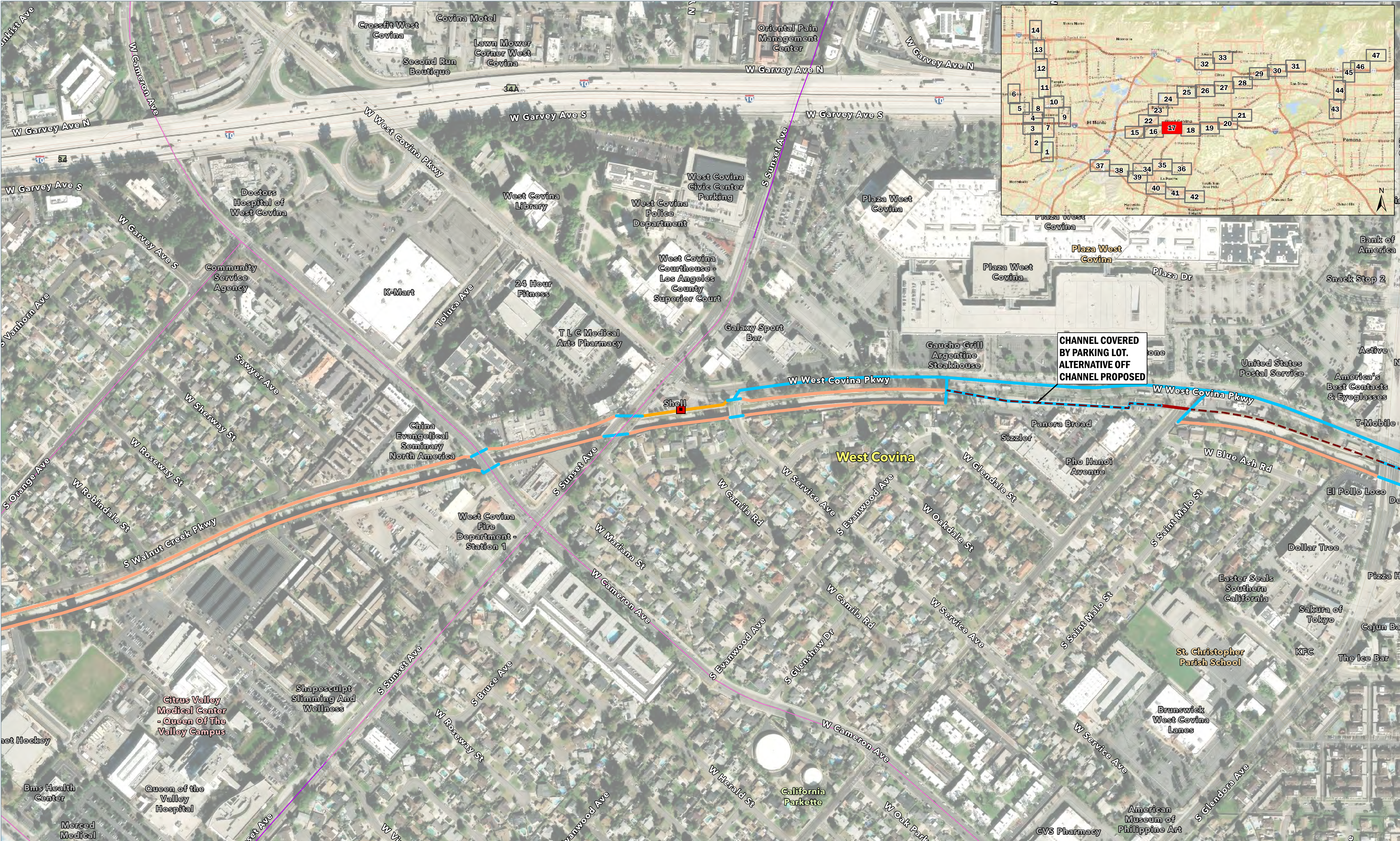
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LOS ANGELES, COUNTY OF CA
SGV GREENWAY NETWORK
IMPLEMENTATION PLAN
DATE: JULY 2025
PROJECT: 153937

0200400

Feet



Sources:
1. Aerial photo: ESRI & Affiliates, 2020
2. Existing trails and bikeways, County of Los Angeles
3. Early Implementation projects, Studio-MLA
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Proposed Bikeway Alternatives ROW Width Availability - On Channel
Less than 8 feet ROW or road crossing
8-13
13-17
17-19

Proposed Bikeway Alternatives Off-Channel
Proposed Bikeway Alternatives Needing Significant Investment
Proposed Bikeway Alternatives Crossing Buildings or Parking Deck

City Boundary
Complete
Design
Permitting
Permitting/Seeking Construction Funding

Planning
Impediments
Access Ramp
Above ground utility box
Bridge

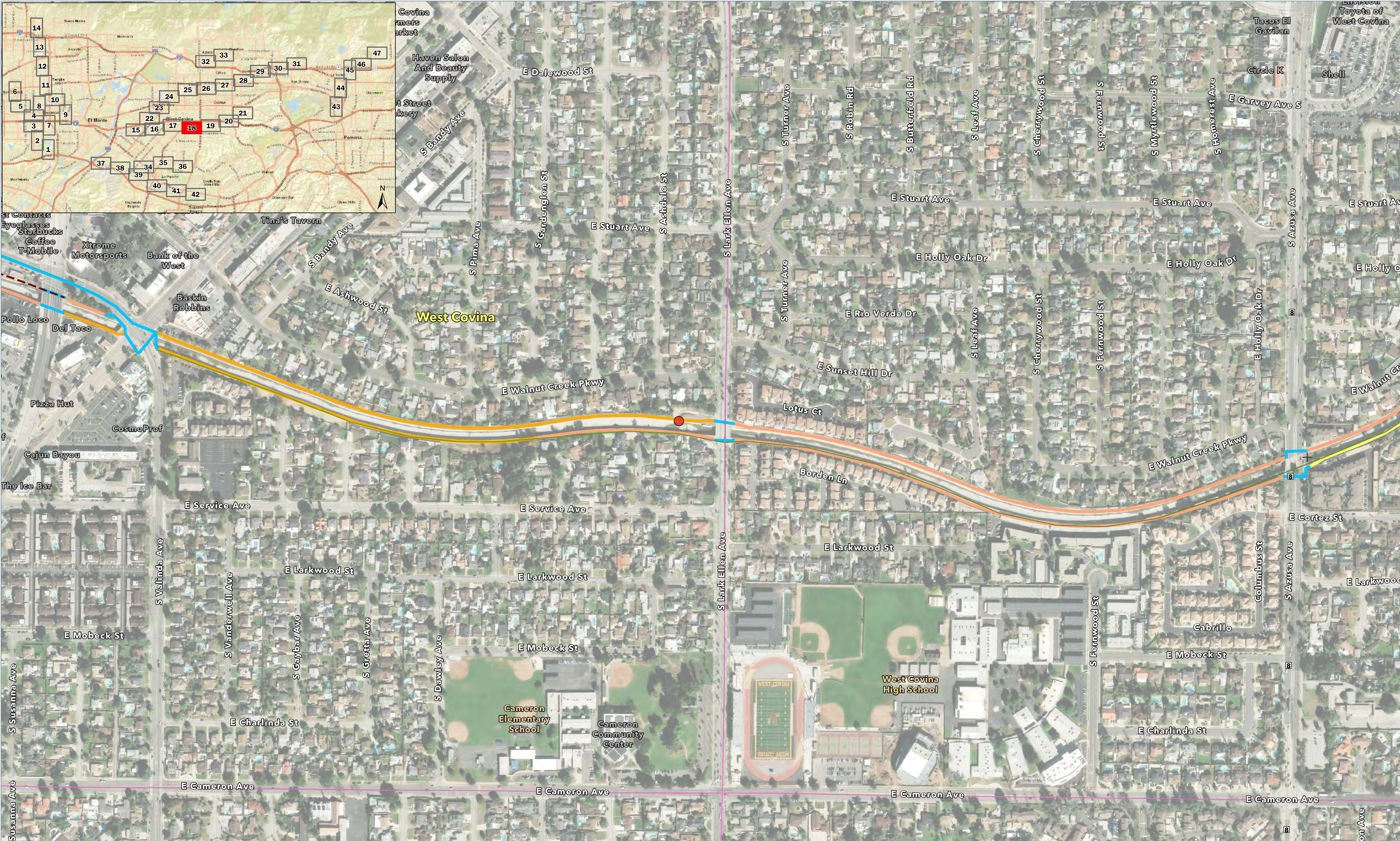
Storm Outfall
Pedestrian Bridge
Pipe crossing channel
Pump Station
Railroad

STRUCTURE
Existing Bike Path (MTA Data)
Existing Bike Path (MTA Data)
Existing Bike Lane (MTA Data)
Existing Bike Route (MTA Data)
Existing Cycle Track (MTA Data)

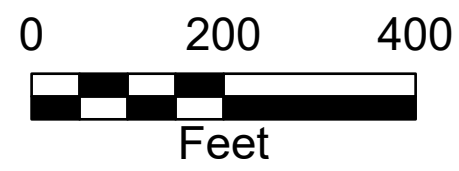
Bike Path Access (MTA Data)
Proposed Bike Path (MTA Data)
Proposed Bike Path (MTA Data)
Proposed Bike Lane (MTA Data)
Proposed Bike Route (MTA Data)
Proposed Cycle Track (MTA Data)

WALNUT CREEK
BIKE PATH ALTERNATIVES
PAGE 17

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LOS ANGELES, COUNTY OF CA
SGV GREENWAY NETWORK
IMPLEMENTATION PLAN
DATE: JULY 2025
PROJECT: 153937



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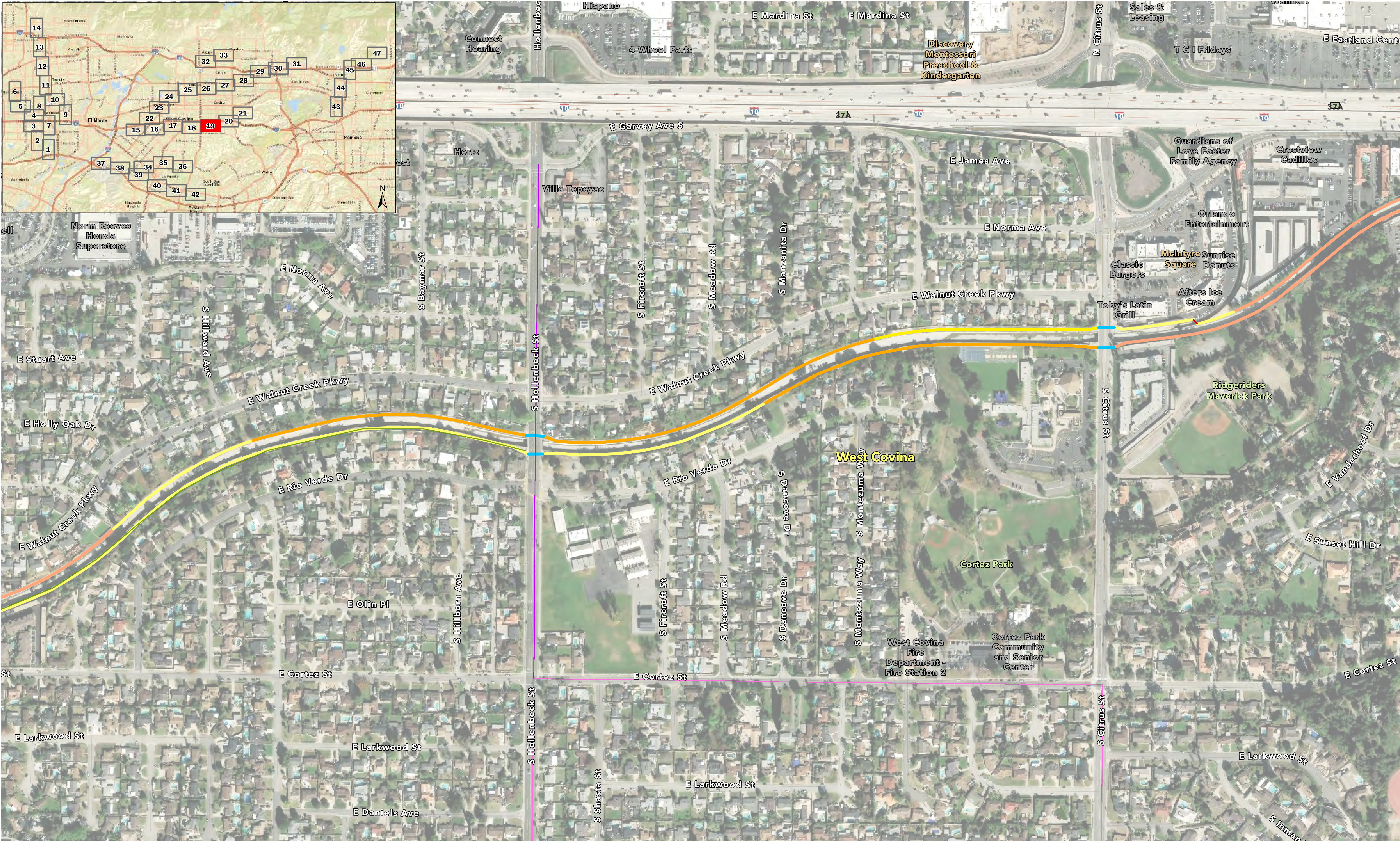
Proposed Bikeway Alternatives ROW Width Availability - On Channel
Less than 8 feet ROW or road crossing
8-13
13-17
17-19
19-24
Greater than or equal 24
Proposed Bikeway Alternatives
Off-Channel
Proposed Bikeway Alternatives Needing Significant Investment
Proposed Bikeway Alternatives Crossing Buildings or Parking Deck
City Boundary
City of Los Angeles
City of West Covina
Early Implementation Projects
Complete
Design
Permitting
Permitting/Seeking Construction Funding

Impediments
Access Ramp
Above ground utility box
Bridge
Planning
Storm Outfall
Pedestrian Bridge
Pipe crossing channel
Pump Station
Railroad

STRUCTURE
Existing Bike Path (MTA Data)
Existing Bike Path (MTA Data)
Existing Bike Lane (MTA Data)
Existing Cycle Track (MTA Data)

Bike Path Access (MTA Data)
Bike Path Access (MTA Data)
Proposed Bike Path (MTA Data)
Proposed Bike Lane (MTA Data)
Proposed Bike Route (MTA Data)
Proposed Cycle Track (MTA Data)

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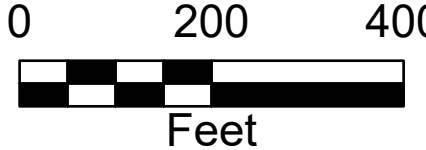
LOS ANGELES, COUNTY OF CA

SGV GREENWAY NETWORK

IMPLEMENTATION PLAN

DATE: JULY 2025

PROJECT: 153937



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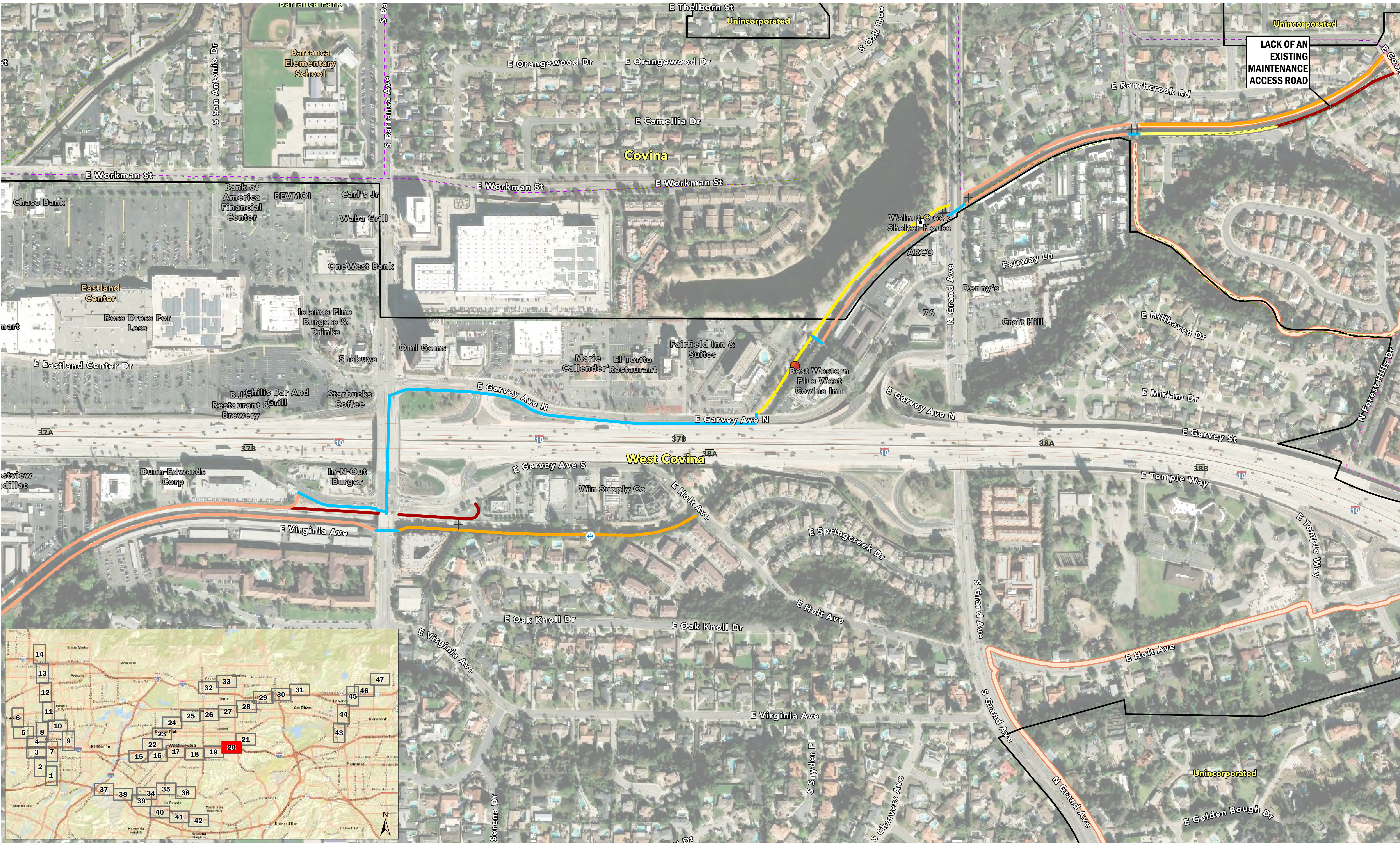
Proposed Bikeway Alternatives ROW Width Availability - On Channel	19-24	City Boundary	Planning	Storm Outfall	STRUCTURE	Bike Path Access (MTA Data)
Less than 8 feet ROW or road crossing	Greater than or equal 24	Complete	Access Ramp	Pedestrian Bridge	Existing Bike Path (MTA Data)	Existing Bike Path (MTA Data)
8-13		Design	Above ground utility Box	Pipe crossing channel	Existing Bike Lane (MTA Data)	Proposed Bike Path (MTA Data)
13-17		Permitting	Bridge	Pump Station	Existing Bike Lane (MTA Data)	Proposed Bike Path (MTA Data)
17-19		Permitting/Seeking Construction Funding		Railroad	Existing Cycle Track (MTA Data)	Proposed Bike Lane (MTA Data)
						Proposed Bike Route (MTA Data)
						Proposed Cycle Track (MTA Data)

WALNUT CREEK

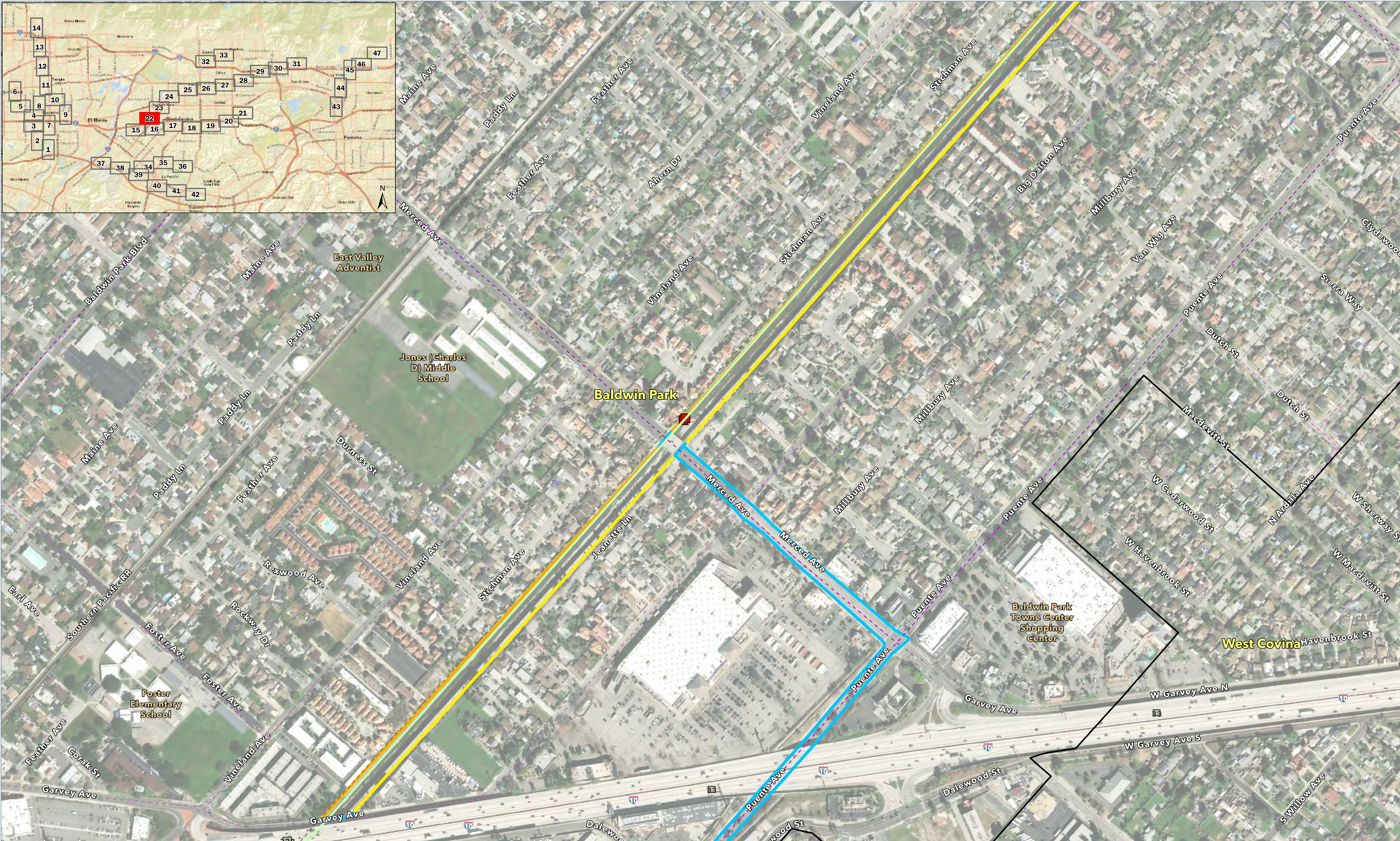
BIKE PATH ALTERNATIVES

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LOS ANGELES, COUNTY OF CA
SGV GREENWAY NETWORK
IMPLEMENTATION PLAN
DATE: JULY 2025
PROJECT: 153937

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Feet

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Proposed Bikeway Alternatives ROW Width Availability - On Channel

- 19-24
- Greater than or equal 24

Proposed Bikeway Alternatives Off-Channel

- Proposed Bikeway Alternatives Needing Significant Investment
- Proposed Bikeway Alternatives Crossing Buildings or Parking Deck

Early Implementation Projects

- Complete
- Design
- Permitting
- Permitting/Seeking Construction Funding

Impediments

- Planning
- Access Ramp
- Above ground utility box
- Bridge

STRUCTURE

- Existing Bike Path (MTA Data)
- Existing Bike Path (MTA Data)
- Existing Bike Lane (MTA Data)
- Existing Cycle Track (MTA Data)

Proposed Bike Path (MTA Data)

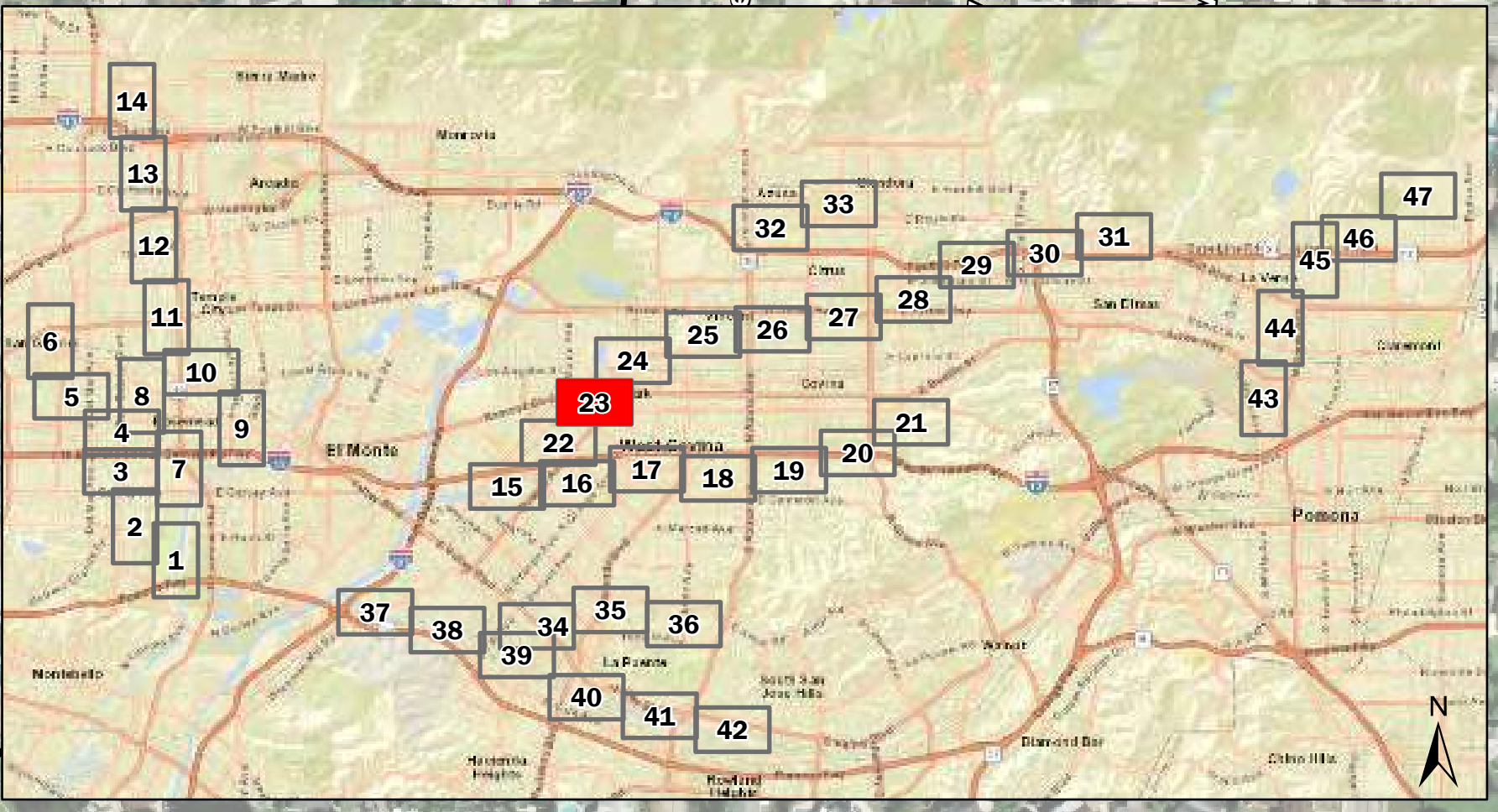
- Proposed Bike Path (MTA Data)
- Proposed Bike Lane (MTA Data)
- Proposed Bike Route (MTA Data)
- Proposed Cycle Track (MTA Data)

Other Features

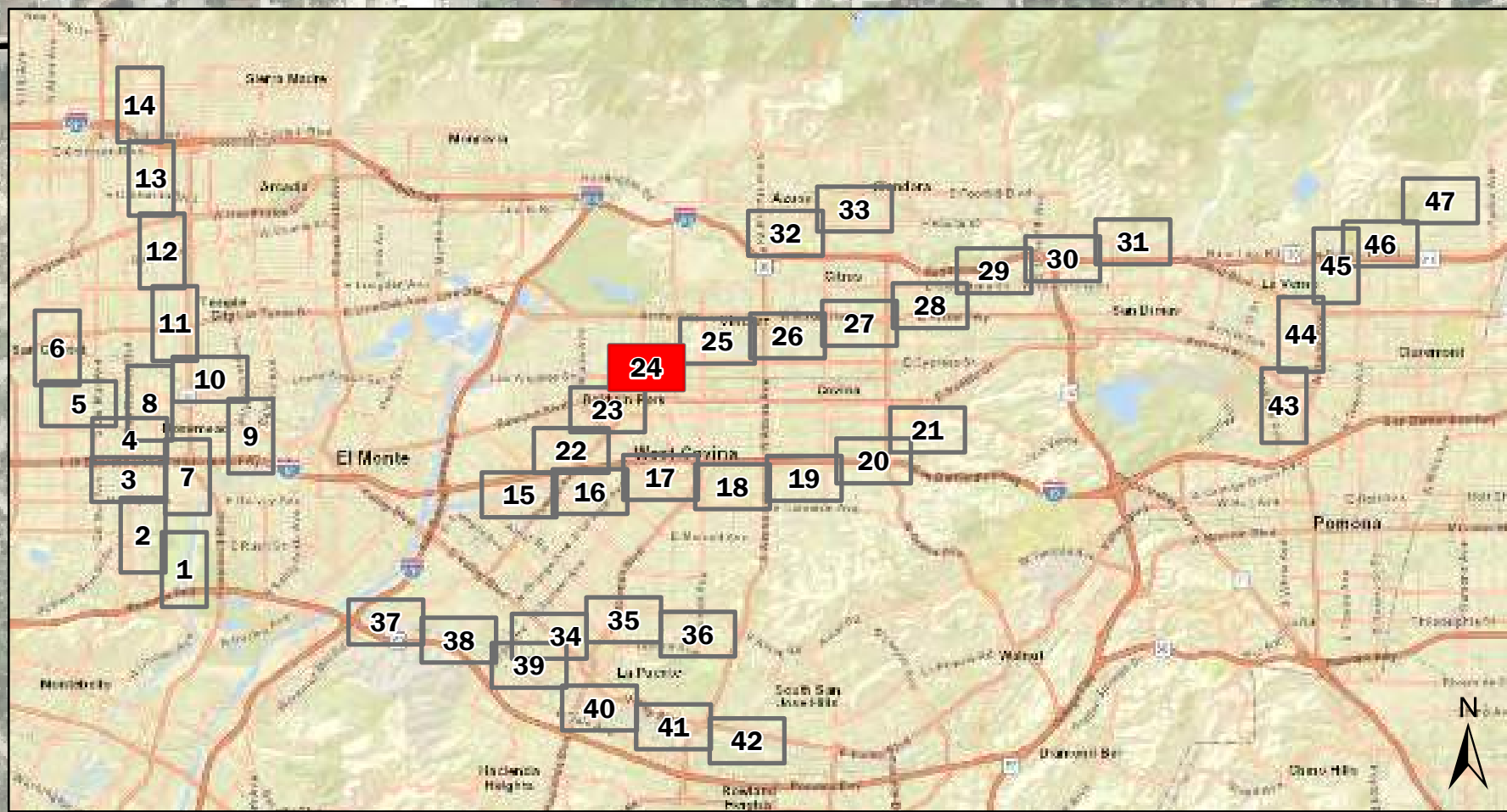
- City Boundary
- Storm Outfall
- Pedestrian Bridge
- Pipe crossing channel
- Pump Station
- Railroad

BIG DALTON
BIKE PATH ALTERNATIVES
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LOS ANGELES, COUNTY OF CA

**SGV GREENWAY NETWORK
IMPLEMENTATION PLAN**

DATE: JULY 2025
PROJECT: 153937



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Proposed Bikeway Alternatives ROW Width Availability - On Channel	19-24
Less than 8 feet ROW or road crossing	Greater than or equal 24
Proposed Bikeway Alternatives	
Off-Channel	Proposed Bikeway Alternatives
Proposed Bikeway Alternatives	Needling Significant Investment
Proposed Bikeway Alternatives	Crossing Buildings or Parking Deck
17-19	

Early Implementation Projects	
Complete	Design
Permitting	Permitting/Seeking Construction Funding

Impediments	
Access Ramp	Above ground utility Box
Bridge	

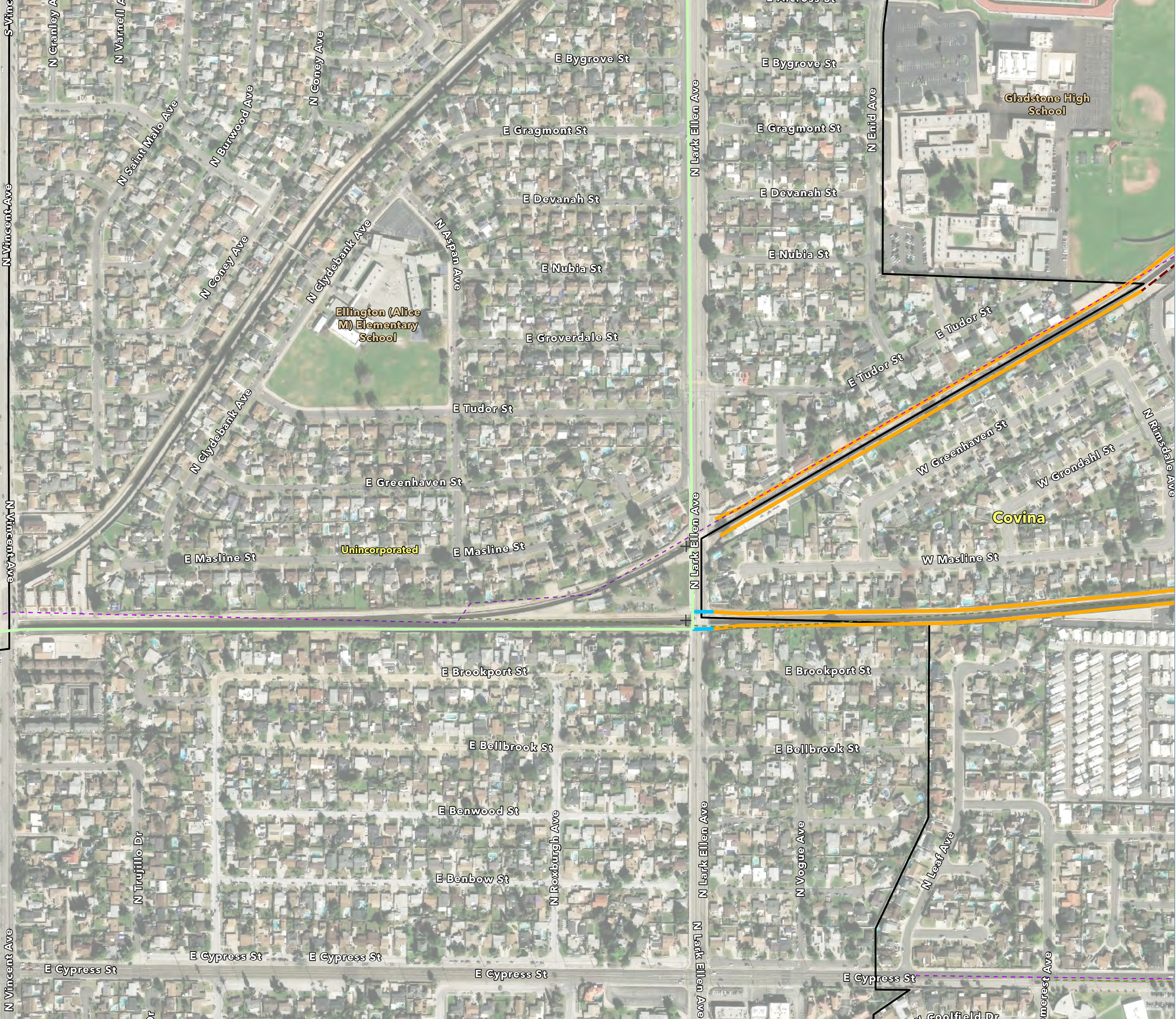
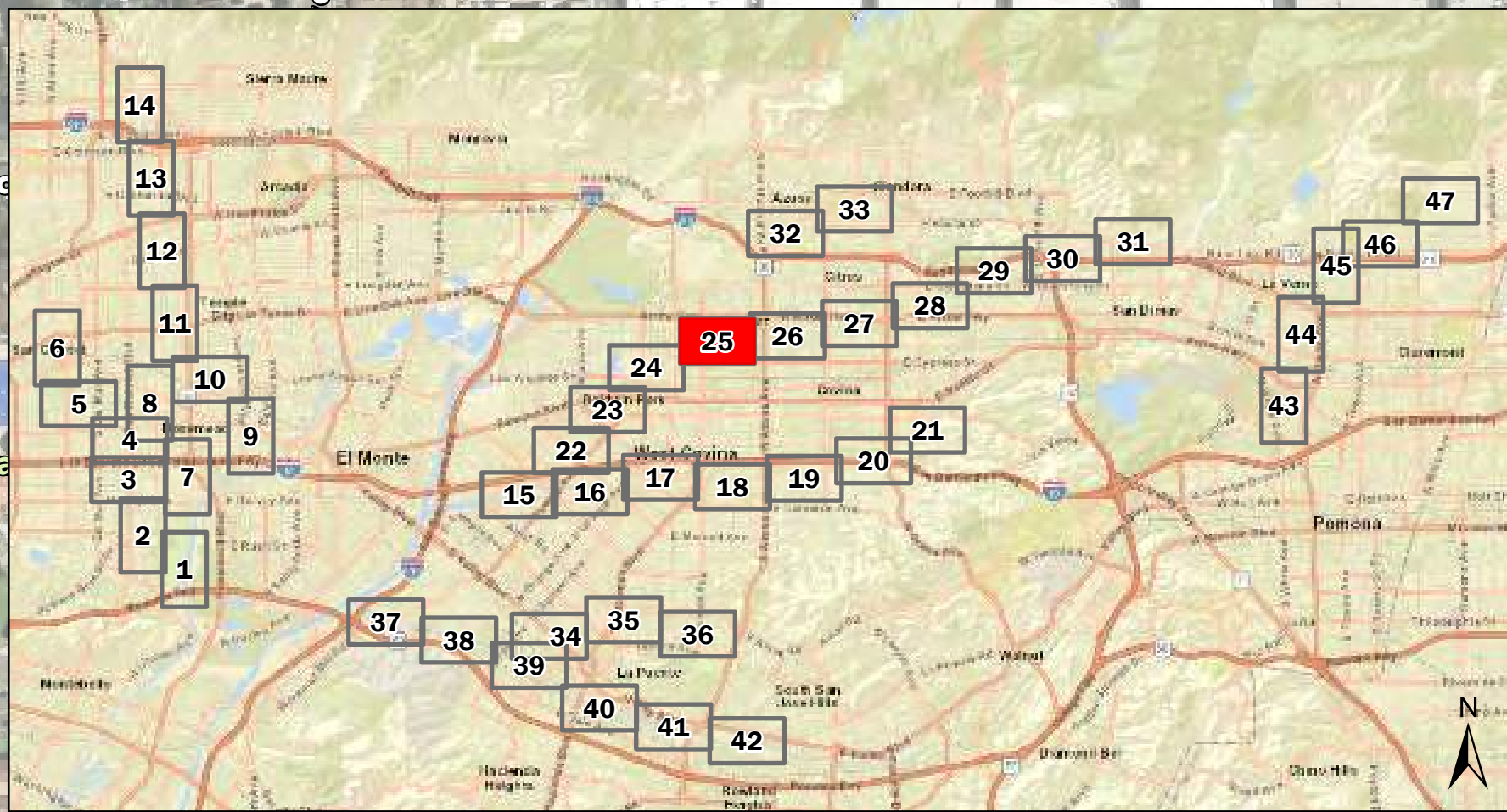
STRUCTURE	
Existing Bike Path (MTA Data)	Existing Bike Path (MTA Data)
Existing Bike Lane (MTA Data)	Existing Bike Lane (MTA Data)
Existing Cycle Track (MTA Data)	Existing Cycle Track (MTA Data)

Bike Path Access (MTA Data)	
Proposed Bike Path (MTA Data)	Proposed Bike Path (MTA Data)
Proposed Bike Lane (MTA Data)	Proposed Bike Lane (MTA Data)
Proposed Bike Route (MTA Data)	Proposed Bike Route (MTA Data)
Proposed Cycle Track (MTA Data)	Proposed Cycle Track (MTA Data)

Other Features	
City Boundary	Planning
Storm Outfall	Pedestrian Bridge
Pipe crossing channel	Pump Station
Railroad	

**BIG DALTON
BIKE PATH ALTERNATIVES
PAGE 24**

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LOS ANGELES, COUNTY OF CA
SGV GREENWAY NETWORK
IMPLEMENTATION PLAN
DATE: JULY 2025
PROJECT: 153937

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Feet

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Proposed Bikeway Alternatives ROW Width Availability - On Channel

- Less than 8 feet ROW or road crossing
- 8-13
- 13-17
- 17-19

Proposed Bikeway Alternatives Off-Channel

- Proposed Bikeway Alternatives Needing Significant Investment
- Proposed Bikeway Alternatives Crossing Buildings or Parking Deck

City Boundary

- Complete
- Design
- Permitting
- Permitting/Seeking Construction Funding

Early Implementation Projects

- Planning
- Access Ramp
- Above ground utility Box
- Bridge

Impediments

- Storm Outfall
- Pedestrian Bridge
- Pipe crossing channel
- Pump Station
- Railroad

STRUCTURE

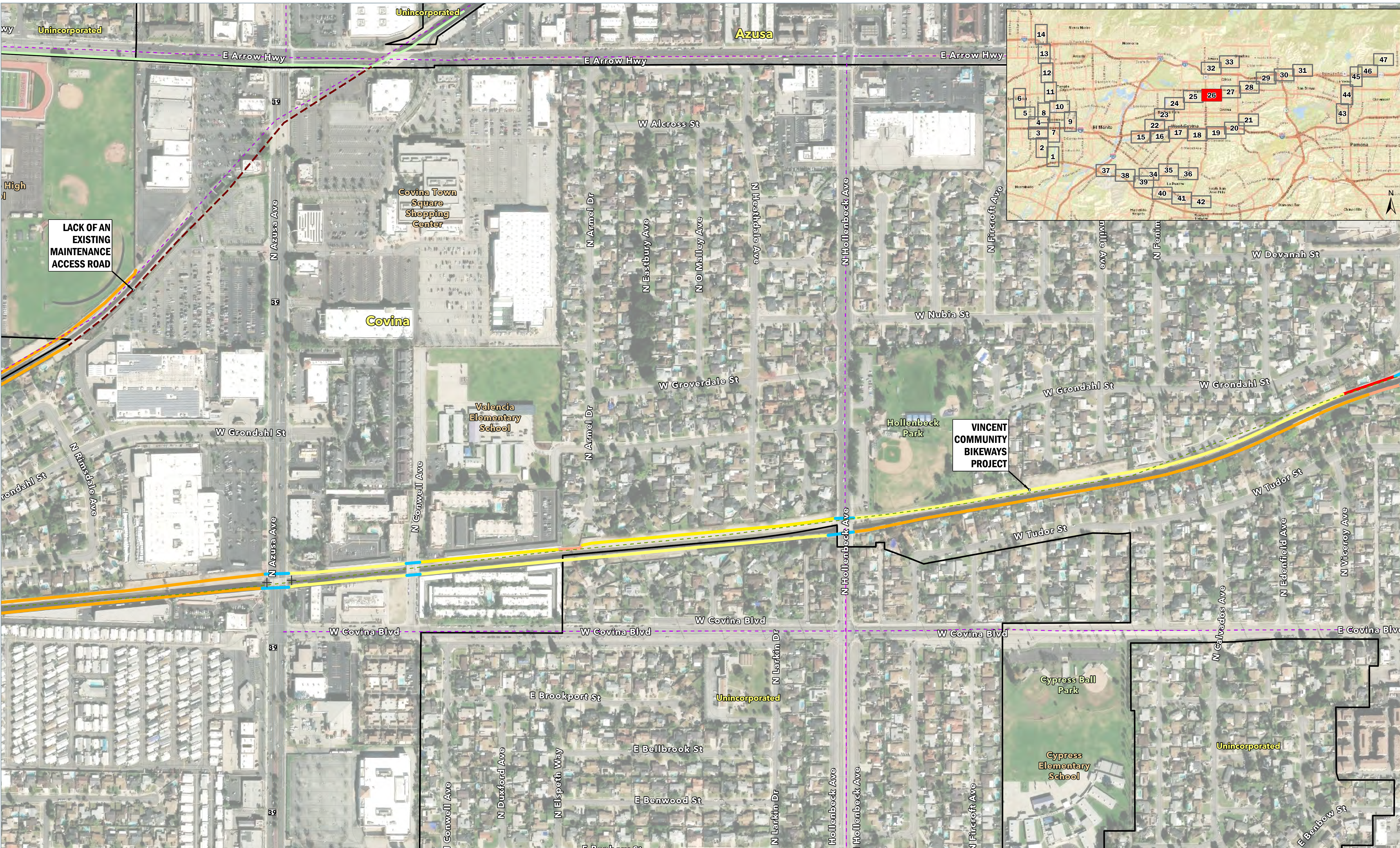
- Existing Bike Path (MTA Data)
- Existing Bike Path (MTA Data)
- Existing Bike Lane (MTA Data)
- Existing Bike Route (MTA Data)
- Existing Cycle Track (MTA Data)

Bike Path Access (MTA Data)

- Proposed Bike Path (MTA Data)
- Proposed Bike Path (MTA Data)
- Proposed Bike Lane (MTA Data)
- Proposed Bike Route (MTA Data)
- Proposed Cycle Track (MTA Data)

BIG DALTON & SAN DIMAS WASH
BIKE PATH ALTERNATIVES
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LOS ANGELES, COUNTY OF CA

SGV GREENWAY NETWORK

IMPLEMENTATION PLAN

DATE: JULY 2025

PROJECT: 153937

0 200 400

Feet



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Proposed Bikeway Alternatives ROW Width Availability - On Channel	19-24
Less than 8 feet ROW or road crossing	Greater than or equal 24
Proposed Bikeway Alternatives	Off-Channel
Proposed Bikeway Alternatives Needing Significant Investment	Proposed Bikeway Alternatives Crossing Buildings or Parking Deck

City Boundary	Early Implementation Projects
Complete	Design
Permitting	Permitting/Seeking Construction Funding

Impediments	Storm Outfall
Access Ramp	Pedestrian Bridge
Above ground utility box	Pipe crossing channel
Bridge	Pump Station
	Railroad

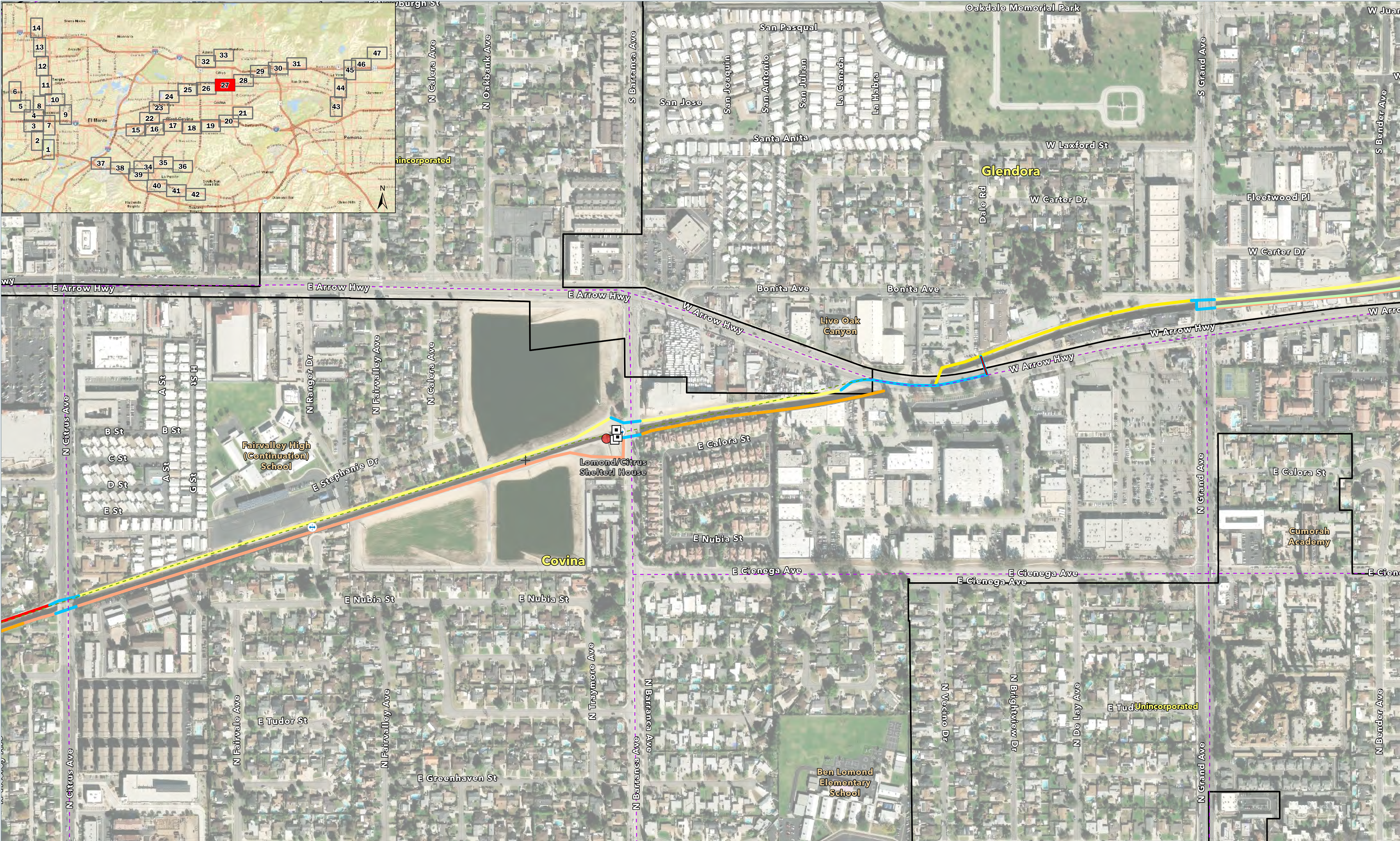
STRUCTURE	Bike Path Access (MTA Data)
Existing Bike Path (MTA Data)	Proposed Bike Path (MTA Data)
Existing Bike Lane (MTA Data)	Proposed Bike Lane (MTA Data)
Existing Bike Route (MTA Data)	Proposed Bike Route (MTA Data)
Existing Cycle Track (MTA Data)	Proposed Cycle Track (MTA Data)

SAN DIMAS WASH

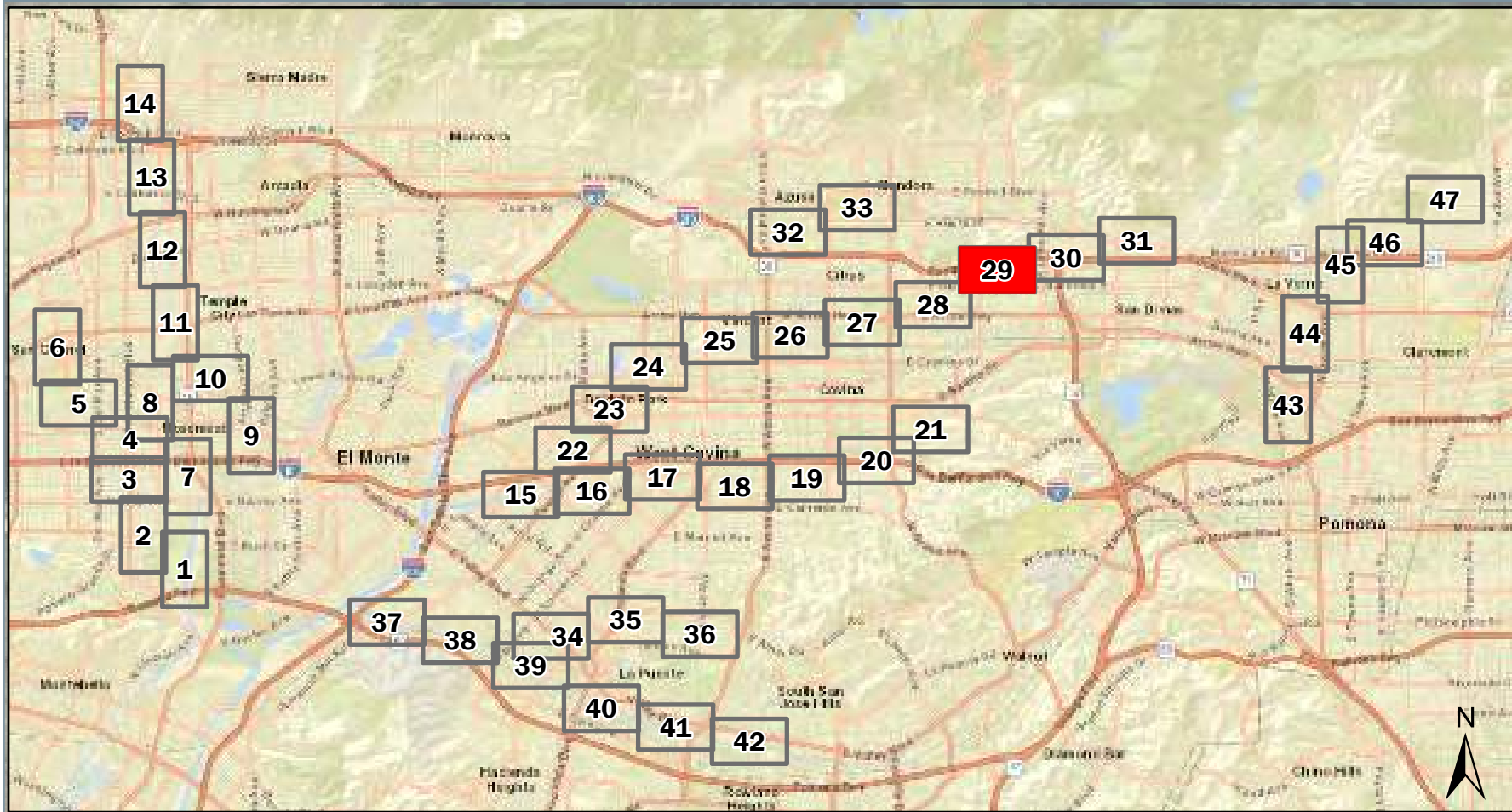
BIKE PATH ALTERNATIVES

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LOS ANGELES, COUNTY OF CA

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IMPLEMENTATION PLAN

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Feet



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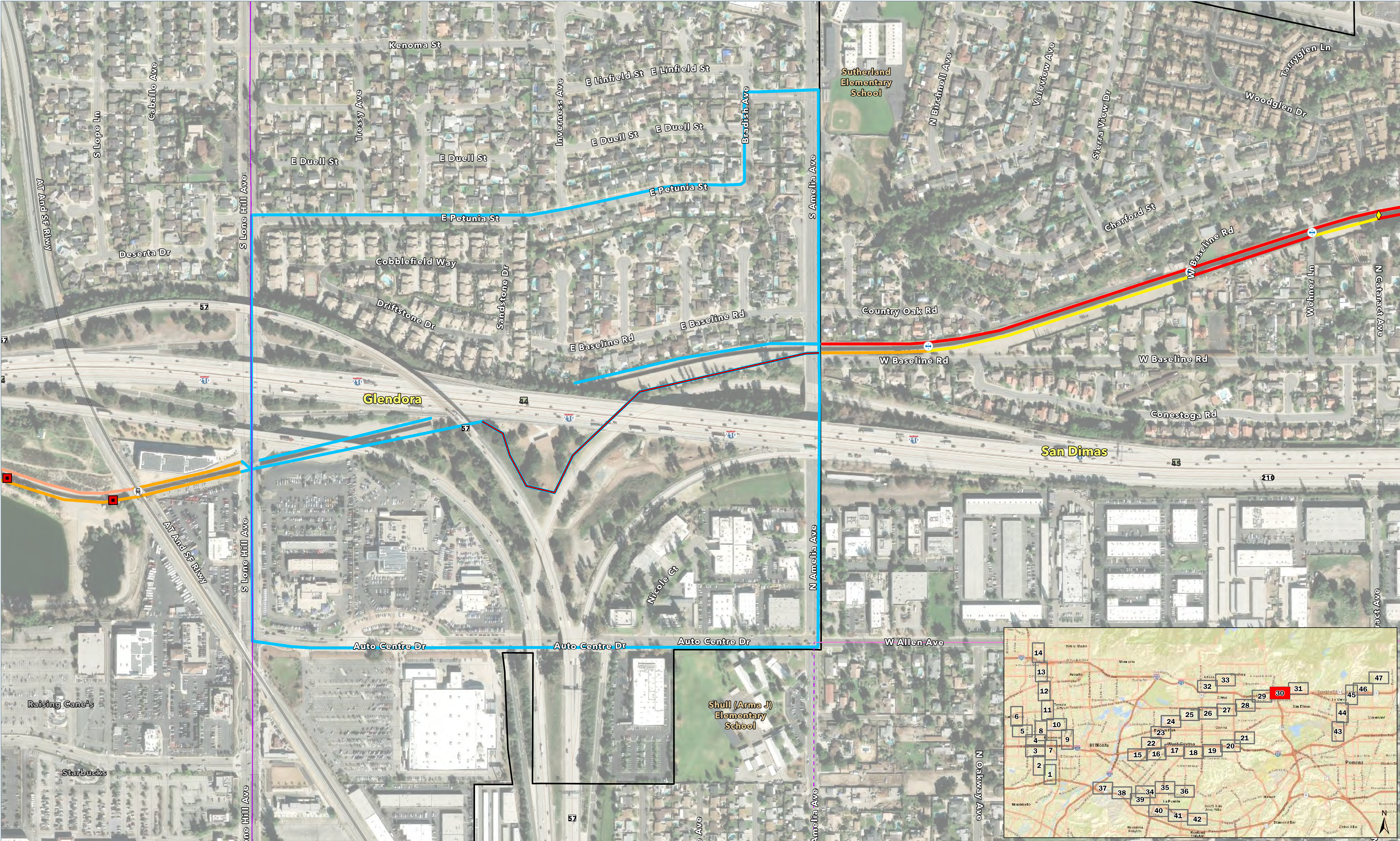
Proposed Bikeway Alternatives	ROW Width Availability - On Channel	Proposed Bikeway Alternatives	Early Implementation Projects	Impediments	STRUCTURE
8-13	19-24	Off-Channel	Complete	Access Ramp	Existing Bike Path (MTA Data)
13-17	Greater than or equal 24	Proposed Bikeway Alternatives Needing Significant Investment	Design	Above ground utility box	Existing Bike Path (MTA Data)
17-19		Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	Permitting	Bridge	Existing Bike Lane (MTA Data)
			Permitting/Seeking Construction Funding		Proposed Bike Path (MTA Data)

Planning	Storm Outfall	Proposed Bike Lane (MTA Data)
Access Ramp	Pedestrian Bridge	Proposed Bike Route (MTA Data)
Above ground utility box	Pipe crossing channel	Proposed Cycle Track (MTA Data)
Bridge	Pump Station	
	Railroad	

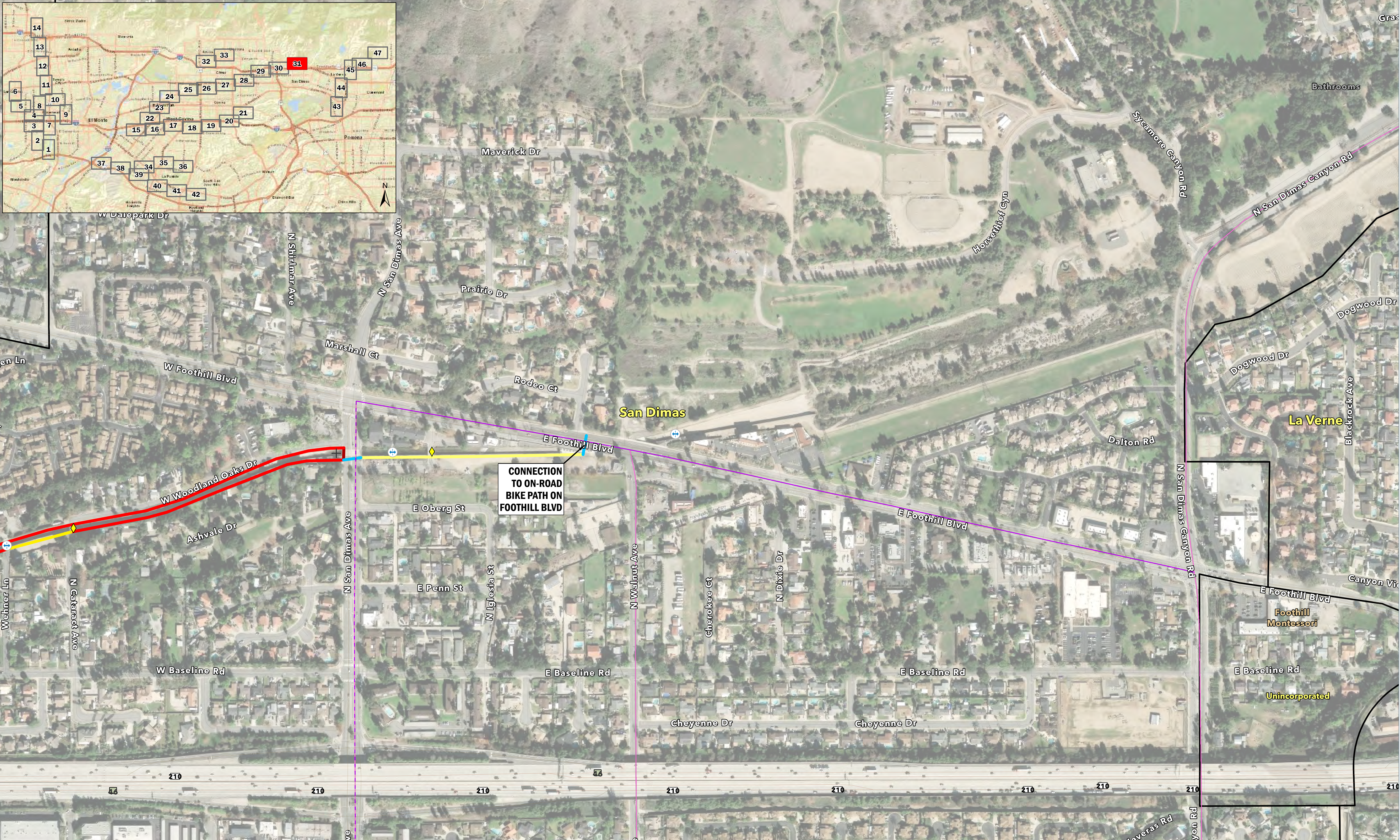
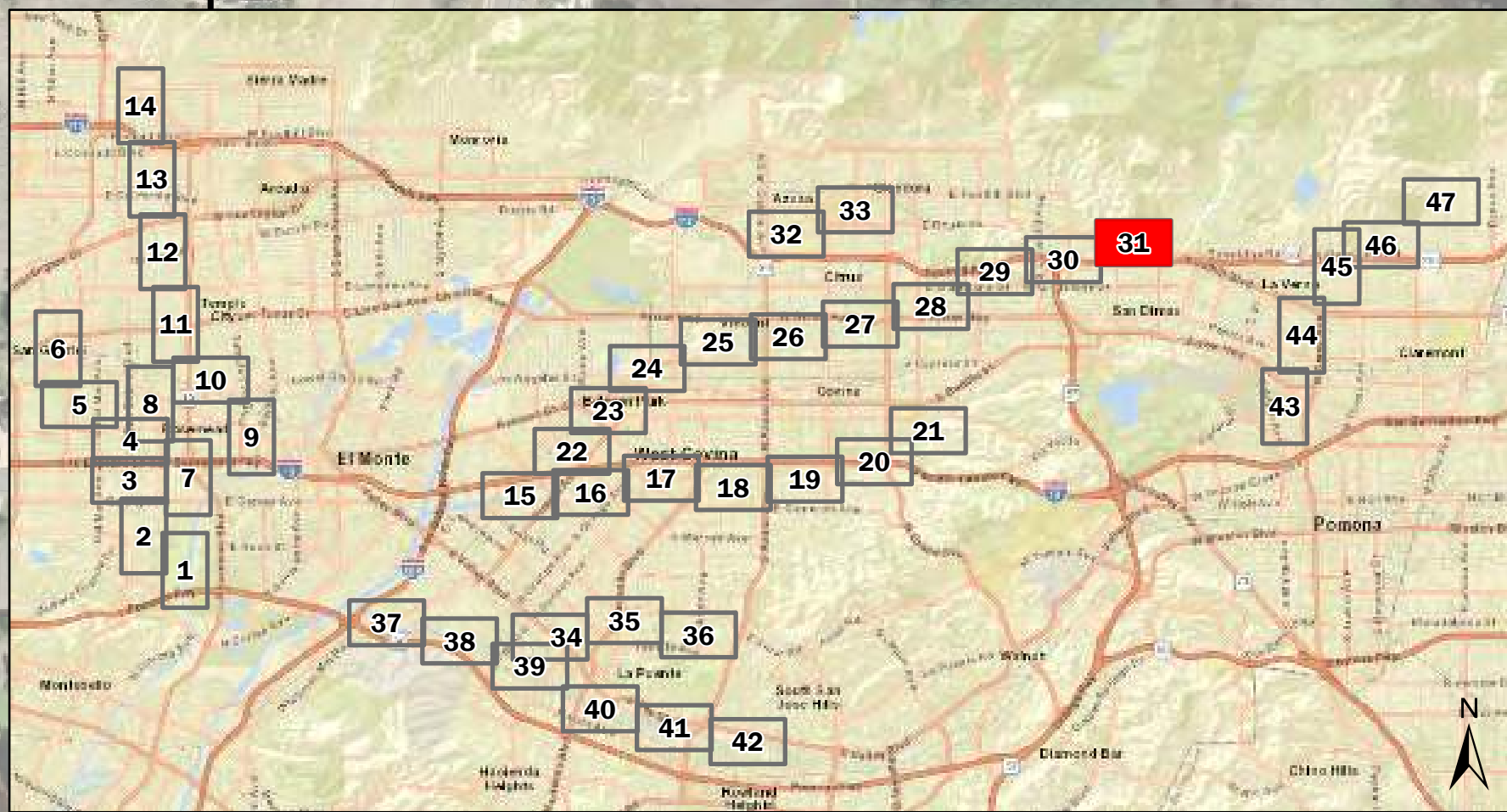
SAN DIMAS WASH

BIKE PATH ALTERNATIVES

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LOS ANGELES, COUNTY OF CA

SGV GREENWAY NETWORK

IMPLEMENTATION PLAN

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Feet

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Proposed Bikeway Alternatives	19-24	City Boundary	Planning	Storm Outfall	STRUCTURE	Bike Path Access (MTA Data)
ROW Width Availability - On Channel	Greater than or equal 24	Early Implementation Projects	Impediments	Pedestrian Bridge	Existing Bike Path (MTA Data)	Proposed Bike Path (MTA Data)
Red	8-13	Complete	Access Ramp	Pipe crossing channel	Existing Bike Lane (MTA Data)	Proposed Bike Lane (MTA Data)
Orange	13-17	Design	Above ground utility box	Pump Station	Existing Bike Route (MTA Data)	Proposed Bike Route (MTA Data)
Yellow	17-19	Permitting	Bridge	Railroad	Existing Cycle Track (MTA Data)	Proposed Cycle Track (MTA Data)
Dark Red		Proposed Bikeway Alternatives Needing Significant Investment				
Dark Orange		Proposed Bikeway Alternatives Crossing Buildings or Parking Deck				
		Permitting/Seeking Construction Funding				

SAN DIMAS WASH

BIKE PATH ALTERNATIVES

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LOS ANGELES, COUNTY OF CA

SGV GREENWAY NETWORK

IMPLEMENTATION PLAN

DATE: JULY 2025

PROJECT: 153937

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Feet



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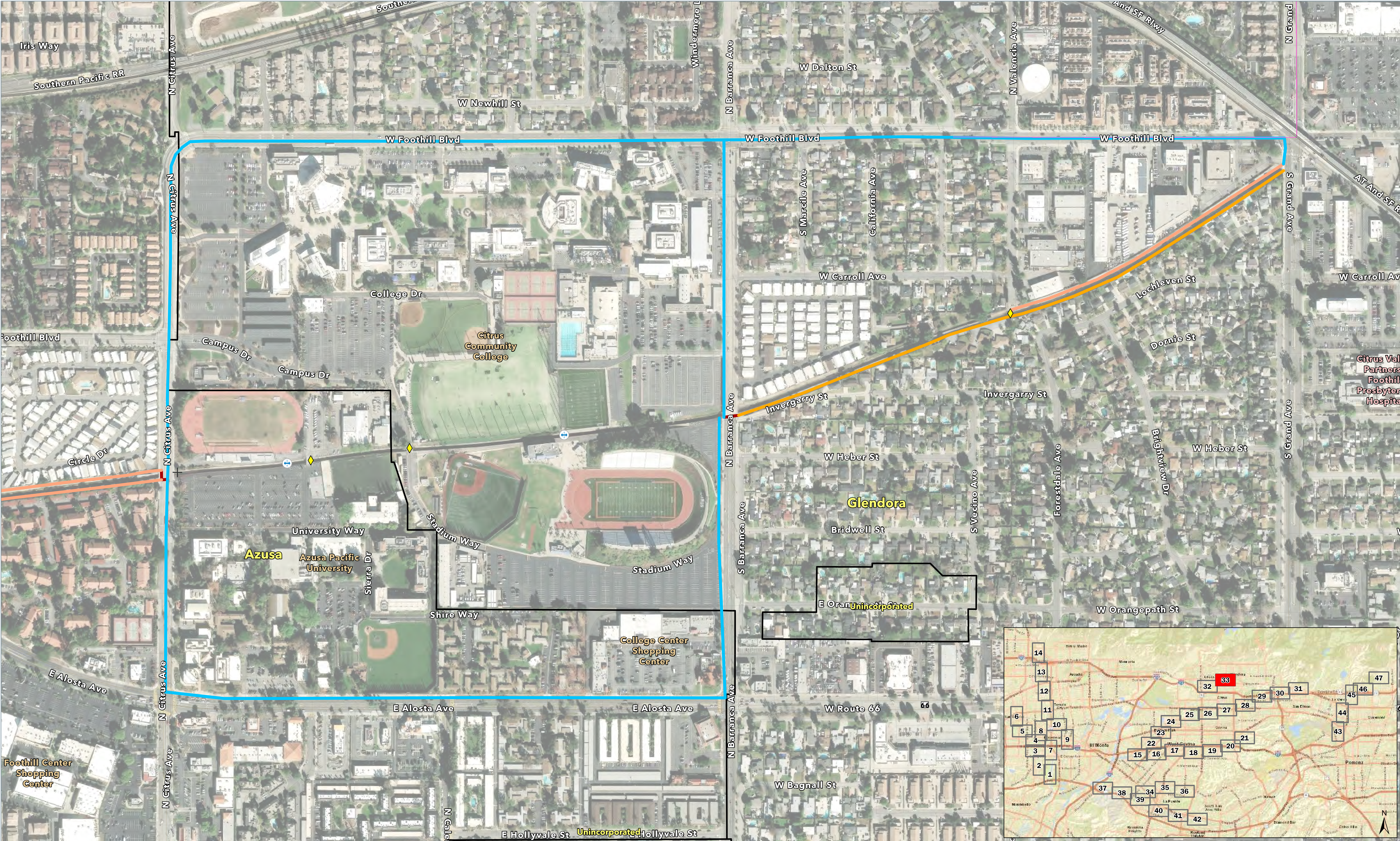
Proposed Bikeway Alternatives ROW Width Availability - On Channel	Proposed Bikeway Alternatives	City Boundary	Early Implementation Projects	Planning	Impediments	STRUCTURE	Bike Path Access (MTA Data)
Less than 8 feet ROW or road crossing	19-24		Complete	Planning	Access Ramp	Existing Bike Path (MTA Data)	Existing Bike Path (MTA Data)
8-13	Greater than or equal 24		Design	Access Ramp	Above ground utility box	Existing Bike Lane (MTA Data)	Proposed Bike Path (MTA Data)
13-17	Proposed Bikeway Alternatives Needing Significant Investment		Permitting	Bridge	Pipe crossing channel	Existing Bike Route (MTA Data)	Proposed Bike Lane (MTA Data)
17-19	Proposed Bikeway Alternatives Crossing Buildings or Parking Deck		Permitting/Seeking Construction Funding		Pump Station	Existing Cycle Track (MTA Data)	Proposed Bike Route (MTA Data)

LITTLE DALTON

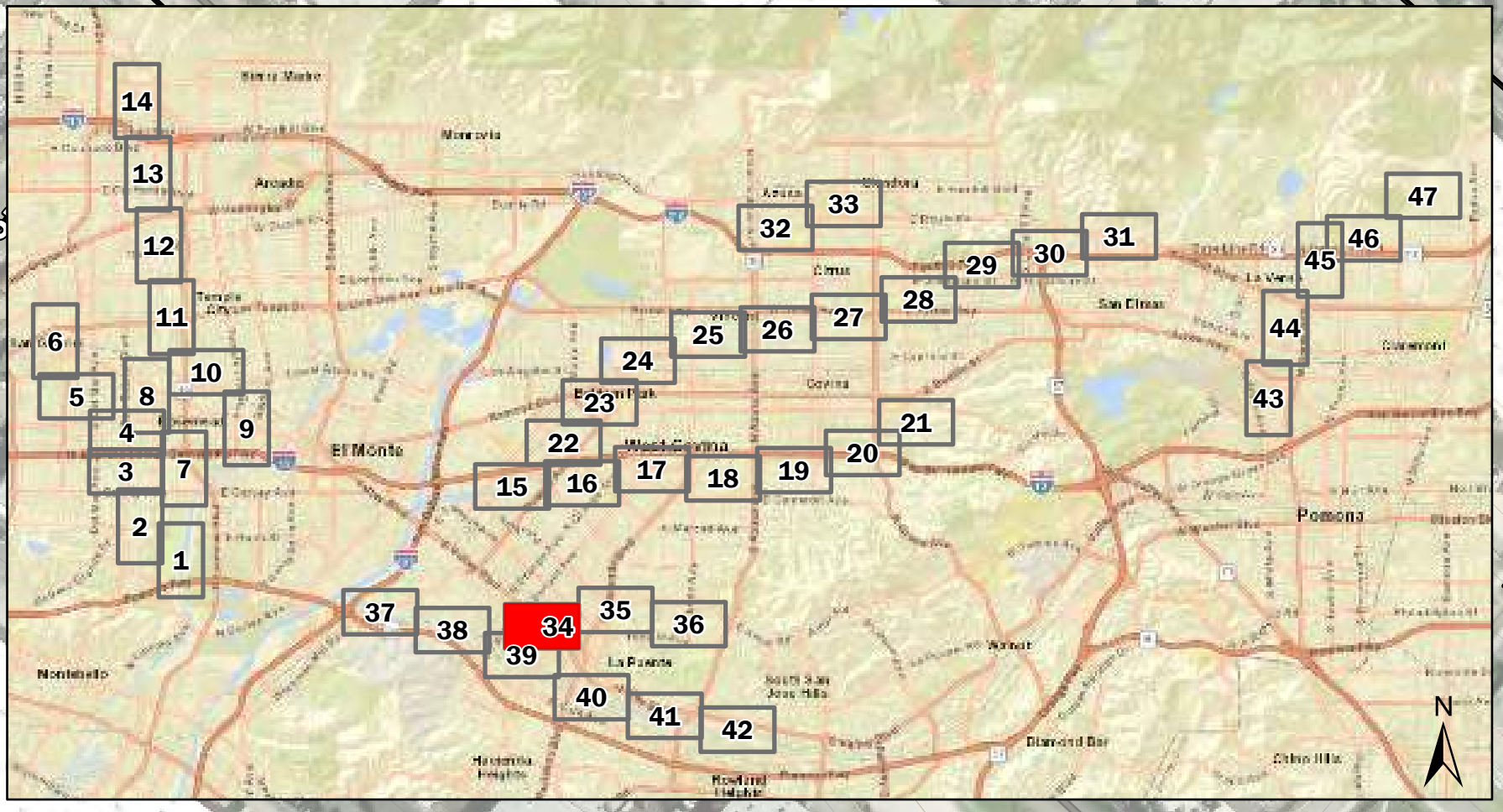
BIKE PATH ALTERNATIVES

PAGE 32

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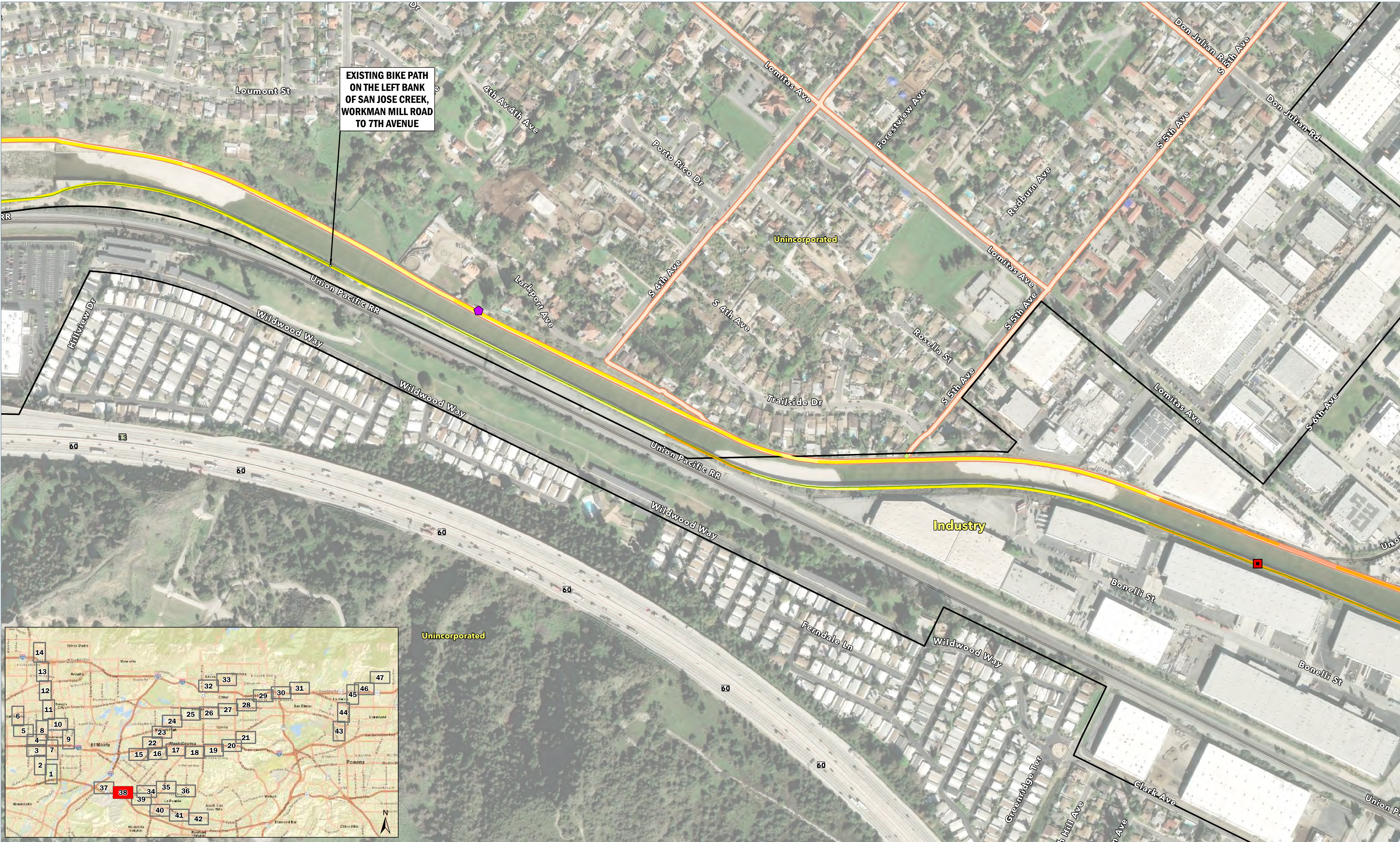
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LOS ANGELES, COUNTY OF CA
SGV GREENWAY NETWORK
IMPLEMENTATION PLAN
DATE: JULY 2025
PROJECT: 153937

0200400
Feet



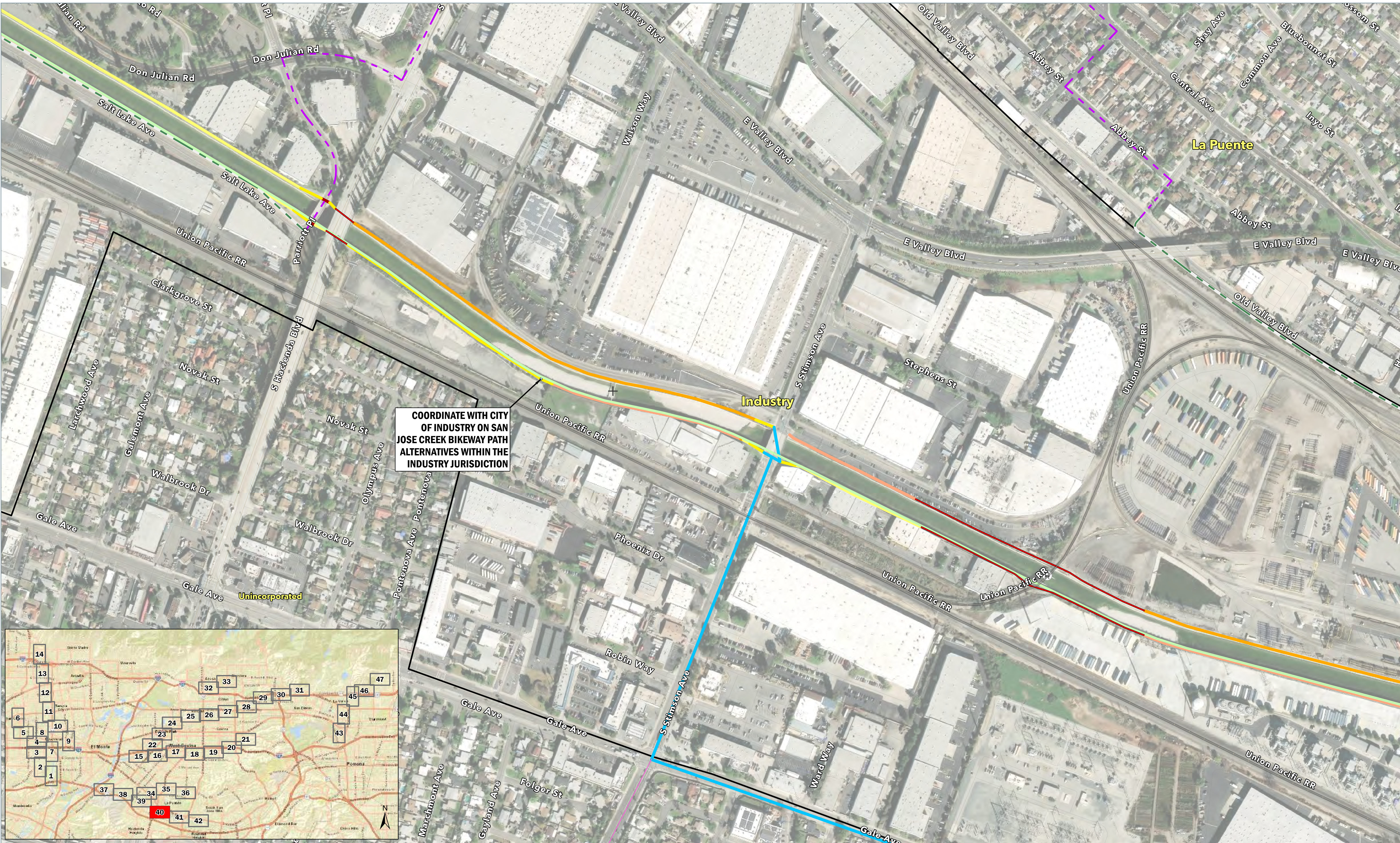
Sources:
1. Aerial photo: ESRI & Affiliates, 2020
2. Existing trails and bikeways, County of Los Angeles
3. Early Implementation projects, Studio-MLA

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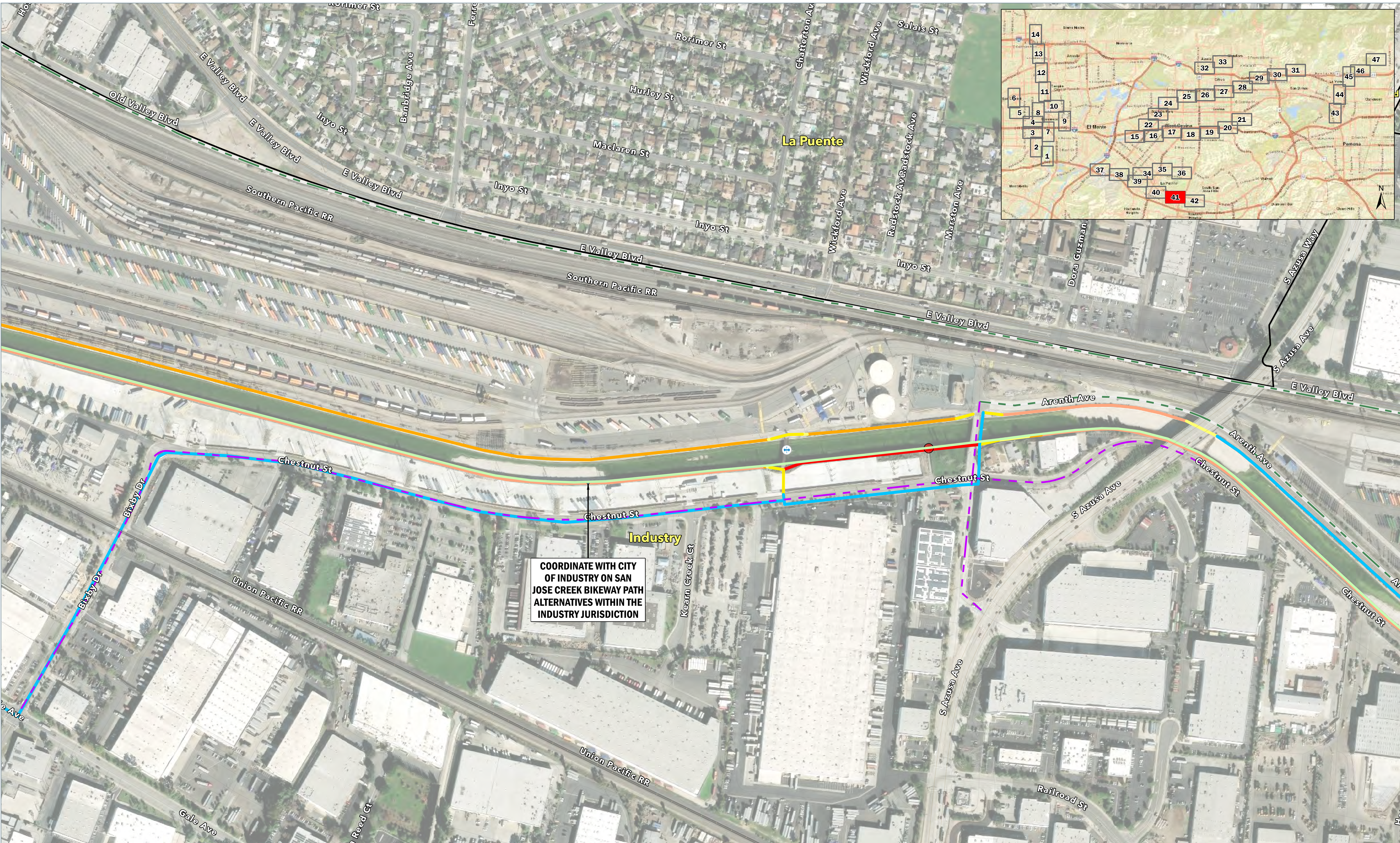
Existing County Wide Trails Proposed Bikeway Alternatives ROW Width Availability - On Channel Less than 8 feet ROW or road crossing 8-13 13-17 17-19	19-24 Greater than or equal 24 Proposed Bikeway Alternatives Off Channel Proposed Bikeway Alternatives Needing Significant Investment Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	City Boundary Early Implementation Projects Complete Design Permitting Permitting/Seeking Construction Funding	Planning Impediments Access Ramp Above ground utility Box Bridge	Storm Outfall Pedestrian Bridge Pipe crossing channel Pump Station Railroad	STRUCTURE Existing Bike Path (MTA Data) Existing Bike Path (MTA Data) Existing Bike Lane (MTA Data) Existing Bike Route (MTA Data) Existing Cycle Track (MTA Data) Bike Path Access (MTA Data) Proposed Bike Path (MTA Data) Proposed Bike Path (MTA Data) Proposed Bike Lane (MTA Data) Proposed Bike Route (MTA Data) Proposed Cycle Track (MTA Data)
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SAN JOSE CREEK
BIKE PATH ALTERNATIVES
PAGE 38

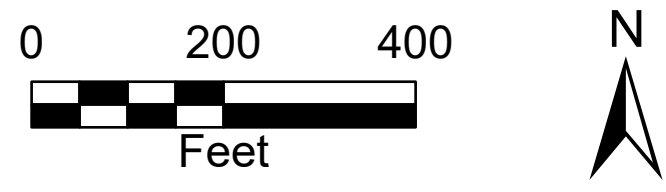
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LOS ANGELES, COUNTY OF CA
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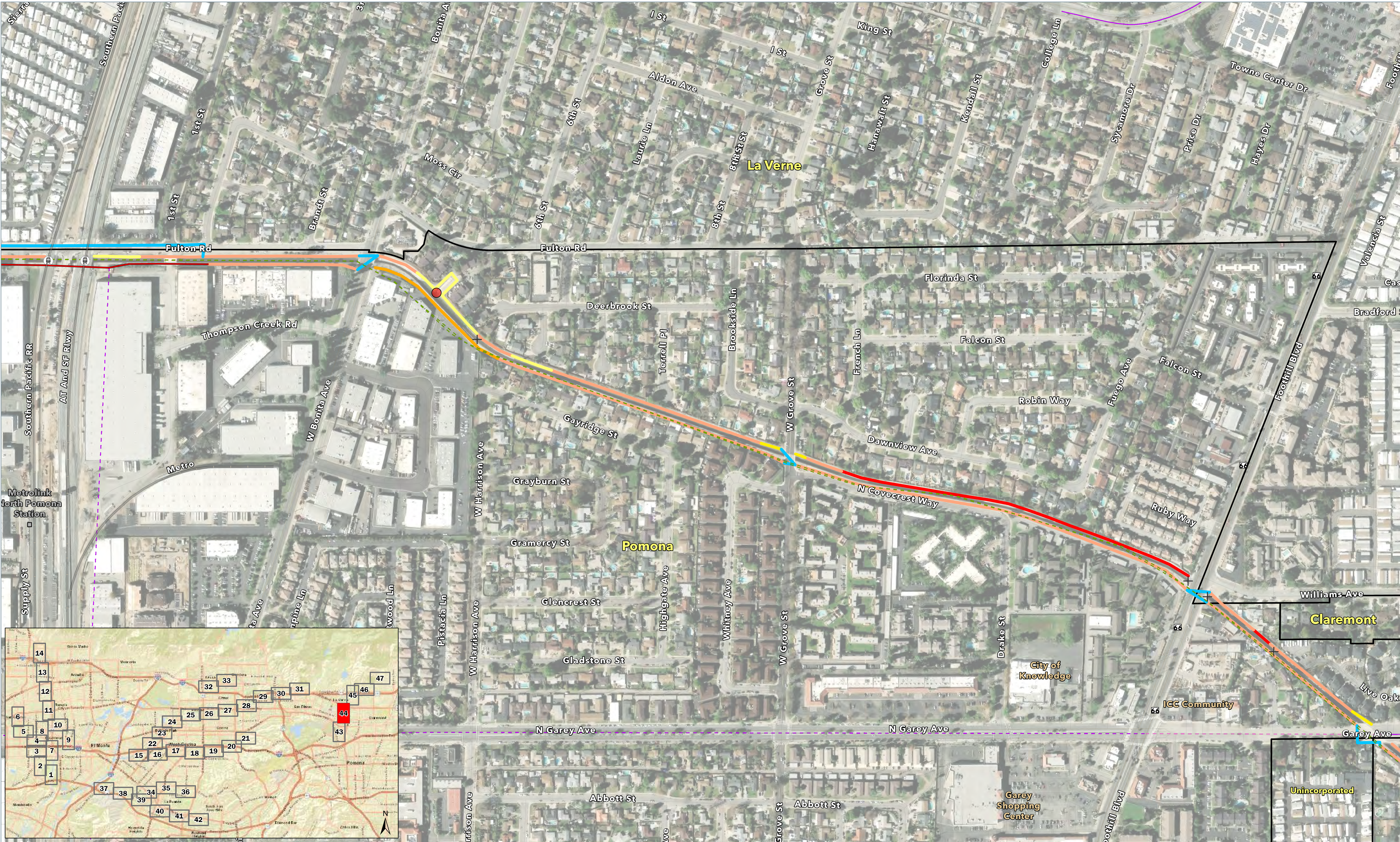


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Proposed Bikeway Alternatives ROW Width Availability - On Channel Less than 6 feet ROW or road crossing 6-13 13-17 17-19	Proposed Bikeway Alternatives Off Channel Proposed Bikeway Alternatives Needing Significant Investment Crossing Buildings or Parking Deck	19-24 Greater than or equal 24	City Boundary Early Implementation Projects Complete Design Permitting Permitting/Seeking Construction Funding	Planning Impediments Access Ramp Above ground utility Box Bridge	Storm Outfall Pedestrian Bridge Pipe crossing channel Pump Station Railroad STRUCTURE Existing Cycle Track (MTA Data) Bike Path Access (MTA Data) Existing Bike Path (MTA Data) Existing Bike Lane (MTA Data) Existing Bike Route (MTA Data)
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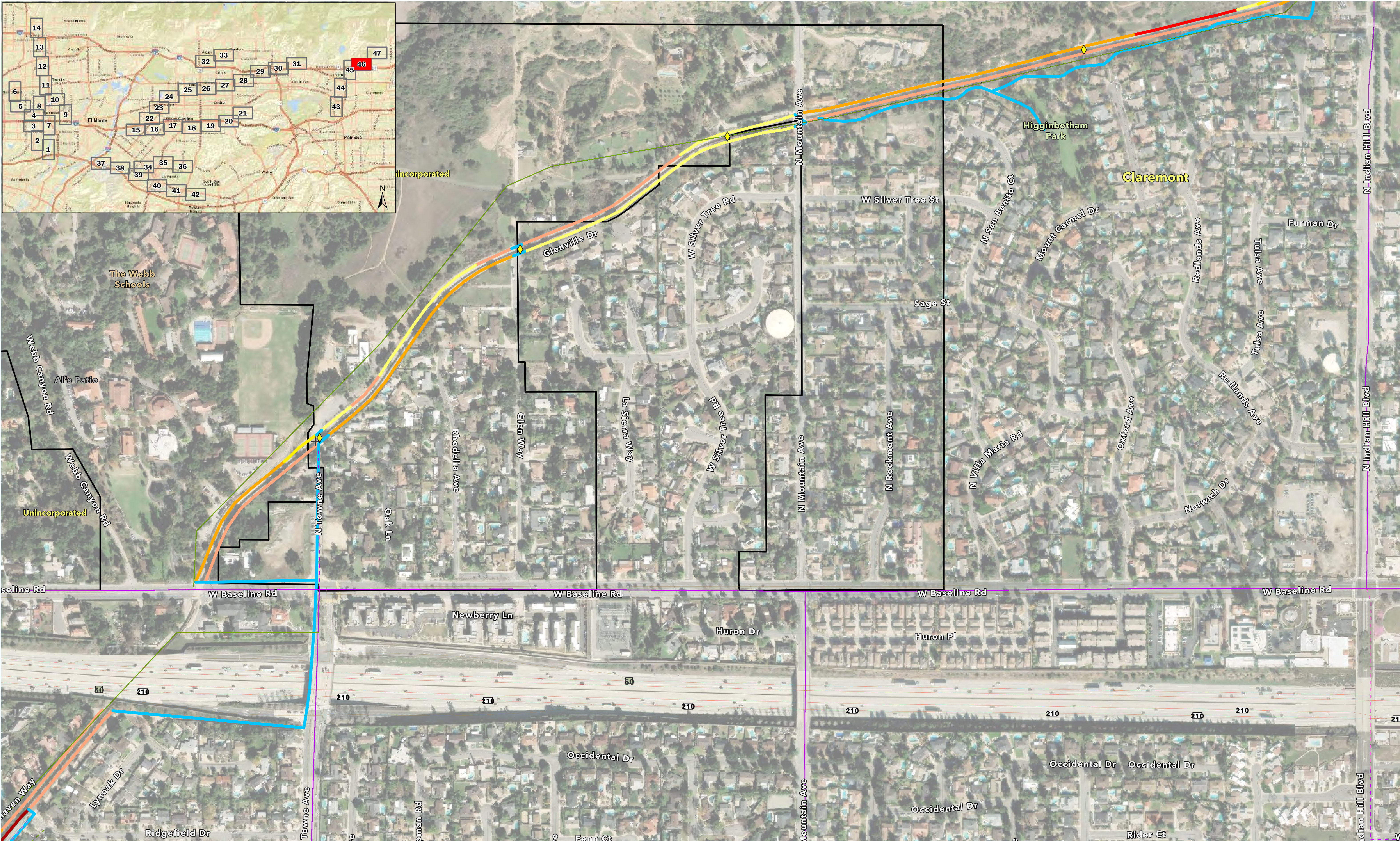
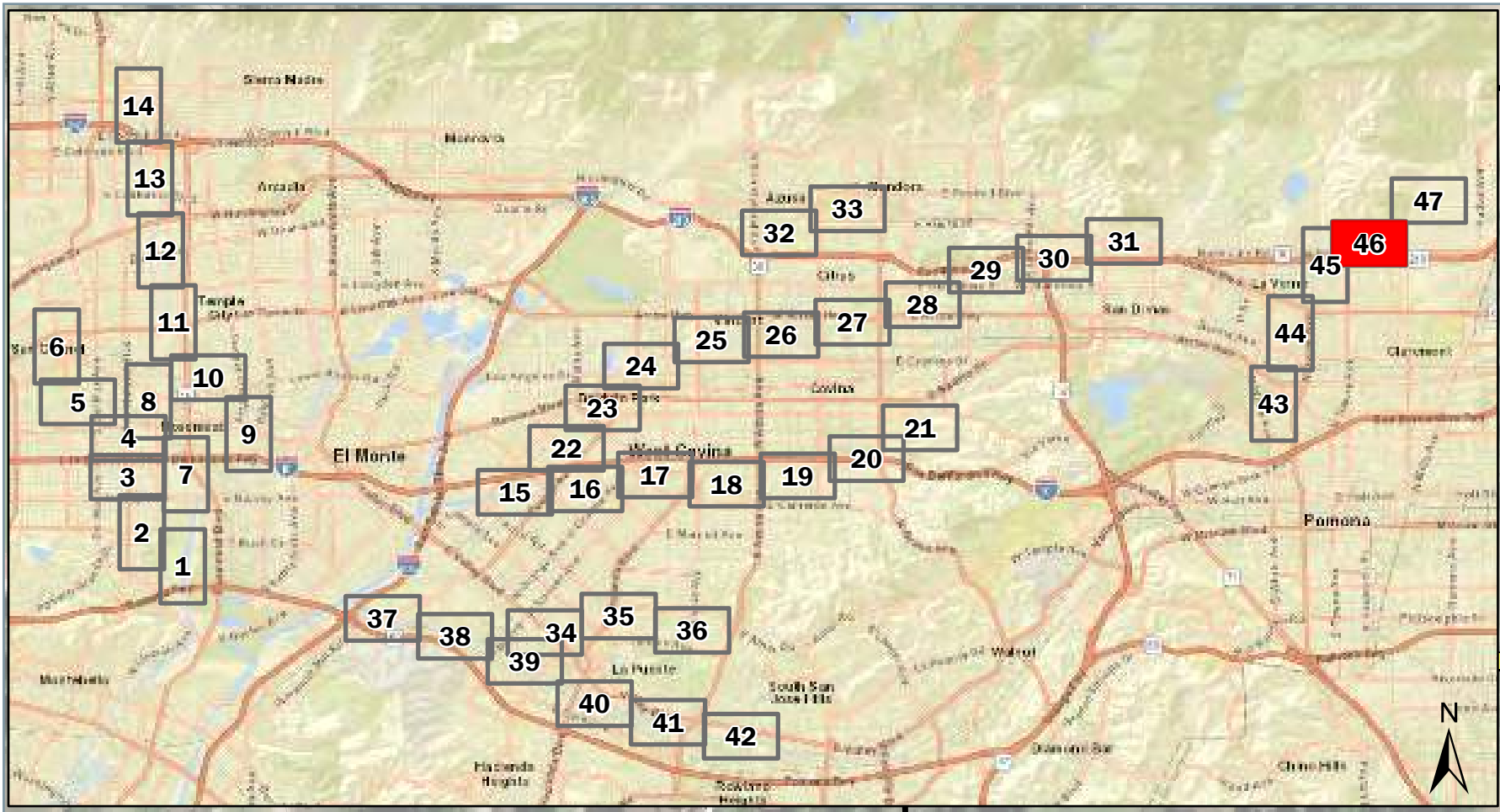




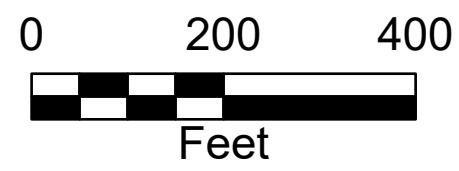
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LOS ANGELES, COUNTY OF CA
**SGV GREENWAY NETWORK
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Proposed Bikeway Alternatives ROW Width Availability - On Channel	
Less than 8 feet ROW or road crossing	19-24
8-13	Greater than or equal 24
13-17	
17-19	
Proposed Bikeway Alternatives Off-Channel	
Proposed Bikeway Alternatives Needing Significant Investment	
Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	

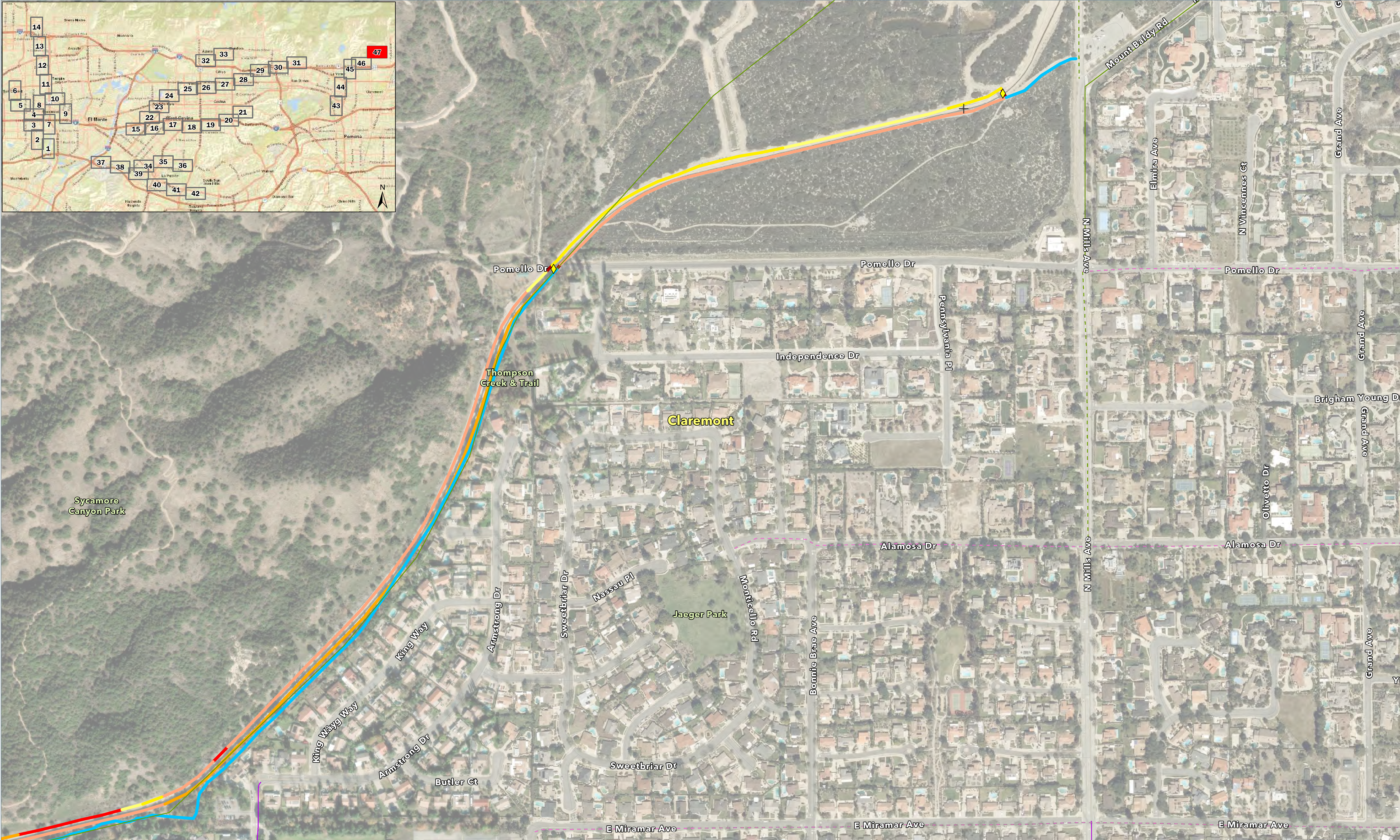
Early Implementation Projects	
Complete	
Design	
Permitting	
Permitting/Seeking Construction Funding	

Impediments	
Access Ramp	
Above ground utility Box	
Bridge	

STRUCTURE	
Storm Outfall	
Pedestrian Bridge	
Pipe crossing channel	
Pump Station	
Railroad	

Bike Path Access (MTA Data)	
Existing Bike Path (MTA Data)	Proposed Bike Path (MTA Data)
Existing Bike Lane (MTA Data)	Proposed Bike Lane (MTA Data)
Existing Bike Route (MTA Data)	Proposed Bike Route (MTA Data)
Existing Cycle Track (MTA Data)	Proposed Cycle Track (MTA Data)

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LOS ANGELES, COUNTY OF CA

SGV GREENWAY NETWORK

IMPLEMENTATION PLAN

DATE: JULY 2025

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Feet



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Proposed Bikeway Alternatives ROW Width Availability - On Channel	19-24
Less than 8 feet ROW or road crossing	Greater than or equal 24
8-13	
13-17	
17-19	
Proposed Bikeway Alternatives Off-Channel	
Proposed Bikeway Alternatives Needing Significant Investment	
Proposed Bikeway Alternatives Crossing Buildings or Parking Deck	

 City Boundary	 Planning
 Complete	 Access Ramp
 Design	 Above ground utility Box
 Permitting	 Bridge
 Permitting/Seeking Construction Funding	

 Storm Outfall	 Pedestrian Bridge
 Pipe crossing channel	 Pump Station
 Railroad	

 STRUCTURE	 Bike Path Access (MTA Data)
 Existing Bike Path (MTA Data)	 Proposed Bike Path (MTA Data)
 Existing Bike Lane (MTA Data)	 Proposed Bike Lane (MTA Data)
 Existing Bike Route (MTA Data)	 Proposed Bike Route (MTA Data)
 Existing Cycle Track (MTA Data)	 Proposed Cycle Track (MTA Data)

THOMPSON CREEK

BIKE PATH ALTERNATIVES

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