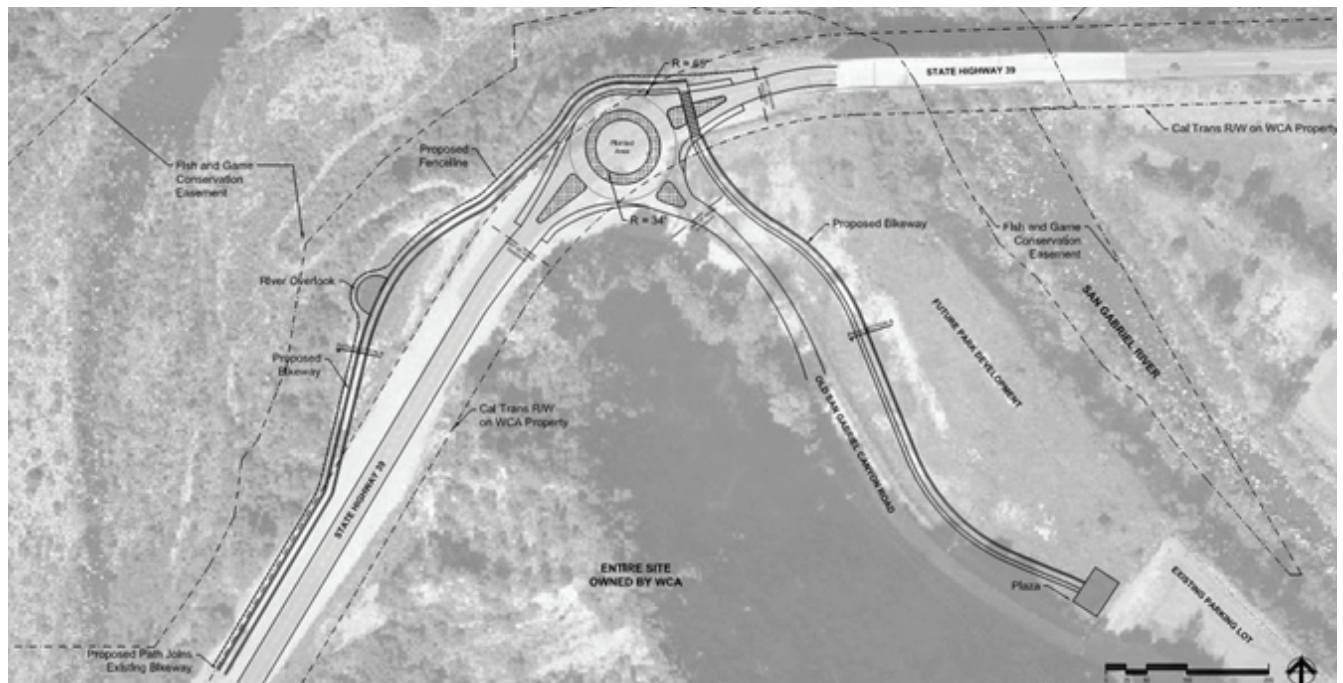


# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

## San Gabriel River Bike Trail Extension & Roundabout Crossing 2014



Submitted by:  
Watershed Conservation Authority



For Caltrans use only:  TAP  STP  RTP  SRTS  SRTS-NI  SHA  
 DAC  Non-DAC  Plan

# Section I: GENERAL INFORMATION



## I. GENERAL INFORMATION

**Project name:** San Gabriel River Bikeway Extension and Roundabout Crossing

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) <b>Watershed Conservation Authority</b>	2. PROJECT FUNDING ATP funds Requested      \$ _____ 884,337.46 Matching Funds                 \$ _____ 114,575.29 (If Applicable) Other Project funds            \$ _____ <b>TOTAL PROJECT COST      \$ _____ 998,912.75</b>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Deborah Enos, Deputy Executive Officer Phone: (626) 815-1019, ext.112, Email: denos@wca.ca.gov	5. PROJECT COUNTY(IES): <p style="text-align: center;">County of Los Angeles</p>
4. APPLICANT CONTACT (Address & zip code) 100 N. Old San Gabriel Canyon Road Azusa, CA 91702	7. Application # <u>1</u> of <u>1</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 7	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	<b>SCAG Southern California Association of Gover</b>
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	<b>Within a Large MPO (Pop &gt; 200,000)</b>

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes  No   
 The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

\*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

18. Infrastructure (IF)       19. Non-Infrastructure (NI)       20. Combined (IF & NI)

**Project name:** San Gabriel River Bikeway Extension and Roundabout Crossing

**I. GENERAL INFORMATION-continued**

**Sub-Project Type** (Select all that apply)

21.  Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)  
 Bicycle Plan     Safe Routes to School Plan     Pedestrian Plan  
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan     Pedestrian plan     Safe Routes to School plan     ATP plan

22.  Bicycle and/or Pedestrian infrastructure  
Bicycle only:     Class I     Class II     Class III  
Ped/Other:     Sidewalk     Crossing Improvement     Multi-use facility

Other:

23.  Non-Infrastructure (Non SRTS)

24.  Recreational Trails\*-     Trail     Acquisition

**\*Please see additional Recreational Trails instructions before proceeding**

25.  Safe routes to school-     Infrastructure     Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)

29. Total Student Enrollment

30. Percentage of students eligible for free or reduced meal programs \*\*

31. Percentage of students that currently walk or bike to school

32. Approximate # of students living along school route proposed for improvement

33. Project distance from primary or middle school

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

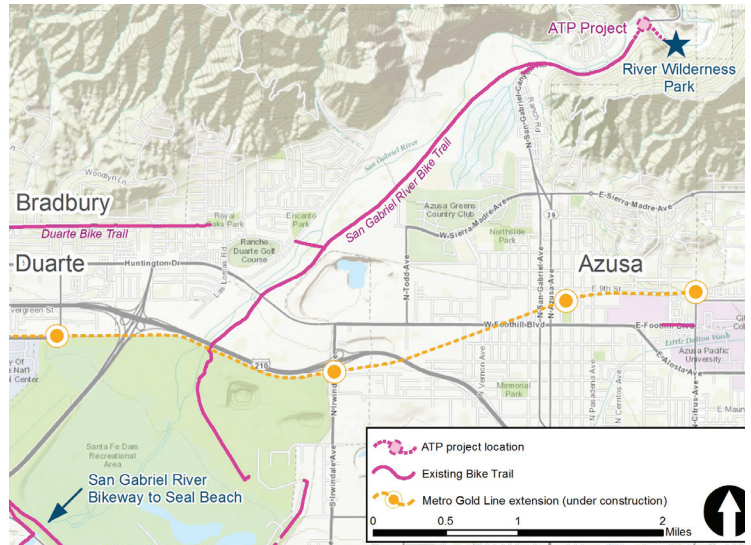
- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

# Section II: PROJECT INFORMATION



## **1. Project Location**

The project Site is located in the City of Azusa at the current northern terminus of the San Gabriel River Bike Trail. The project is in the current R/W of State Route 39 along the San Gabriel River. The site is located in the San Gabriel Canyon just south of the gateway to the Angeles National Forest which is a regionally important recreational destination.



## **2. Project Coordinates**

Latitude 34° 9'49.16"N Longitude 117°53'46.35"W

## **3. Project Description:**

The purpose of this project is the northerly extension and completion of the San Gabriel River Bike Trail in accordance with established and adopted plans for this regionally significant bikeway. This project will include 1750 feet of class-1 bike trail and a safe crossing of State Highway 39 using a roundabout. The project is a critical component of a new regional park destination at the southern boundary of the Angeles National Forest – the River Wilderness Park. This new natural habitat park along the natural banks of the San Gabriel River is being developed by the Watershed Conservation Authority as a regional destination for passive recreation and habitat restoration. When implemented it will serve as the official northern end of the San Gabriel River Bike Trail, as well as, serve as a significant trail head for those continuing on into the forest.

To date, \$6.5 Million in State grant funds from Propositions 13 and 40 have been invested in the acquisition and planning activities for 75.7 acres of prime land and upland and riparian habitat that will provide for the trail extension and destination. During the planning and design process substantial public outreach was performed which resulted in a community supported master plan which details the completing of the connection to the existing San Gabriel River Bike Trail as a priority component. The Watershed Conservation Authority, who owns and manages the property, is in the process of developing construction documents for this next implementation phase of the park making it shovel ready.

## **Completing the Regional Connection**



The San Gabriel River Trail is a 35-mile long bikeway and multi-purpose trail that traverses Los Angeles County from the Pacific Ocean to the San Gabriel Mountains. The majority of the San Gabriel River Trail is owned and maintained by the Los Angeles Department of Public Works along the San Gabriel River Channel. The trail is largely a class-1 trail within County and Federal



*View of Project Site to the West*

flood control easements administered by the Los Angeles County Flood Control District. To accomplish the connection to the ocean the Cities of Long Beach and Seal Beach, implemented what is known as the ‘trail end’ portion. That work was partially funded by grants from the Rivers and Mountains Conservancy. Similarly, the City of Azusa completed the current northern leg of the bike trail that enters the San Gabriel Canyon north of the existing flood control easements along State Route 39. This trail segments ends abruptly at a temporary terminus without ‘making it’ to an actual destination, because the land to complete the trail was in private hand and no available at the time.

The WCA has since purchased the property and completed a planning and design process to



*San Gabriel River Trail currently “dead ends”*

integrate the bikeway into the park and provide a significant destination for this critically important regional trail. The plan extends the San Gabriel River Trail along the western shoulder of the highway and then makes a connection to the park using a roundabout as a safe crossing. The Watershed Conservation Authority is proceeding with construction drawings to fill this critical gap in this regionally important bike trail.

The WCA has since purchased the property and completed a planning and design process to integrate the bikeway into the park and provide a significant destination for this critically important regional trail. The plan takes the San Gabriel River Trail that currently ends abruptly, with no apparent destination and turns the unimproved dirt shoulder and unsafe highway crossing into a class 1 trail extension with improved crossing. The Water-

shed Conservation Authority is actively proceeding forward with design plans to fill this critical gap in this regionally important bike trail.

### **3.1 Project Planning**

The Watershed Conservation Authority (WCA) is a joint powers entity of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy and the Los Angeles County Flood Control District (LACFCD). Following their mission to acquire and manage public lands within the San Gabriel River watershed the WCA purchased 75.7 acres of land and habitat forming the backbone for the River Wilderness Park and proposed project area. The latest acquisition of the “Canyon Inn property”, added 28 acres to the River Wilderness Park and solidified the park development as a regionally significant destination at the end of the San Gabriel River trail. The \$3,472,225 Canyon Inn Property acquisition was funded by State bond funds granted through the River Parkway Program by the California Department of Resources (\$1,972,225), and the Rivers and Mountains Conservancy (\$1,500,000).



Following the integration of the “Canyon Inn Property” into the River Wilderness Park the WCA conducted a substantive planning process that included an amendment to the existing park master plan, additional public outreach, and a design development plan set for the future park amenities. This planning effort also included a bikeway feasibility study produced by MTS Engineering that evaluated opportunities and constraints for several bikeway alignments for the extension and completion of the San Gabriel River bike trail. Both, the planning study and the feasibility study are attached in digital format.

### **3.2 Bikeway Feasibility Study**

An underpass crossing State Route 39 at the San Gabriel River bridge was the preferred layout to extend the trail into the park as determined by the initial public outreach program. Because the park property contains an existing California Department of Fish and Game (CDFG) conservation easement the construction of this preferred alignment would be constrained and require extensive retaining walls. Both bridge and a retaining wall options were presented to CDFG and Caltrans and



site evaluations were conducted by both.

Following the public scoping, critical stakeholders were engaged further to evaluate all crossing options. While the construction of the underpass was considered physically feasible by both Caltrans and CDFG, the option concerned CDFG due to perceived environmental impacts. As an alternative, CDFG proposed an at-grade pedestrian activated push button crossing. However, Caltrans staff viewed a simple push button crossing with traffic calming as problematic for the site due to limited sight lines and speed issues. During a working session, Caltrans staff, taking the unique set of site conditions into consideration, proposed a roundabout as being a significantly safer option. The roundabout would physically reduce velocities at the site sufficiently to allow for a safe crossing of the bike trail at-grade without requiring a signalized crossing. The roundabout crossing was subsequently added in the engineering feasibility report and integrated into the master plan, along with the underpass trail option. With all being equal, an analysis of probable cost indicated that the underpass option would be approximately three (3) times more expensive than the roundabout option.

While ATP funding is not commonly available for incidental roadway construction the WCA is submitting this roundabout for consideration for the sole purpose of establishing a safe and functional crossing for bicycles and pedestrians. It is not only the most cost effective option, but it is apparent that an at-grade crossing cannot be accomplished without also introducing this substantial traffic calming measure. While the underpass option is equally feasible, it is substantially more expensive and by choosing the financially responsible alternative the expenditure is consistent with the ATP program requirements.

### **3.3 Proposed Plan Details**

The purpose of this project is to complete the San Gabriel River Bike Trail so that it terminates at the River Wilderness Park. The project will require the construction of 1,750 feet of Class-1 bike trail and a safe crossing of SR-39.

#### ***Segment 1: Along Highway 39***

The first segment of the proposed trail will connect to the existing terminus of the bike trail and continue along the Caltrans R/W for about 800 feet to the proposed roundabout. Total width will be 12 feet of which 8 feet are paved and striped asphalt concrete, with 2 feet of graded stabilized DG on compacted aggregate on both sides with flush/finish grade wood edging. A fence line will be maintained along the trail as a required condition of the adjacent CDFG conservation easement.

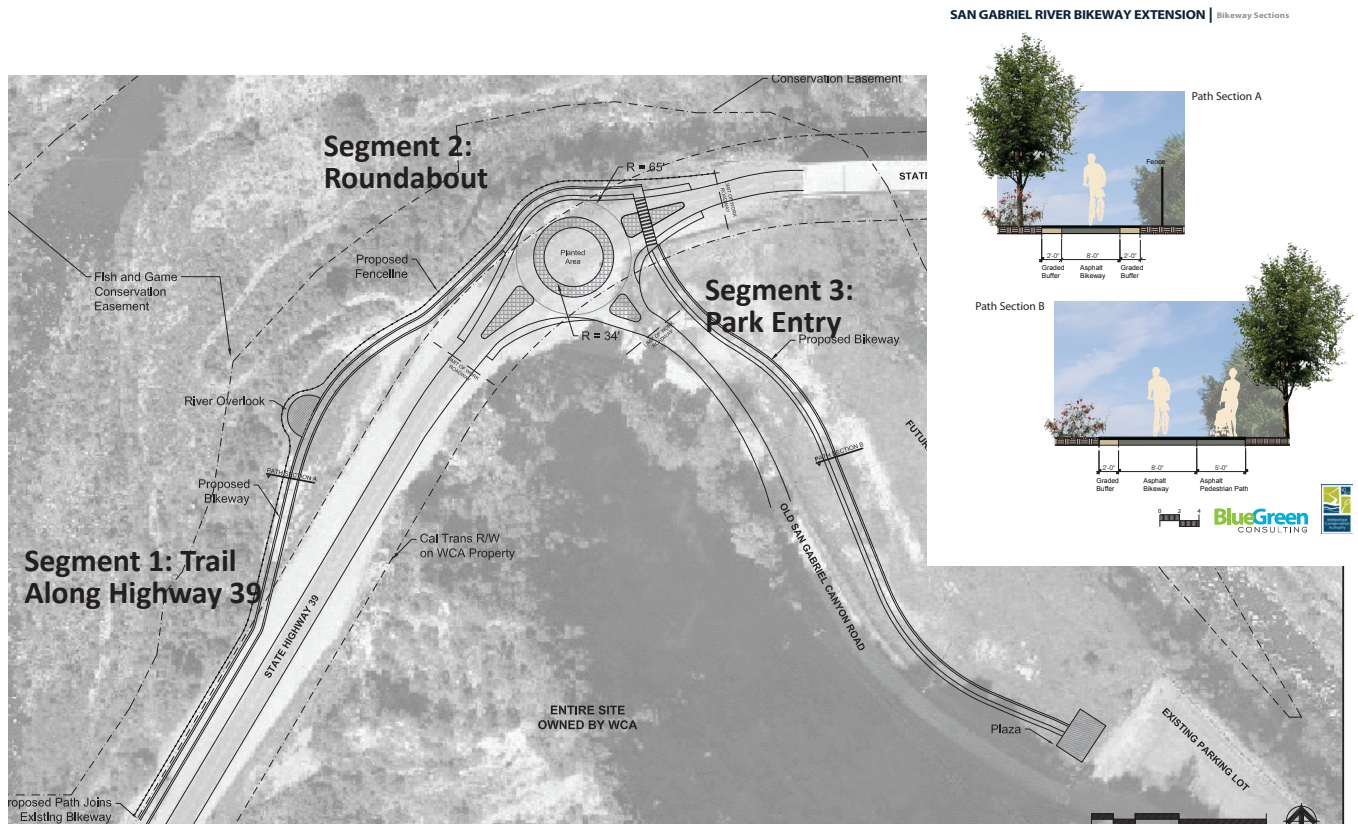
The fence shall be constructed in a manner which prevents people from entering the conservation easement area. A small river overlook with way-finding, interpretive display and a decorative bench is included in this segment as park and trail amenities.

**Segment 2: Roundabout**

Through the roundabout the bike trail will transition to a section with a 8-ft striped bike pavement, 5-ft paved sidewalk with mountable curb along the road pavement, and a 2-ft DG shoulder on the outside. The 13-foot wide crosswalk will be paved using color interlocking concrete pavers on concrete base. The center island will be planted and a monument sign will be installed.

**Segment 3: Entry to the Park**

This 940 foot segment is the trail leading into the park and includes a small plaza with way-finding and interpretive panel that will be the new terminus of the bike trail. The bike trail will have a cross section with a 2-ft DG shoulder, 8-ft striped bike pavement, and 5-ft paved sidewalk with wood edging on both sides.



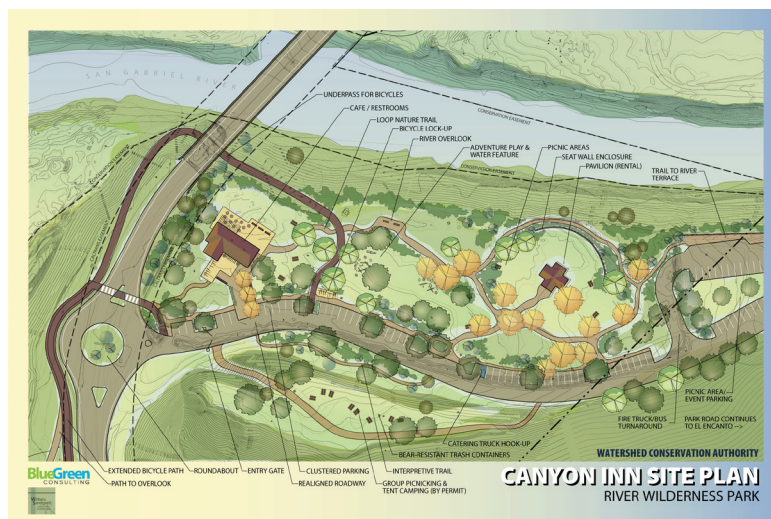
Full feasibility study is attached see section IX: Additional Attachments

#### **4. Project Status:**

The River Wilderness Park property acquisitions were completed in two stages. The WCA first purchased the land known as the El Encanto property and then later acquired the Canyon Inn Property. Following the initial purchase a park master plan was produced with substantial public input. After the purchase of the Canyon Inn property the WCA updated the master plan and produced a bikeway feasibility study that also included initial layouts for the bike trail extension and future park entry improvements. A complete design development package for the River Wilderness Park improvements was produced.

The adoption of the original master plan included a Mitigated Negative Declaration (MND) for the entire park site. However, at the time only the bike trail underpass option and the simple at-grade crossing was included in the MND. The roundabout option was developed during the Canyon Inn planning process and added to the feasibility study. For CEQA purposes, an update to the MND will be completed to include the roundabout option that was not considered during production of the original master plan. Should this grant require National Environmental Policy Act (NEPA) to be completed, a separate Environmental Assessment (EA) would be produced at the same time.

This project is a critical step in the development of the River Wilderness Park as a regional destination and significant park resource. The WCA, has received grant funding for the production of construction documents and environmental permits and issue a notice to proceed in July 2014. The entitlement process is facilitated as the WCA is the fee owner of the underlying land. The initial design development layout is complete and we are anticipating that a 95% construction document package for the trail and roundabout crossing would be substantially complete by December 2014 at which point the complete report with drawings and specifications would be submitted for review by Caltrans.



Element	Quantity	Unit	Unit Cost	Total
<b>1 PROJECT START-UP</b>				
Mobilization	1	L.S.		40,000.00
Erosion Control	58458	S.F.	\$ 0.10	5,845.80
Traffic Plan	1	L.S.		7,500.00
Traffic Control	1	L.S.		24,500.00
				<b>\$ 77,845.80</b>
<b>2 DEMOLITION</b>				
Fence	546	L.F.	\$ 3.00	1,638.00
Asphalt Pavement Removal	27238	S.F.	\$ 2.00	54,476.00
Remove Guard Rail	215	L.F.	\$ 10.00	2,150.00
Landsscape Grubbing	31220	S.F.	\$ 0.25	7,805.00
				<b>\$ 66,069.00</b>
<b>3 CONSTRUCTION BIKE WAY</b>				
Asphalt Concrete Pavement	18609	S.F.	\$ 7.00	130,263.00
Graded Buffer 3" D.G. on compacted aggregate	5070	S.F.	\$ 1.50	7,605.00
Wood Edgeng 2"x4"	3476	L.F.	\$ 2.80	9,732.80
Fencing required per CDFG Easement	834	L.F.	\$ 150.00	125,100.00
Striping	18609	S.F.	\$ 0.35	6,513.15
River Overlook and Bikeway Terminus				
Pavement	2818	S.F.	\$ 4.00	11,272.00
Curb	271	L.F.	\$ 22.00	5,962.00
Interpretive and Wayfinding Panels	2	E.A.	\$ 2,000.00	4,000.00
Decorative Benches	2	E.A.	\$ 2,200.00	4,400.00
				<b>\$ 304,847.95</b>
<b>4 CONSTRUCTION ROUNDABOUT</b>				
Prepare 32,153 ft <sup>2</sup> roadbase				
Class-2 16" Road Base, ex/back/comp	3001	TON	\$ 28.00	84,026.51
Pave 22,400.00 ft <sup>2</sup> of Road Way				
Asphalt Concrete 4 inches	523	TON	\$ 75.00	39,200.00
Asphalt Rubber Hotmix 2 inches	261	TON	\$ 95.00	24,826.67
Mountable Medians and Shoulders				
Interlocking pavers on concrete base				
Splitter Islands/Medians	2201	S.F.	\$ 22.00	48,422.00
Inner island shoulder	2992	S.F.	\$ 22.00	65,824.00
Crosswalk	737	S.F.	\$ 22.00	16,214.00
Concrete B1-100 Curbs				
Splitter Isands	364	L.F.	\$ 22.00	8,008.00
Inner Island Shoulder	213	L.F.	\$ 22.00	4,686.00
Planter Curb	366	L.F.	\$ 22.00	8,052.00
Outer Shoulder	510	L.F.	\$ 22.00	11,220.00
Striping	32153	S.F.	\$ 0.35	11,253.55
Center Island, Monument, Landscaping, Irrigation	1	L.S.	\$ 12,000.00	12,000.00
Traffic Metal Signs	6	E.A.	\$ 350.00	2,100.00
Directional Signs	3	E.A.	\$ 650.00	1,950.00
				<b>\$ 337,782.72</b>

**Construction Cost Summary**

Element			
Total Itemized Construction Cost (1-4)			\$ 786,545.47
Design Allowance	10.0	%	\$ 78,654.55
Environmental, Update MND	3.0	%	\$ 23,596.36
State Review and Fees	4.0	%	\$ 31,461.82
Construction Management	3.0	%	\$ 23,596.36
Bonds, Insurance, and Fees	3.0	%	\$ 23,596.36
Contingency/Escalation	4.0	%	\$ 31,461.82
<b>Total Cost</b>			<b>\$ 998,912.75</b>



# Section III: SCREENING CRITERIA



## **1. Demonstrated Need:**

The San Gabriel River Bike Trail is one of the busiest bike routes in California connecting commercial, educational and recreational destinations, within the San Gabriel Valley. The purpose of this project is to complete and thereby improve a major bikeway of regional significance. While the San Gabriel River Trail has an established terminus at the southern end along the Pacific Ocean, a similar destination has been lacking at the northern end because a short stretch of trail and a safe highway crossing to the River Wilderness Park has been missing. Now that the land required to complete the trail is in public hands it is now possible to complete the San Gabriel River trail and bikeway.

On all days of the week pedestrians and bicyclists can be seen utilizing the existing bike trail to its current and unsatisfying terminus. Newcomers are left with an unceremonious end to their journey, unaware of the beauty of the river and canyon views that can be enjoyed further ahead at the River Wilderness Park property. Instead after a short break, they return to their starting point. Locals, aware of the River Wilderness Park brave the unimproved dirt shoulder and cross the State Highway at an unmarked and generally unsafe location. Compounding the issue, on weekends, especially in summer, Highway 39 becomes very congested as the public converges on the forest for recreational purposes. As the congestion multiplies during the day the Forest resources become over-taxed and vehicle parking becomes exhausted. It is not uncommon on major holiday weekends and particularly hot days for the Forest to be ostensibly closed for periods at a time. During these times LA County Sheriffs and Forest Service Staff close the highway and turn vehicles away. This project will allow additional visitors access to the natural resources and park amenities for those arriving by foot and on bicycle. Once visitors reach the River Wilderness Park in addition to picnic facilities they have access to an additional 1.5 miles of river trail that extends through the canyon to the historic Old San Gabriel River Road Gaging Station. As such, this project will aid in alleviating some of the pressures on the forest, relieve some congestion and will encourage visitors to engage in alternative modes of transportation to reach the park.

## **2. Consistency with Regional Transportation Plan**

The active transportation component of the Southern California Association of Governments (SCAG) region 2012-2035 Regional Transportation Plan (RTP) plan expresses a need to fill in gaps within existing regional bike trails. This project is a gap and an opportunity for improving an existing bike trail of regional significance.

Decreasing bicyclist and pedestrian fatalities and injuries are another stated goal. This project

includes a safe crossing of Highway 39 by using a roundabout. As the River Wilderness Park is being developed further, more visitors will reach the park by foot and on bicycle. If this project is not implemented more visitors will be encouraged to either drive to the site or with larger visitor numbers arriving by foot and bicycle there will be an increase in the possibility of injuries and fatalities as they will have to cross the highway at an unsafe location to reach their destination.


Another goal of the 2012-2035 plan is to increase active transportation usage in the SCAG region. Similar to the beaches in Southern California the Angeles National Forest is a major recreational destination. Users come from all over Southern California and this bike trail completion will improve pedestrian and bicycle access and usage to both the Forest and the River Wilderness Park.

Finally, with the extension of the Gold Line to the City of Azusa scheduled to open in September 2015 this connection becomes even more important as visitors, including students of nearby Azusa Pacific University, will be able to the Gold Line to the Cities of Duarte and Azusa and easily access the river trail to reach the River Wilderness Park and the Angeles Forest along what would be a newly improved and safe regional bikeway extension and crossing.

Project name: San Gabriel River Bikeway Extension and Roundabout Crossing

**VIII. APPLICATION SIGNATURES**

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature:   
Name: Mark Stanley  
Title: Executive Officer

Date: 5/20/14  
Phone: 026-815-1019  
e-mail: mstanley@src.ca.gov

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

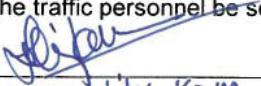
**Person to contact for questions:**

Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**Caltrans District Traffic Operations Office Approval\***

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature:   
Name: Lily Kam  
Title: Sr. Transp. Engr.

Date: 5.20.14  
Phone: 213-897-0238  
e-mail: Lily-Kam@dot.ca.gov

\*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>