MEMORANDUM

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DATE: April 3, 2023
TO: Juan Villalobos, Ruth Villalobos & Associates, Inc.
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 14238-02 TG Memo

GLENDALE-LOS ANGELES GARDEN RIVER BRIDGE TRIP GENERATION ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment for the Glendale-Los Angeles Garden River Bridge (**Project**), which is located at the bend in the Los Angeles River near the Los Angeles Zoo and Griffith Park, and will connect the Cities of Glendale and Los Angeles The following trip generation specifically addresses the trip generation associated with the construction for the approximately 350-foot long, three-span pedestrian curvilinear bridge structure over the LA River. It should be noted that this trip generation assessment has been prepared in accordance with the City's Transportation Impact Analysis Guidelines (dated October 30, 2020) (**City Guidelines**).

PROPOSED PROJECT

The City of Glendale is the Applicant and, in partnership with the City of LA, proposes the construction of a three-span, curvilinear, landscaped bridge for use by pedestrians, bicyclists, and maintenance vehicles. The intent of this multi-community resource is to increase access to Glendale Narrows Riverwalk, and Griffith Park; to improve connections; and to increase the safety of paths used for pedestrians and cyclists. Dedicated access across the LA River at this key location would improve public safety and accessibility to important community resources by creating a connection between Glendale and Los Angeles across the LA River for pedestrians and cyclists.

The proposed bridge would be concrete with two supporting piers in the Los Angeles River. It would feature extensive landscaping on the approaches, as well as on the bridge itself, and is thus named the "Garden River Bridge." A number of raised and in-ground planting beds would create dedicated zones for bicycle and pedestrian circulation, shade structures, canopied seating areas, dispersed gathering spaces and scenic views of the LA River.

CONSTRUCTION TRAFFIC

Construction is anticipated to begin in the Fall of 2025 and would last approximately 2.5 years, ending in the Spring of 2028. The demolition and excavation phases of the proposed Project are expected to generate the most construction traffic and require the most equipment. In-river construction would occur during the dry season (April through October) when flood flows are very unlikely. The construction equipment used during different portions of the proposed Project would include work trucks, concrete trucks, cast-in-drilled-hole concrete pile drilling rigs, mobile cranes, and excavators. While variable, an average of 15 people would be on site daily for the duration of construction activities.

Access to the proposed Project site would be provided from Zoo Drive and Flower Street with intermittent temporary lane closures. The temporary construction staging area would be located at the southern and northern areas of the proposed Project and within the LA River northern bank and southern bank during construction of the bridge's piers. The existing pedestrian and bike path traffic on the Riverwalk and LA River Bike Path would be maintained but would require intermittent detours during construction activities.

PROPOSED PROJECT

The construction of the proposed Project will occur in 6 phases:

- Phase 0: Mobilization – The initial phase of the Project will include Requests for Information, preparing and reviewing submittals, and procuring materials.
- Phase 1: North Abutment & Approaches – Approach work, bike path work, and abutment work.
- Phase 2: Bridge Substructure – Construct bents within the LA River.
- Phase 3: South Abutment & Approaches – Construct the south abutment and connections to Zoo Drive; realign Zoo Drive.
- Phase 4: Bridge Superstructure – Construct the bridge superstructure using falsework within the LA River
- Phase 5: Architectural Elements/Landscaping – Construct the architectural elements (e.g., canopies, landscaping, etc.) on the bridge and approaches.

The number of trips per day by construction activity type has been determined based on information provided by the client and are summarized on Table 1. As shown in Table 1, Phase 4 is anticipated to generate the most trips with 68 two-way trips per day. As such, Phase 4 has been analyzed for the purposes of the construction traffic assessment in order to provide a conservative assessment.

TABLE 1: CONSTRUCTION ACTIVITY SUMMARY

Activity	Duration	Activity Type	Number of Trips per Day	2-Way Daily Trips
Phase O: Mobilization	10/2025 - 01/2026	Employees	0	0
		Trucks	0	0
		Total	**0**	**0**
Phase 1: North Abutment & Approaches	01/2026 - 05/2026	Employees	20	40
		Trucks*	2	4
		Total	**22**	**44**
Phase 2: Bridge Substructure	05/2026 - 09/2026	Employees	30	60
		Trucks*	3	6
		Total	**33**	**66**
Phase 3: South Abutment & Approaches	09/2026 - 04/2027	Employees	10	20
		Trucks*	2	4
		Total	**12**	**24**
Phase 4: Bridge Superstructure	04/2027 - 09/2027	Employees	30	60
		Trucks*	4	8
		Total	**34**	**68**
Phase 5: Architectural Elements / Landscaping	10/2027 - 03/2028	Employees	20	40
		Trucks	2	4
		Total	**22**	**44**

* Note: Trucks are used for shorter periods as they are not needed for the full duration of the Phase.

The construction workday will begin at 7:00 AM and end at 4:00 PM Monday through Friday. Construction employees will arrive at the Project site outside of the AM peak hour. As such, the development of the proposed Project will not contribute construction worker trips during the AM peak hour. Since the workday ends at 4:00 PM, all construction workers will leave the Project site during the PM peak hour. The proposed Project construction worker trip generation is shown in Table 2.

Truck trips will also occur throughout the day between 7:00 AM and end at 4:00 PM. All 4 trucks anticipated during Phase 4 are assumed to enter the site during the AM peak hour and depart in the PM peak hour. As shown in Table 2, the development of the proposed Project is anticipated to generate 76 two-way construction trip-ends per day, with 4 AM peak hour trips and 34 PM peak hour trips during the most intense Phase (Phase 4).

TABLE 2: CONSTRUCTION TRIP GENERATION SUMMARY

	AM Peak Hour			PM Peak Hour			
Vehicle Type	In	Out	Total	In	Out	Total	Daily
Construction Workers (Employees)	0	0	0	0	30	30	60
Trucks	4	0	4	0	4	4	16
Total	**4**	**0**	**4**	**0**	**34**	**34**	**76**

* Note: Construction workers will arrive by 7:00 AM and depart by 4:00 PM. Truck trips will occur between 7:00 AM and 4:00 PM.

FINDINGS

The City Guidelines utilizes 50 vehicle trips during the AM and PM peak hours as a threshold for determining potential impacts to surrounding intersections. In other words, projects generating fewer than 50 peak hour trips are typically exempt from evaluating off-site peak hour intersection operations. As shown in Table 2, the most intense construction phase (Phase 4) is anticipated to generate fewer than 50 peak hour trips. No additional traffic operations analysis has been recommended based on the findings of this assessment.

In order to limit potential off-site impacts, employees and trucks arriving during the morning should avoid or limit the arrivals during the 7-9 AM peak period and employees and trucks departing during the afternoon should avoid or limit the departures during the 4-6 PM peak period.

If you have any questions or comments, I can be reached at cso@urbanxroads.com