LOS ANGELES RIVER “IN CHANNEL” BIKE PATH
CONNECTING THE MISSING LINK

LinearCityDevelopment, Inc.

Friends of the Los Angeles River

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Geosyntec consultants
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LA RIVER’S LONG, WINDING HISTORY

1769 Portola Expedition finds a ‘good sized, full flowing river lined with lush greenery.

1781 Spanish colonists found El Pueblo de la Reina de Los Angeles and build Zanja Madre to deliver water to the pueblo.

1815 The Los Angeles River floods washed away the original Pueblo de Los Angeles.

1825 A flood caused swamps to be formed between the Pueblo location and the Ocean causing the River to flow southerly into its current location.

1910 The North Main Street Bridge was built.

1914 A flood caused $10 million in damages throughout the developing basin, bringing public outcry for action to address the recurrent flooding problems.

1917 & 1924 Taxpayers approved bond issues to build the initial major dams.

1928 The North Spring Street Viaduct was completed.

1931 The Washington Boulevard Bridge reached constructed.

1932 Completion of the Sixth Street Viaduct.

1938 The largest of two floods within the decade. The Red Cross deemed it the “fifth largest flood in history”, causing a request for Federal assistance. The Army Corps of Engineers took a lead role to channelize the River.

1938 Channelization begins with final completion in 1960.

1990 Congress authorized funding for the Army Corps of Engineers to study increased flooding along portions of the Los Angeles River, developing into a project to increase flooding capacity. When completed, the LACDA Project will prevent flooding from a 100-year rainfall to over 500,000 people in an 82-square mile area.

2007 The LA City Council adopted the Los Angeles River Revitalization Masterplan, recommending more than 240 projects, covering everything from flood control, water storage, safe public access, and restoring a functional ecosystem to make the River a focus for Activity.

“The Los Angeles River was a beatiful, limpid little stream with willows on its banks... it was so attractive to me that it at once became something about which my whole scheme of life was woven. I loved it so much.”

- William Mulholland
ON THE BIKE: PEDALING LA

The 2010 City of Los Angeles Bicycle Plan

The 2010 Proposal is to build off the existing 334 miles of Bike Paths established over the last 30 years to create a new ambitious network of 1,684 total miles within the City of Los Angeles.

The Plan recognizes the significant role of the LA River in the city’s identity and incorporates the River Revitalization Masterplan for the integration of bicycle paths.

Members of the L.A. Times Bicycle Club ride north on Western Avenue toward Hollywood, 1894

Frequency of Bicycle Riders in the City

Class I - Bicycle Paths
Exclusive Car-free facilities.

Class II - Bicycle Lanes
Dedicated Lanes as part of the street design.

Class III - Bicycle-Friendly Streets
Shared Roadways; Typically Low-volume & Signal Intersections

2010 BICYCLE PLAN
A COMPONENT OF THE CITY OF LOS ANGELES TRANSPORTATION ELEMENT
Adopted March 7, 2011
Council File No. 10-0081-13
LAP06-0171.LAP
**THE NEW AVENUE TO DOWNTOWN**

<table>
<thead>
<tr>
<th>EST. TRAVEL TIME</th>
<th>FROM IN-CHANNEL BIKE PATH</th>
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<tbody>
<tr>
<td></td>
<td>BY FOOT</td>
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<tr>
<td>35 MINS</td>
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<td>5 MINS</td>
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Within the City of LA, the LA River Corridor is Home to:

- More than 1 million people (2000 Census)
- More than 390,000 housing units (2000)
- More than 480,000 workers (2000)
- More than 80 schools (2004-5)
THE MISSING LINK
BRIDGING THE GAP

“This is a critical milestone in our efforts to free the L.A. River from its concrete straitjacket and make it a place of nature and recreation.”

A 3.1 mile (check number) stretch from Riverside Drive at the north end to Atlantic Boulevard to the South. Etc. Etc.
UNITING WITH THE RIVER

The L.A. River drops farther in altitude in 51 miles than the Mississippi river does in 2000 miles from Wisconsin to the Gulf of Mexico.
AN EASE OF ACCESS

Since 1995, public agencies, nonprofits, and adjacent communities have built more than 25 public parks along the river. And the City of L.A. and L.A. County have built or renovated 25 miles of riverside bikeways.
The first 32 miles of the River (within the City of Los Angeles) flows through 7 US Congressional Districts, 10 Council Districts, 20 neighborhood Council areas, and 12 Community Plan areas.
Just as acupuncture seeks to heal disruptions in energy flow, leading to disease, through minimal, precise insertions, the new Los Angeles River In-Basin Bike Path takes only a minimal construction of 6” thick concrete to connect an entire Los Angeles bicycle network to create a new, powerful energy for healthy city arteries.
A fissure in the artificial river embankment creates a new tributary to the Los Angeles River - A flow of people and bicycles are invited into the most important resource of the City.

To create a flat surface ramp from the top of the bank to the In-Channel path at the bottom, an amount of construction is added equal to the amount of earth subtracted away resulting in no change to the net volume of the channel.
RIVERSIDE DRIVE

PROPOSED NORTH ENTRY TO IN-CHANNEL BIKE PATH
EXISTING NATURAL GROWTH AT RIVER BASIN
START LOCATION FOR CONCRETE RIVER BASIN
EXISTING EMBANKMENT SLOPES TO VERTICAL
EXISTING BIKE PATH ENTRY AT RIVERSIDE DRIVE
EXISTING FINAL TERMINATION OF BIKE PATH.
ACCESS POINT - MAIN STREET BRIDGE

MAIN STREET ENTRY

PROPOSED IN-CHANNEL BIKE PATH

MAIN STREET BRIDGE

PROPOSED ACCESS CONNECTION TO STREET / SIDEWALKS

EXISTING PARKING LOT

PROPOSED ACCESS RAMP FROM STREET_LVL TO IN-CHANNEL PATH
SIXTH STREET ENTRY

RENDERING OF FUTURE SIXTH ST. VIADUCT (PROPOSED COMPLETION 2018)

EXISTING RIVER ACCESS / PROPOSED ACCESS ARCADE TO IN-CHANNEL BIKE PATH

RAIL TRACK OVER-PASS, ABOVE

LINE OF 6TH ST. BRIDGE, ABOVE

PROPOSED IN-CHANNEL BIKE PATH
WASHINGTON BOULEVARD ENTRY

PROPOSED RAMP DOWN TO IN-CHANNEL BIKE PATH

PROPOSED IN-CHANNEL BIKE PATH

RAIL TRACK OVER-PASS

PROPOSED BIKE PATH TO CONNECT TO WASHINGTON BLVD
ATLANTIC BOULEVARD ENTRY

PROPOSED IN-CHANNEL BIKE PATH.
ATLANTIC BOULEVARD BRIDGE.
EXISTING ATLANTIC BLVD ENTRY LOCATION TO BIKEPATH / EXISTING FINAL TERMINATION
PROPOSED RAMP DOWN TO IN-CHANNEL BIKE PATH
<table>
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<tr>
<th>Date</th>
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<tr>
<td>February</td>
<td>City Council motion to Implement the completion of the In-Channel bike path</td>
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<td>April 2014</td>
<td>Assemble design and engineering team</td>
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<td>July 2014</td>
<td>Submit Draft of the Studies:</td>
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<td>1. Hydrology</td>
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<td>2. Civil drawings</td>
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<td>3. Structural plans and calculations</td>
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<td>4. Safety Plan</td>
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<td>5. Weather information system</td>
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<td>6. Construction budget</td>
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<td>7. Points of Access design</td>
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<td>8. Maintenance plan</td>
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<td>July - September</td>
<td>Preliminary Review:</td>
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<td>Los Angeles City Fire Department</td>
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