

# LOS ANGELES RIVER "IN CHANNEL" BIKE PATH

CONNECTING THE MISSING LINK



LinearCityDevelopment LLC

Friends of  
the LOS ANGELES  
River

**WHY**

Geosyntec  
consultants





- 01 RE-Connecting LA**
  - LA River's Long, Winding History
  - Pedaling Los Angeles
  
- 02 Connecting The Missing Link**
  - The New Avenue to Downtown
  - Bridging the Gap
  
- 04 A Story from the Path**
  - Uniting with the River
  - An Ease of Access
  - A View from the Path
  
- 03 Acupuncture in the River**
  - Minimal Intervention to Heal the Whole
  - Nothing Added or Subtracted
  
- 05 Planning for Action**
  - Schedule for Operation

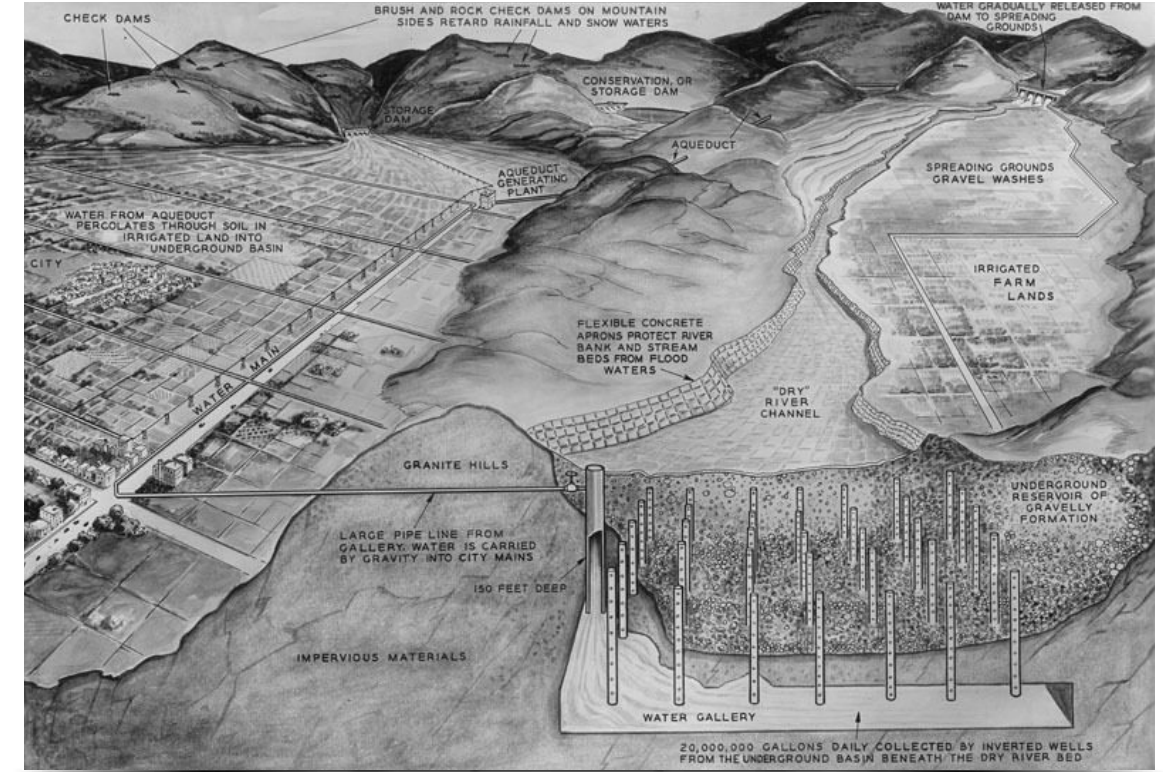


# LA RIVER'S LONG, WINDING HISTORY

*"The Los Angeles River was a beautiful, 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

- 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





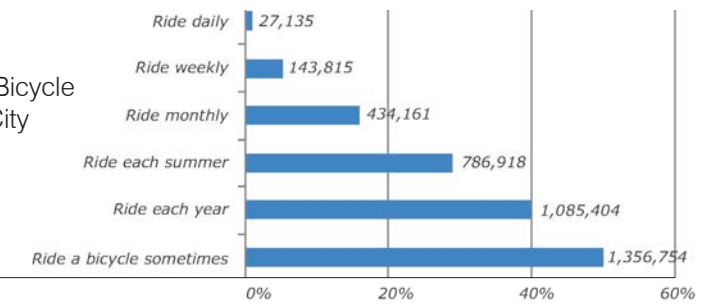
# ON THE BIKE: PEDALING LA

## The 2010 City of Los Angeles Bicycle Plan

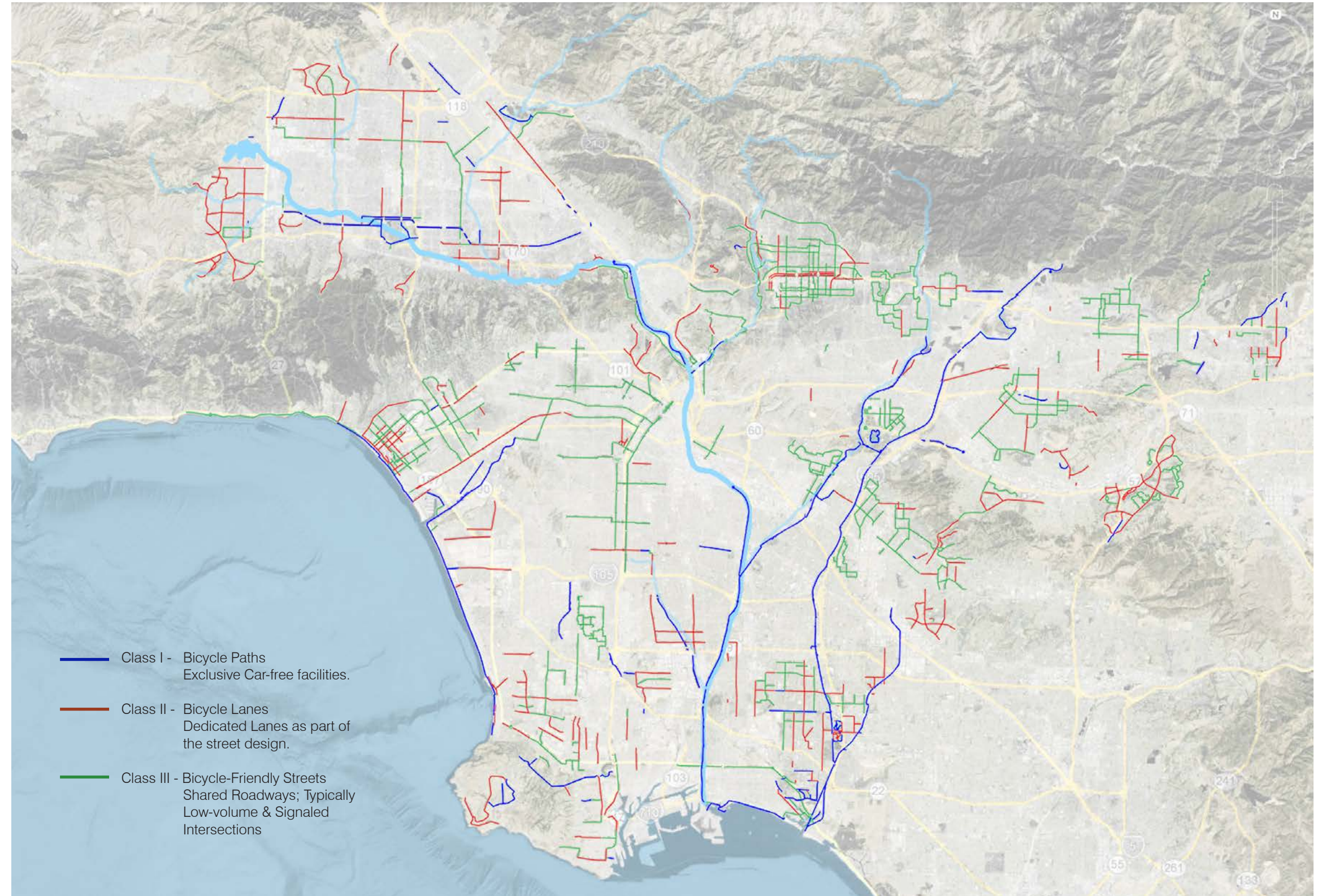
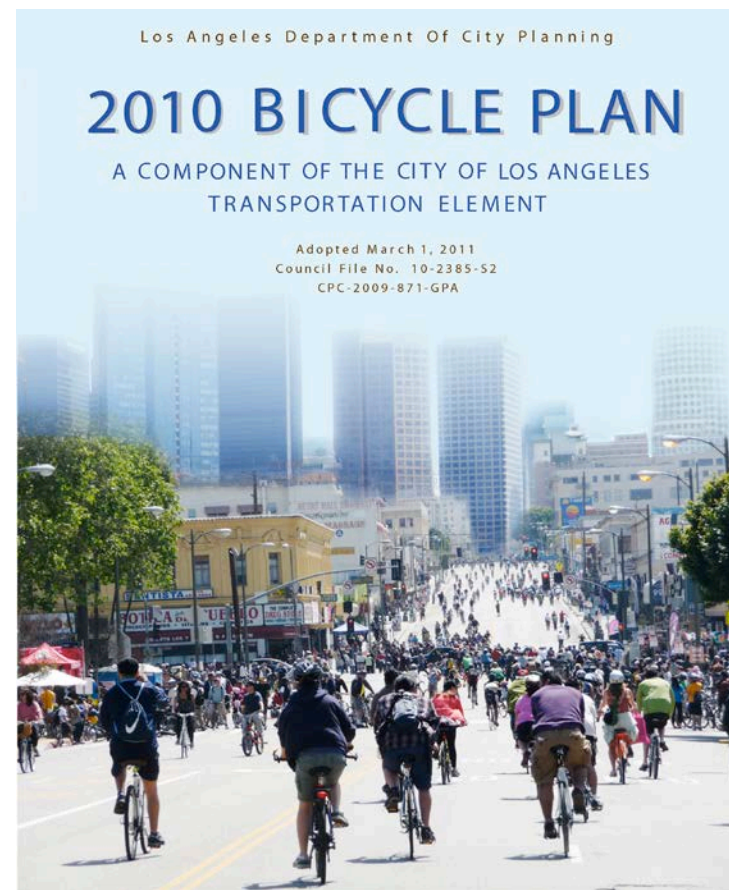
The 2010 Proposal is to build off the existing 334 miles of Bike Paths established over the last 30 years to create a new ambitious network of 1,684 total miles within the City of Los Angeles.

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

Frequency of Bicycle Riders in the City



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





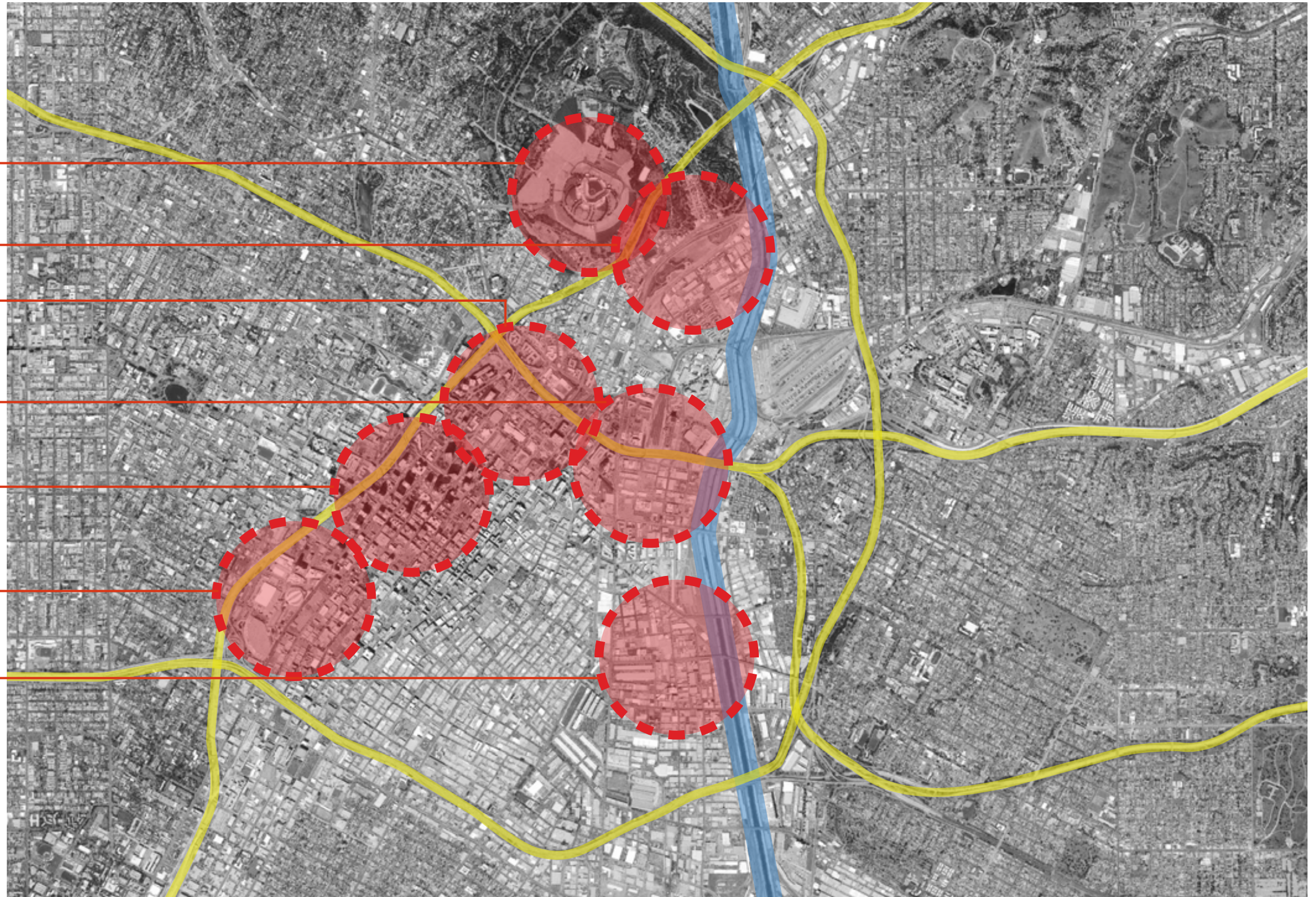
# THE NEW AVENUE TO DOWNTOWN

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 35,000 businesses (2003)  
 More than 80 schools (2004-5)

EST. TRAVEL TIME  
 FROM IN-CHANNEL  
 BIKE PATH

BY FOOT    BY BIKE

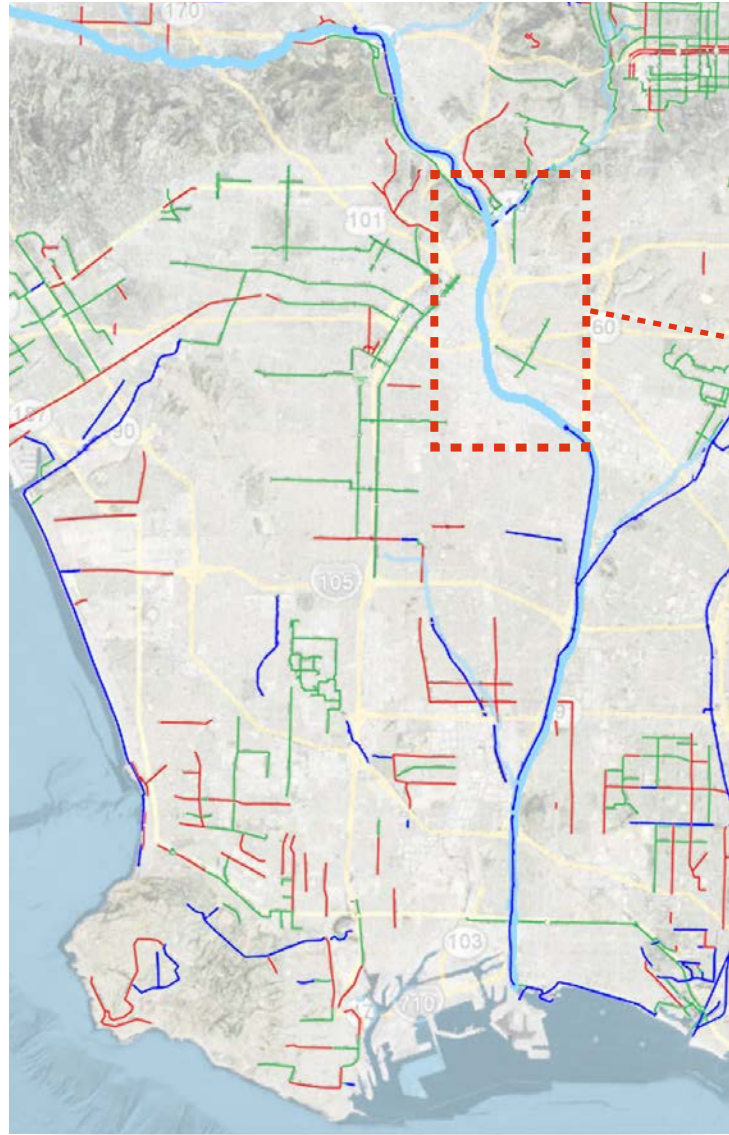
35 MINS	15 MINS	<u>DODGER STADIUM</u>
10 MINS	<5 MINS	<u>LOS ANGELES STATE HISTORIC PARK</u>
35 MINS	15 MINS	<u>WALT DISNEY CONCERT HALL</u> <u>GRAND PARK</u>
25 MINS	10 MINS	<u>UNION STATION</u>
35 MINS	15 MINS	<u>7TH STREET METRO CENTRAL</u> <u>FINANCIAL DISTRICT</u>
45 MINS	20 MINS	<u>LA LIVE</u>
5 MINS	<5 MINS	<u>DOWNTOWN ARTS DISTRICT</u>



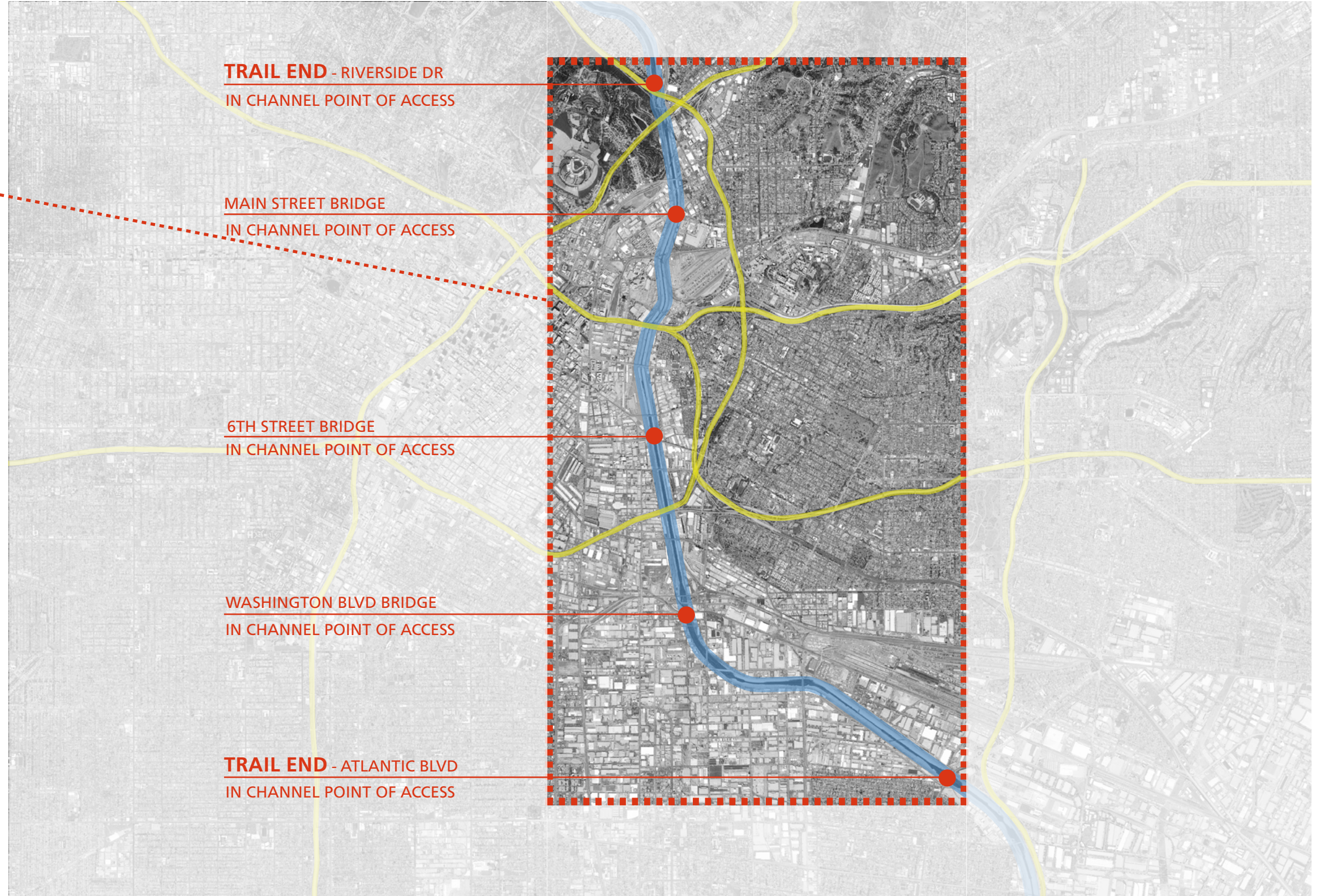


# THE MISSING LINK BRIDGING THE GAP

*"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.*





# A VIEW FROM THE PATH

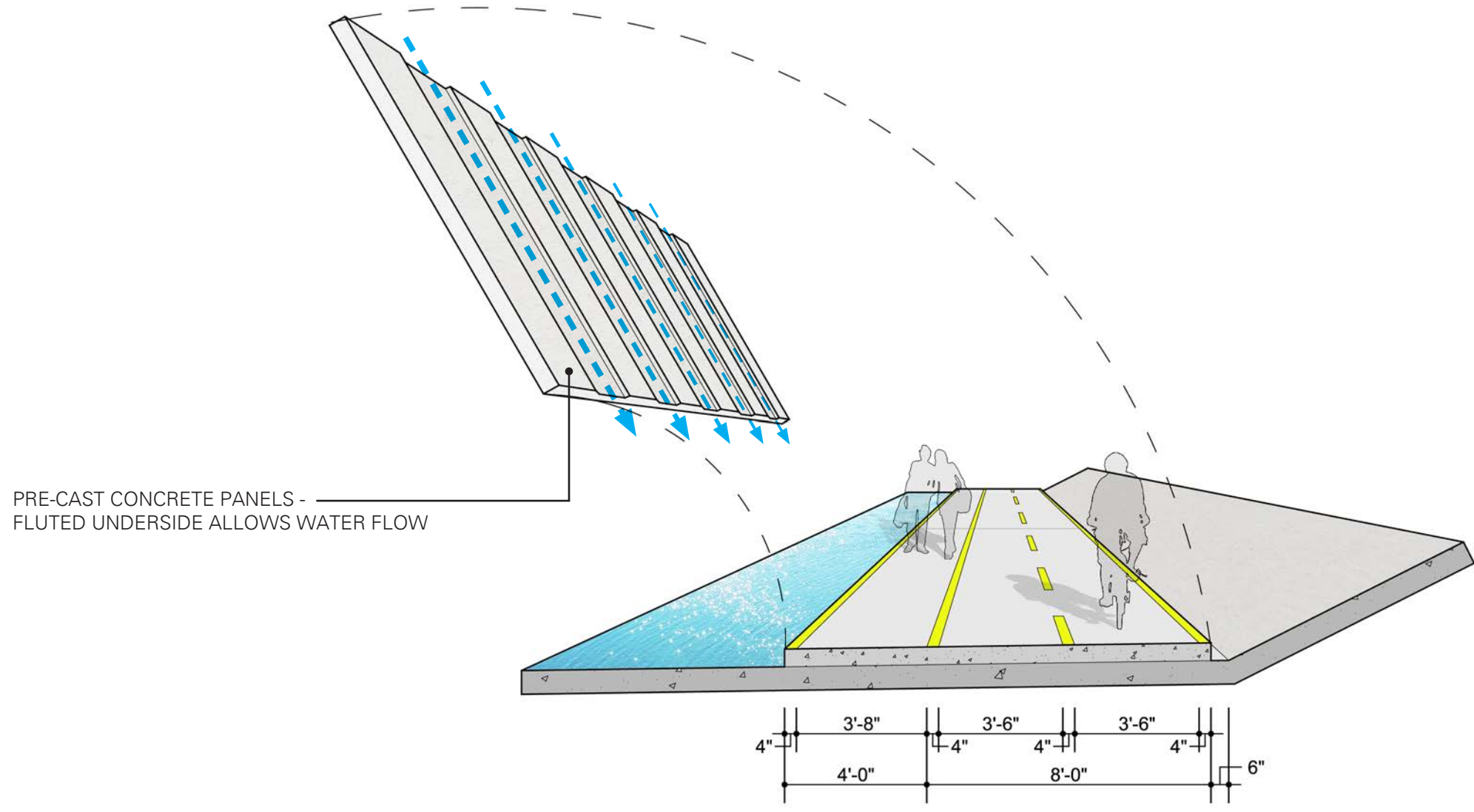
*The first 32 miles of the River (within the City of Los Angeles) flows through 7 US Congressional Districts, 10 Council Districts, 20 neighborhood Council areas, and 12 Community Plan areas.*





# MINIMAL INTERVENTION TO HEAL THE WHOLE

Just as acupucture 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.

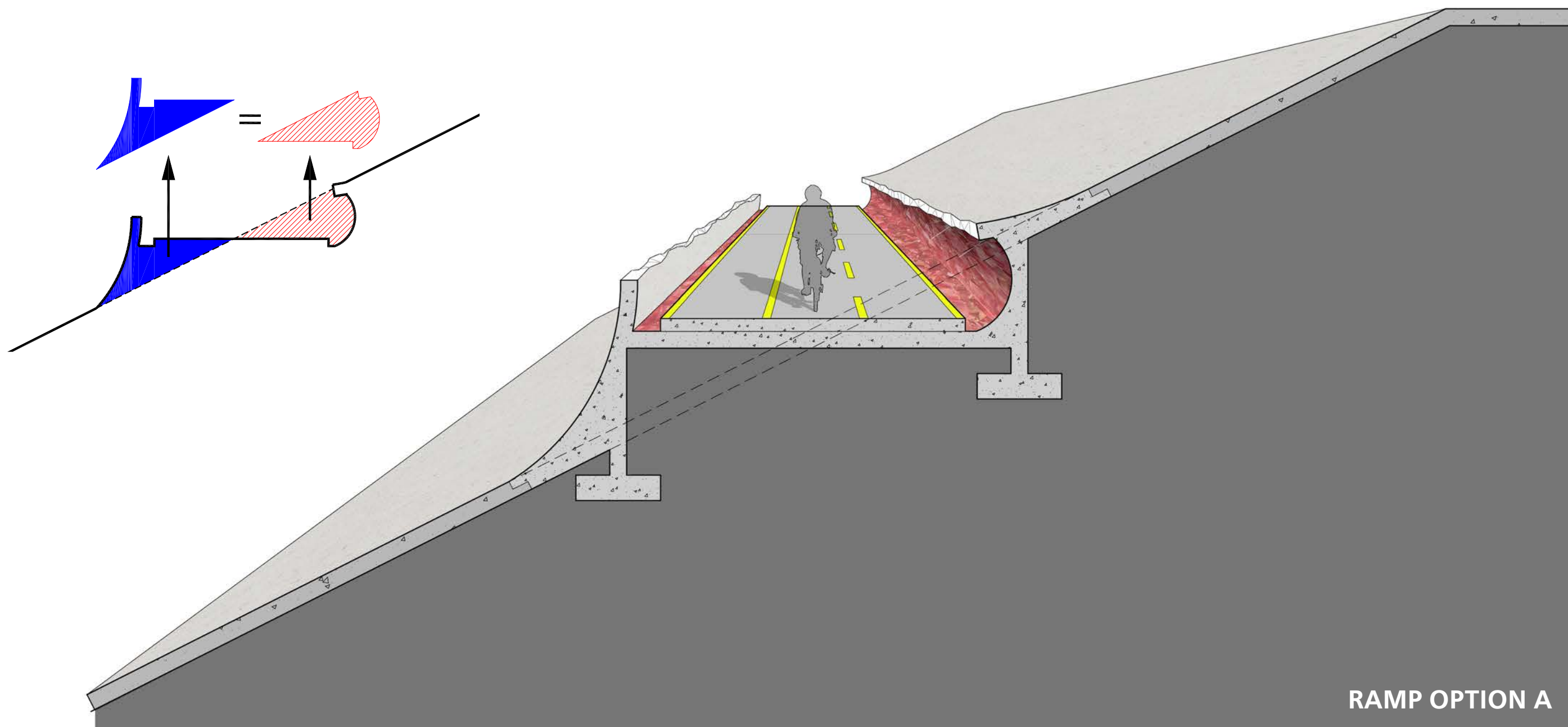




# NOTHING ADDED OR SUBTRACTED

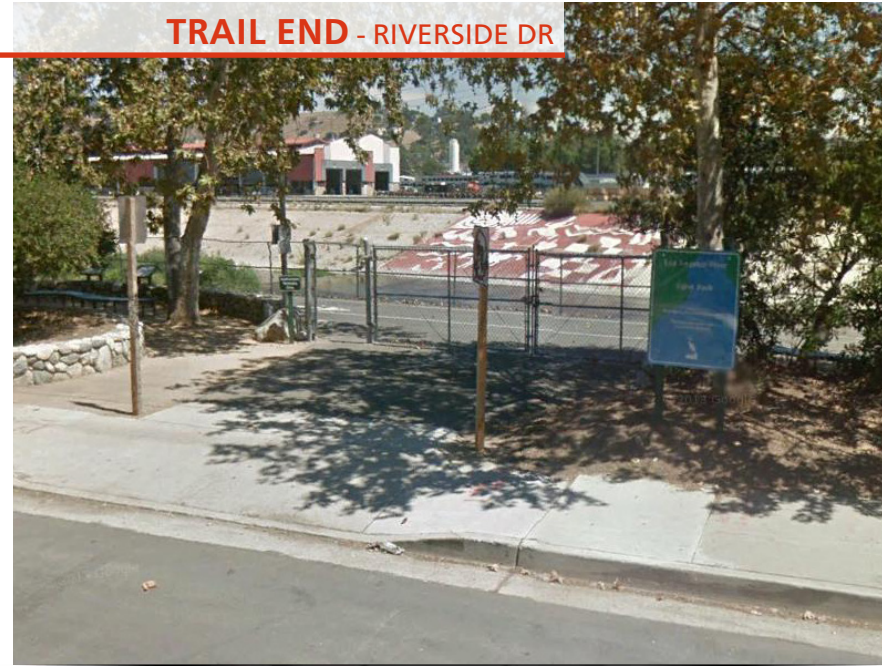
A fissure in the artificial river embankment creates a new tributary to the Los Angeles River -  
A flow of people and bicycles are invited into the most important resource of the City.

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

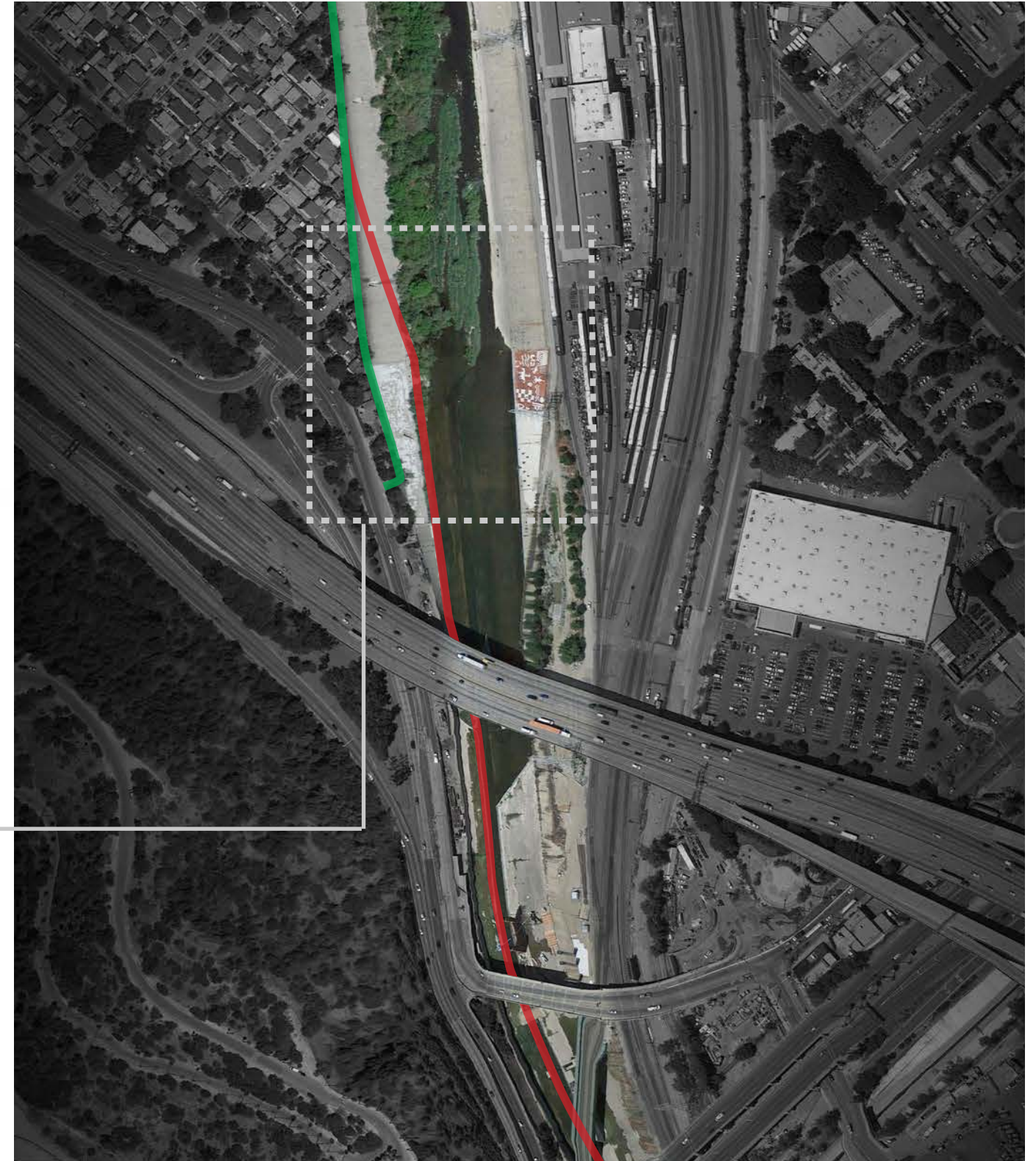
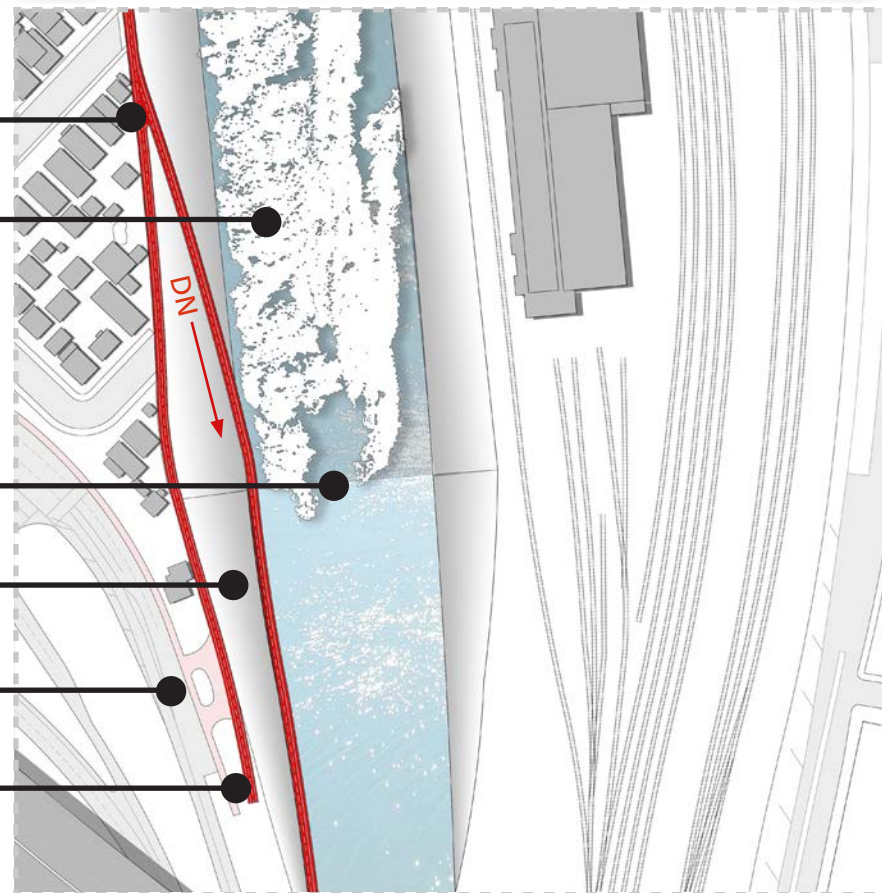
EXISTING NATURAL GROWTH AT RIVER BASIN

START LOCATION FOR CONCRETE RIVER BASIN

EXISTING EMBANKMENT SLOPES TO VERTICAL

EXISTING BIKE PATH ENTRY AT RIVERSIDE DRIVE.

EXISTING FINAL TERMINATION OF BIKE PATH.





# MAIN STREET ENTRY



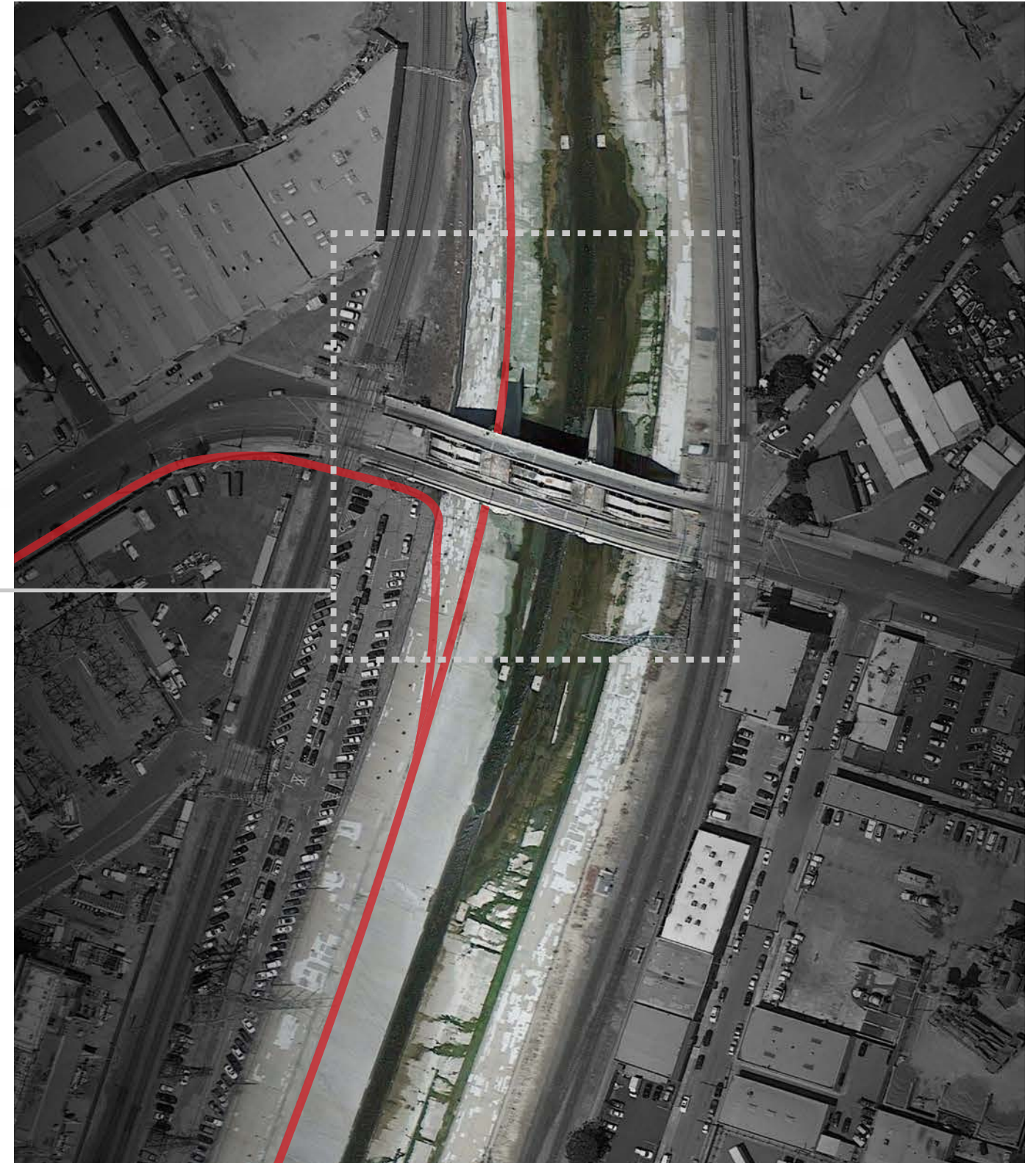
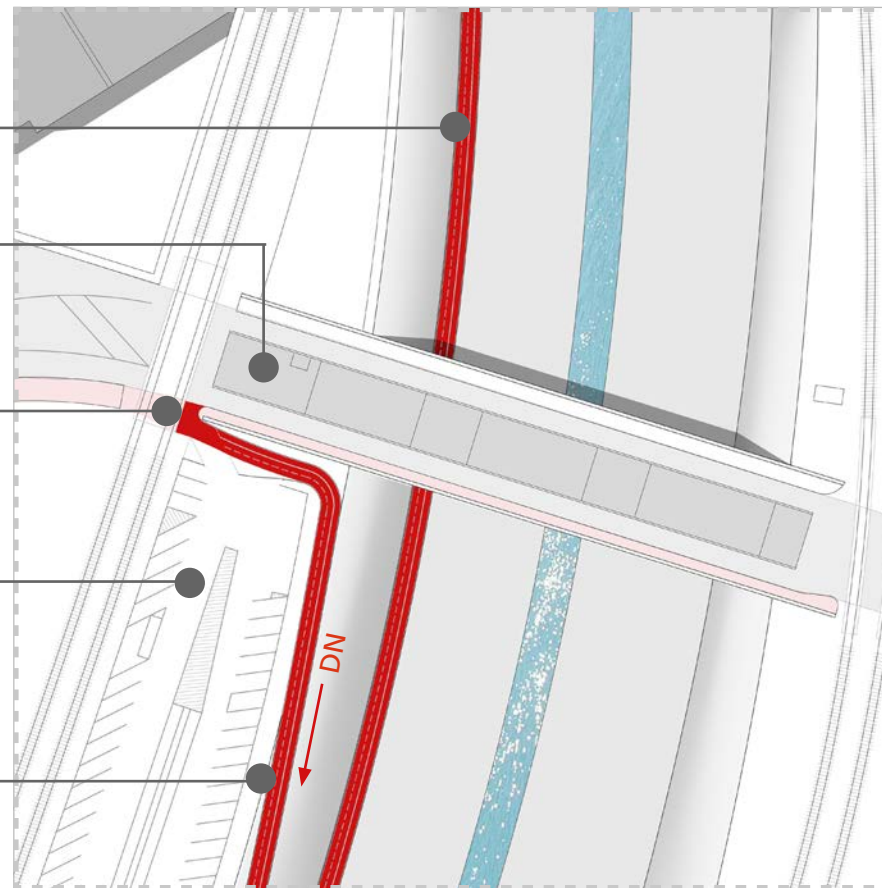
PROPOSED IN-CHANNEL BIKE PATH

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



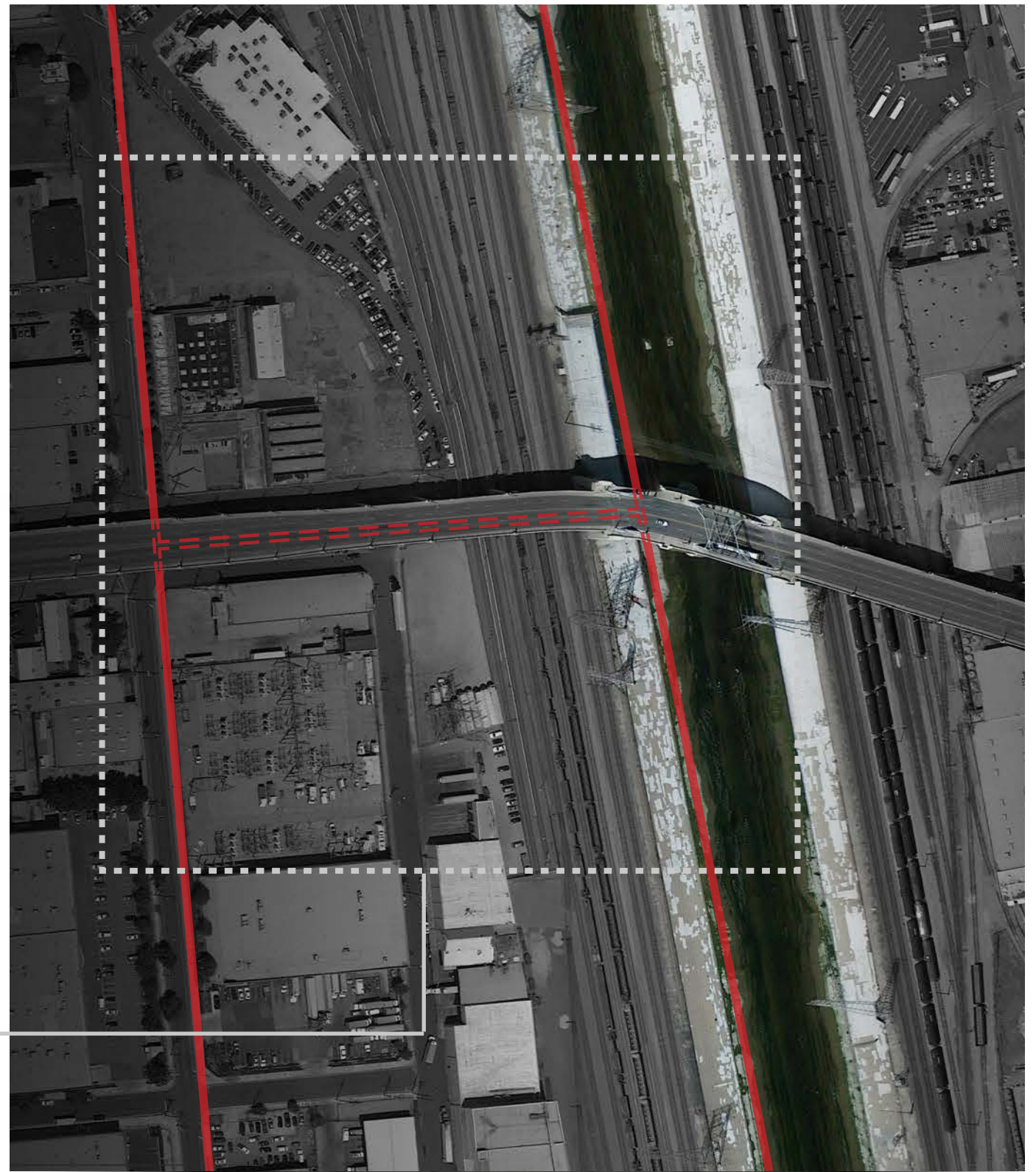
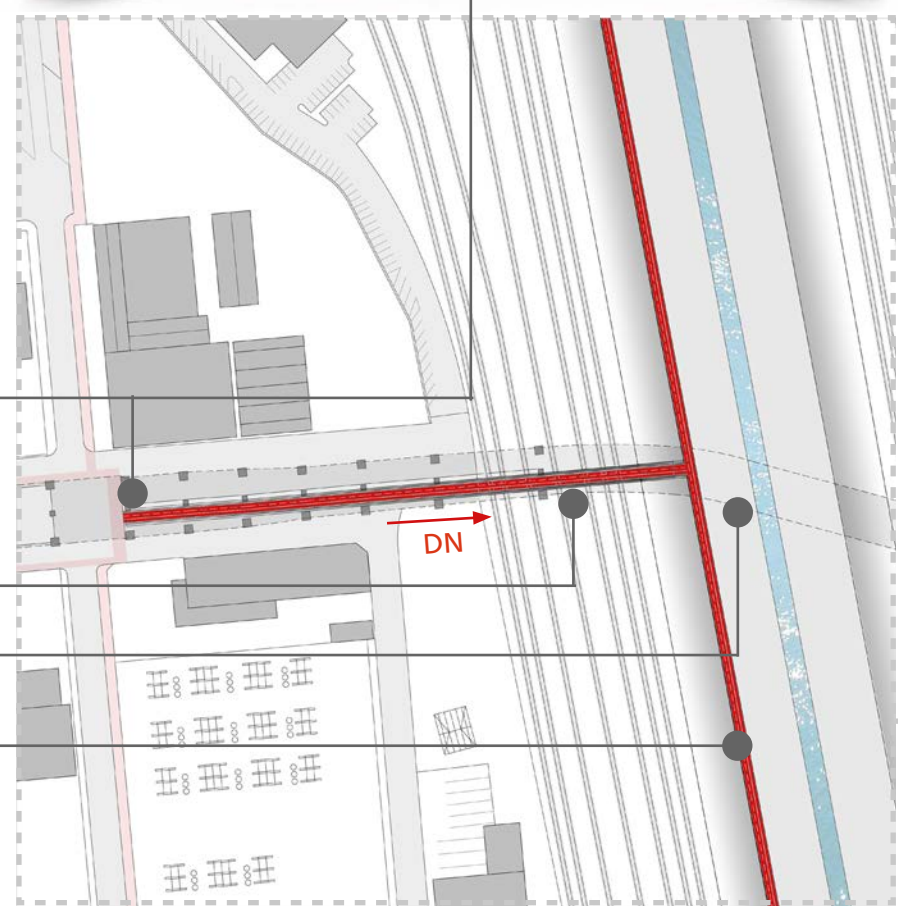
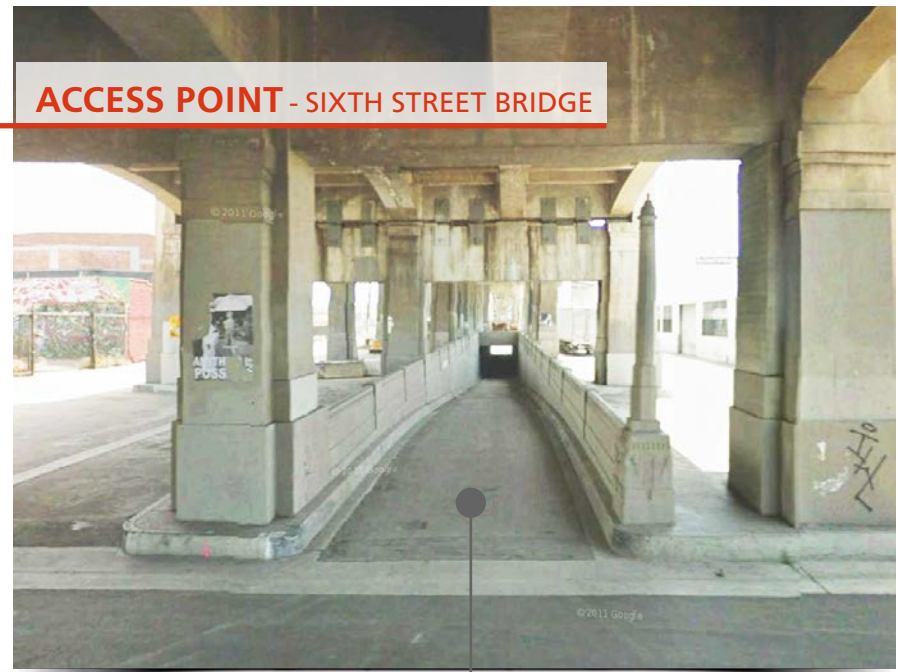
RENDERING OF FUTURE SIXTH ST. VIADUCT (PROPOSED COMPLETION 2018)

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

RAIL TRACK OVER-PASS, ABOVE

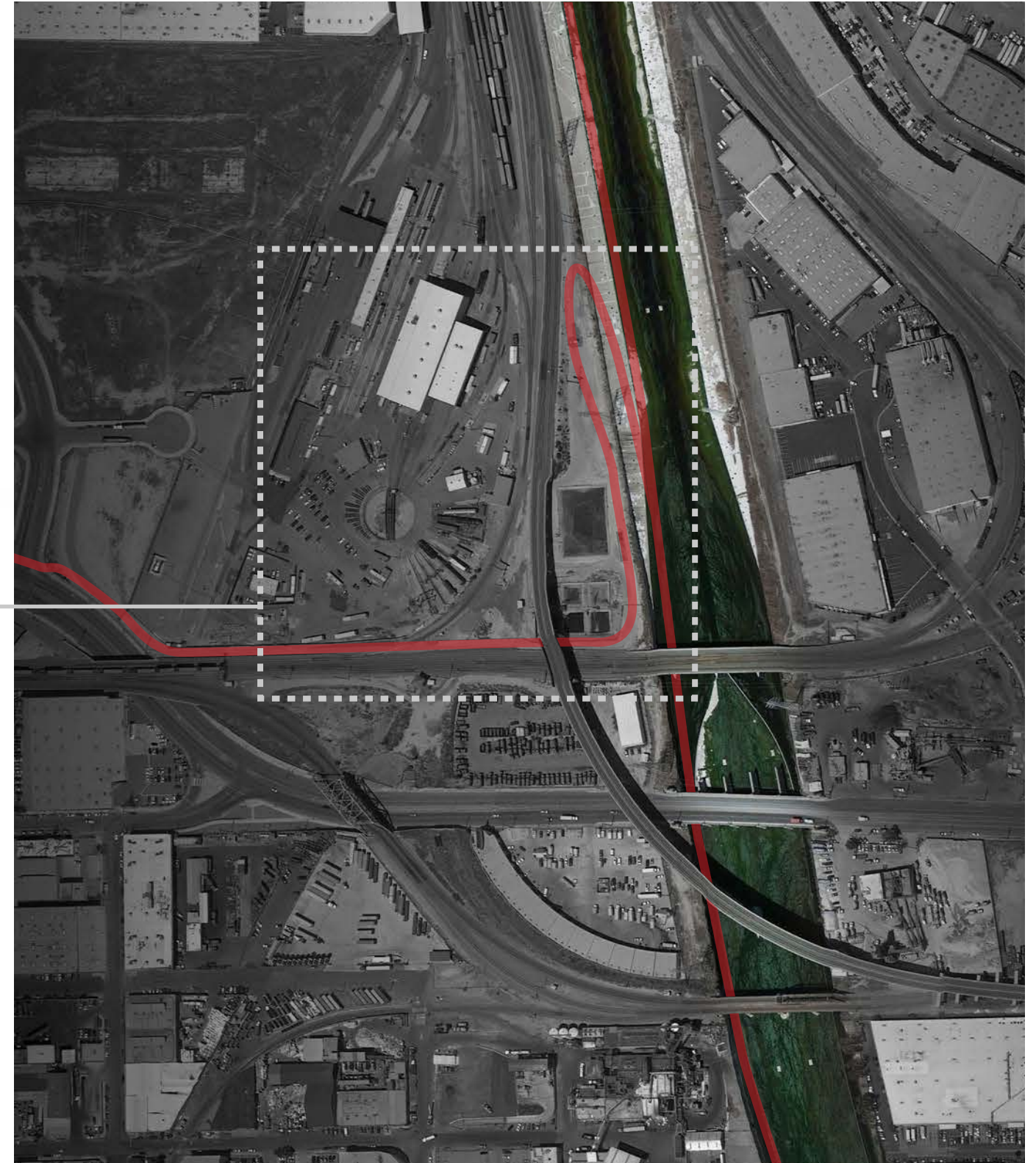
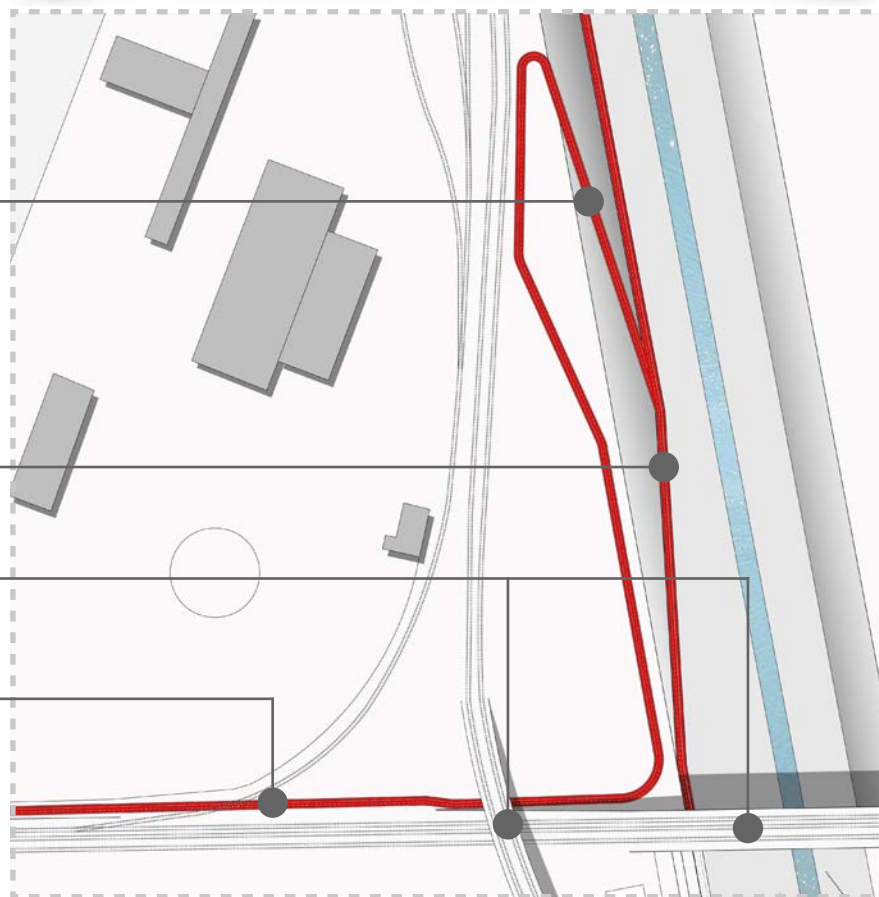
LINE OF 6TH ST. BRIDGE, ABOVE

PROPOSED IN-CHANNEL BIKE PATH



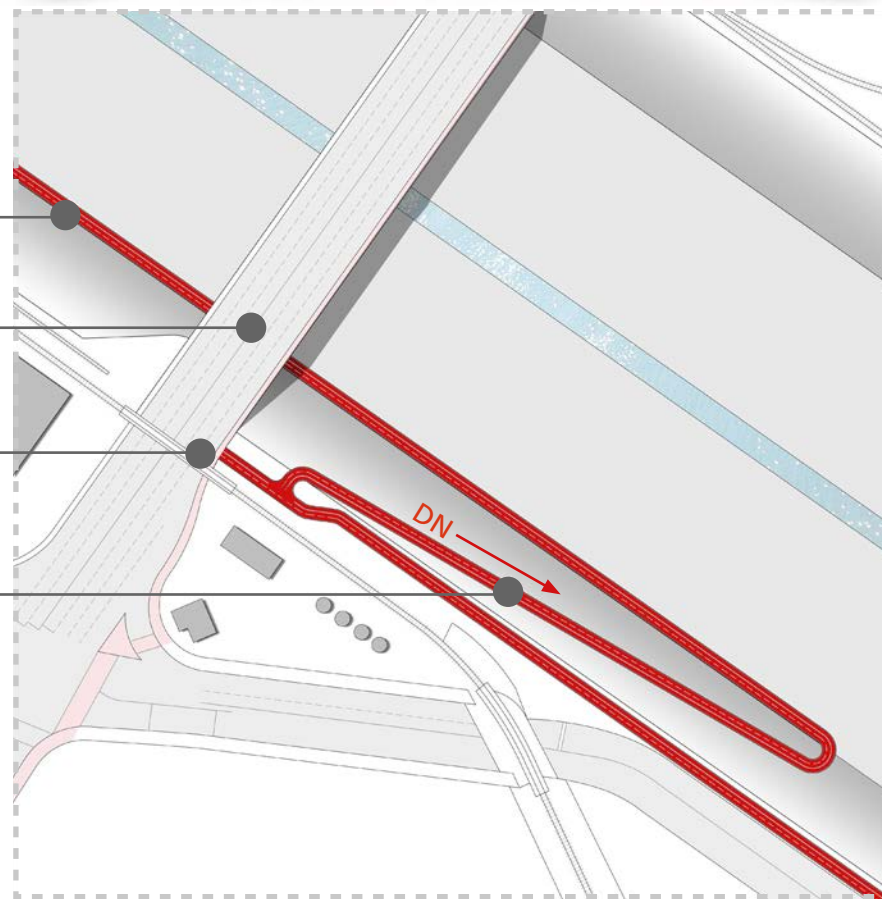
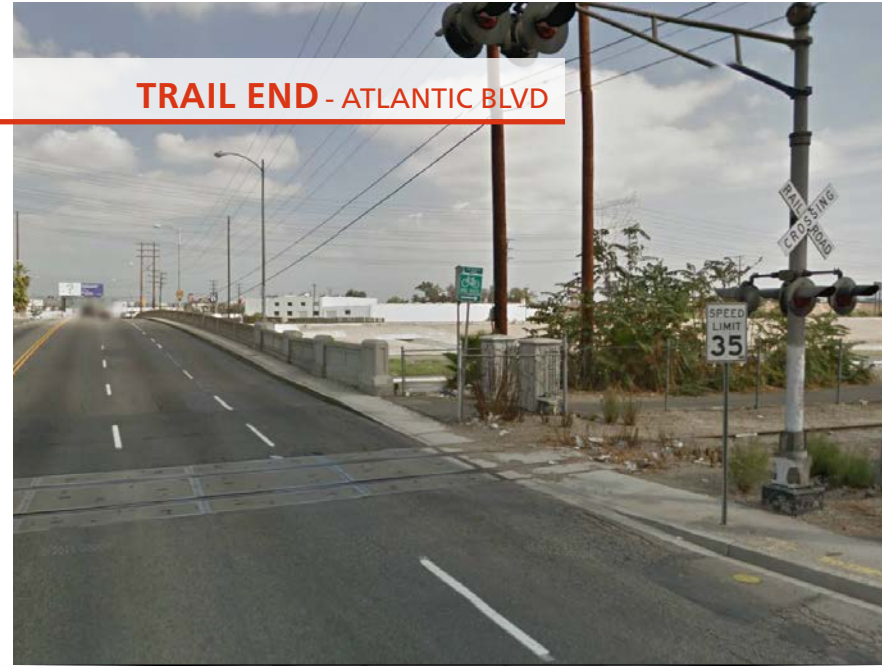


# WASHINGTON BOULEVARD ENTRY





# ATLANTIC BOULEVARD ENTRY

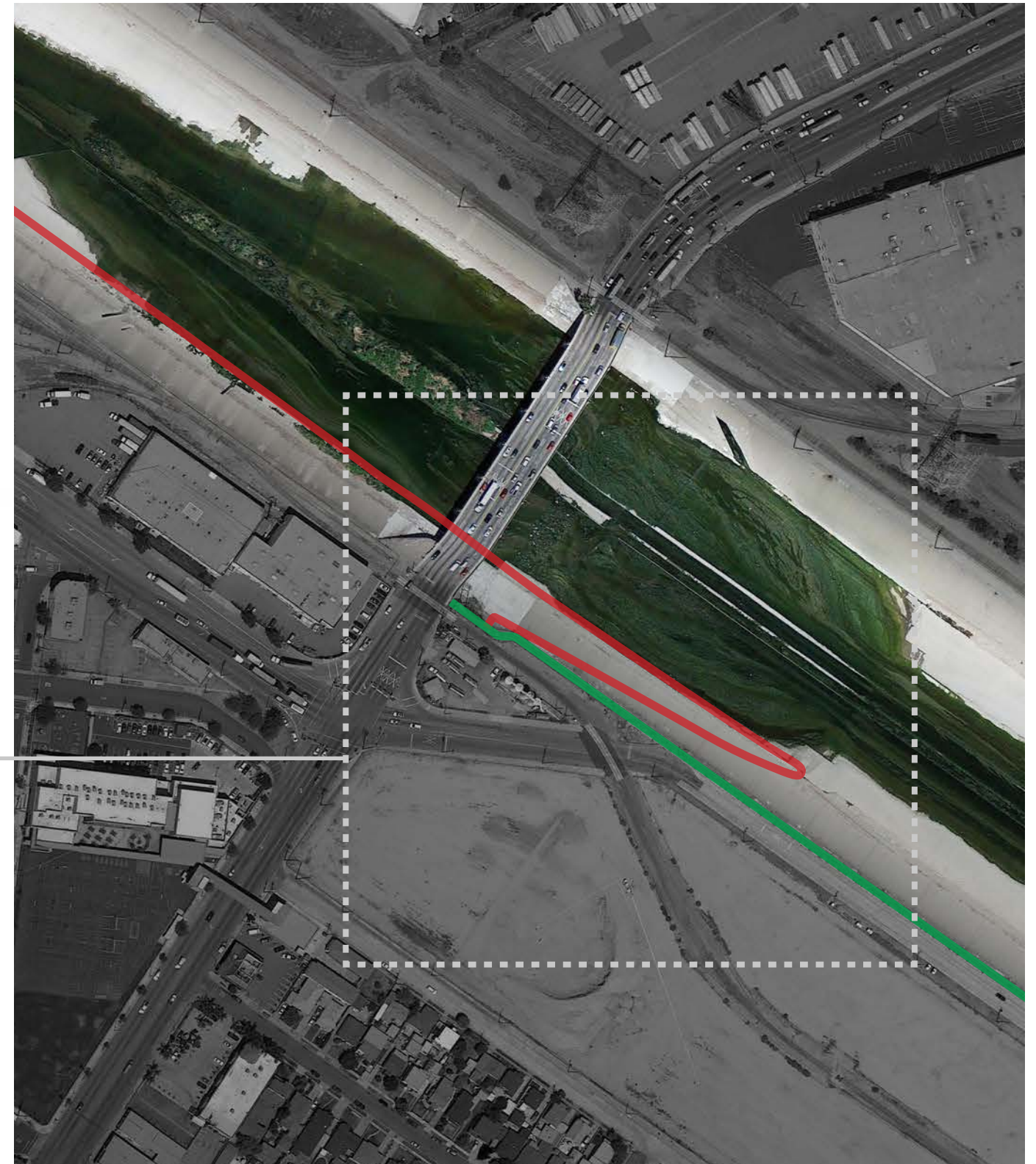


PROPOSED IN-CHANNEL BIKE PATH.

ATLANTIC BOULEVARD BRIDGE.

EXISTING ATLANTIC BLVD ENTRY LOCATION TO BIKEPATH / EXISTING FINAL TERMINATION

PROPOSED RAMP DOWN TO IN-CHANNEL BIKE PATH





# PLANNING FOR ACTION



**February**

City Council motion to Implement the completion of the In-Channel bike path

**April 2014**

Assemble design and engineering team

**July 2014**

Submit Draft of the Studies:

1. Hydrology
2. Civil drawings
3. Structural plans and calculations
4. Safety Plan
5. Weather information system
6. Construction budget
7. Points of Access design
8. Maintenance plan

**July - September**

Preliminary Review:

United States Army Corps of Engineers  
 Los Angeles City Bureau of Engineering  
 Los Angeles City Department of Water and Power  
 Los Angeles City Fire Department