



BUILDING BIG THROUGH COMMUNITY ENGAGEMENT

LA RIVER PATH STRATEGIES

CALIFORNIA TRAILS AND GREENWAYS CONFERENCE | 04 · 24 · 2019



WHO WE ARE: ALTA PLANNING + DESIGN

Alta creates active communities.

- *North America's leading multi-modal transportation firm*
- *Specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems*
- *More than 200 staff in 30 offices across North America*

We are committed to transforming communities, one trip at a time, one step at a time, and one street, intersection, and park at a time.





ELYSIAN VALLEY

CYPRESS PARK

110

ELYSIAN PARK

LINCOLN HEIGHTS

101

CHINATOWN EAST

CHINATOWN WEST

CIVIC CENTER & SUPPORT

LITTLE TOKYO

101

ARTS DISTRICT

5

BOYLE HEIGHTS

10

EAST LA

710

LOS ANGELES

10

WHOLESALE DISTRICT

60

5

VERNON

MAYWOOD

HUNTINGTON PARK

LAR NEIGHBORHOODS





ADJACENT TO RIVER



ACCESS POINTS



LANDMARKS



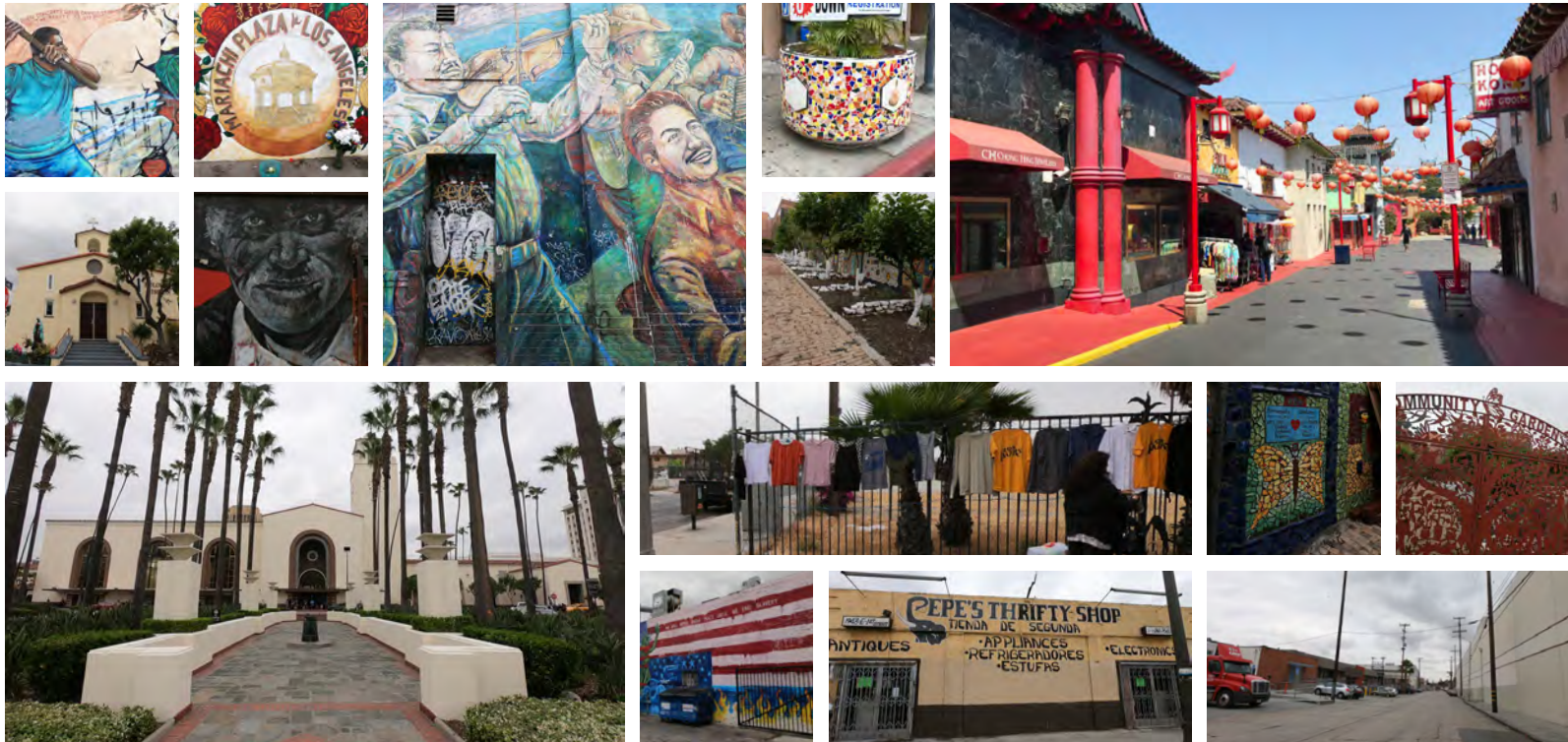
OPEN SPACES



PUBLIC TRANSIT



ACTIVE MOBILITY ROUTES



LINCOLN HEIGHTS

AMERICAN WRECKING CO.

LACY STREET
PRODUCTION CO.
2630 LACY ST



CIVIC CENTER & CIVIC SUPPORT



ARTS
DISTRICT

FRITZ

Penny Pound Ice

ARTS
DISTRICT

HUB

VIN

ICE CREAM SHOP
ICE CREAM CONE
DURO LOCO • DIABLITOS
NACHOS
ICE CAPUCHINO



BOYLE HEIGHTS

SANTA
RESTAURANT

PHONE

TAPOS





VERNON



MAYWOOD

8 MILE CORRIDOR

Included
in the LA
River Path
Project

LAR CORRIDOR





FORM



TEXTURE



SHADOW



BRIDGES



RAIL



UTILITIES



INTERSTITIAL SPACES



PARKS & OPEN SPACE



HUMANS & THE RIVER

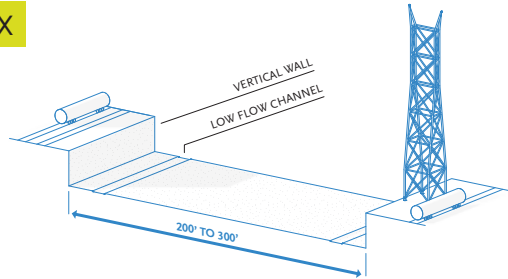


STUDIO LAR | Alta Planning + Design

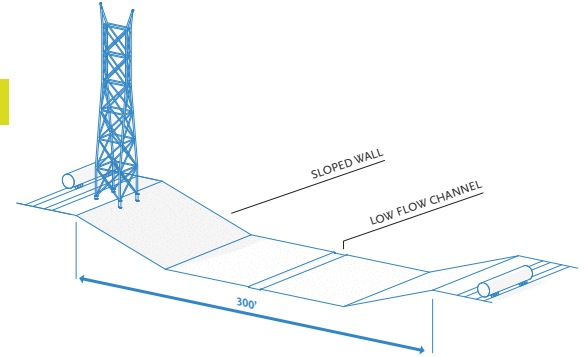
OUR CONDITIONS

LOS ANGELES

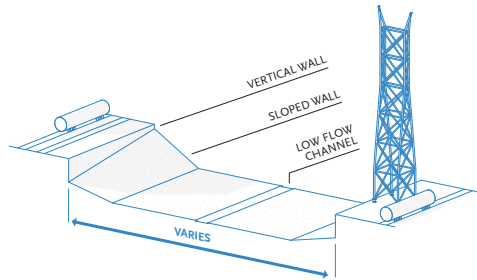
BOX



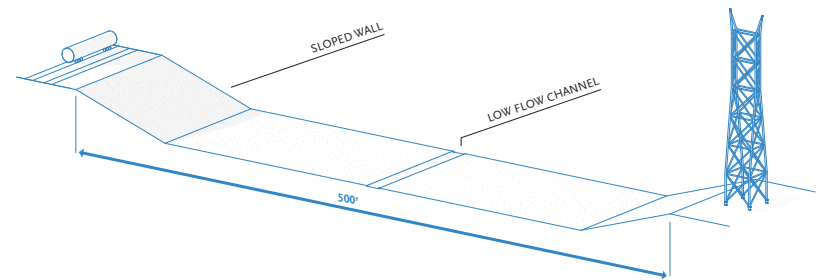
MEDIUM TRAPEZOID



TRANSITIONAL

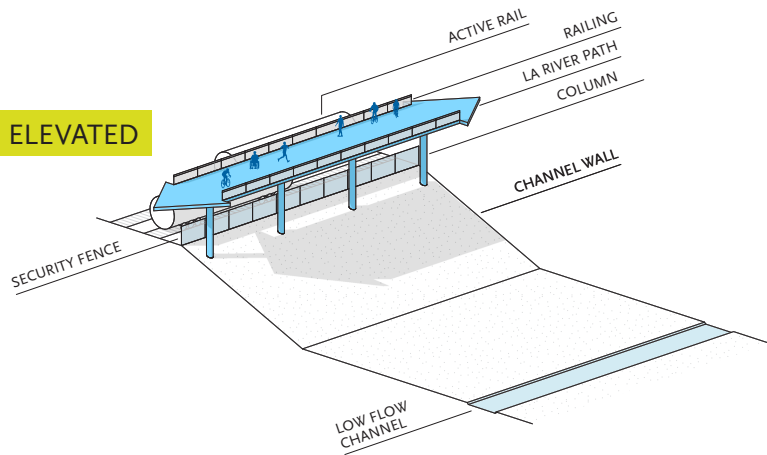


LARGE TRAPEZOID

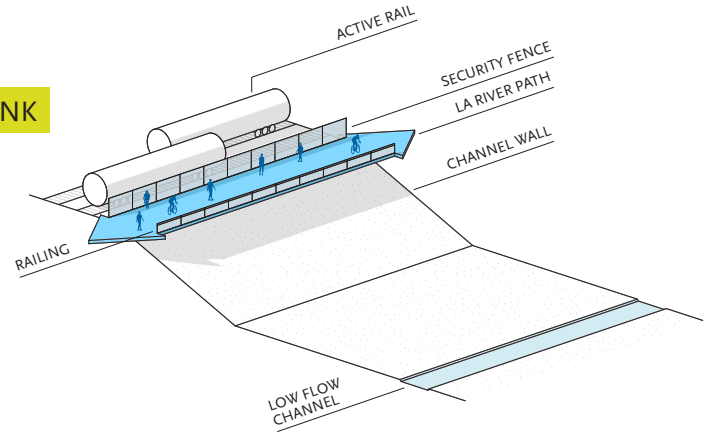


PATH TYPES

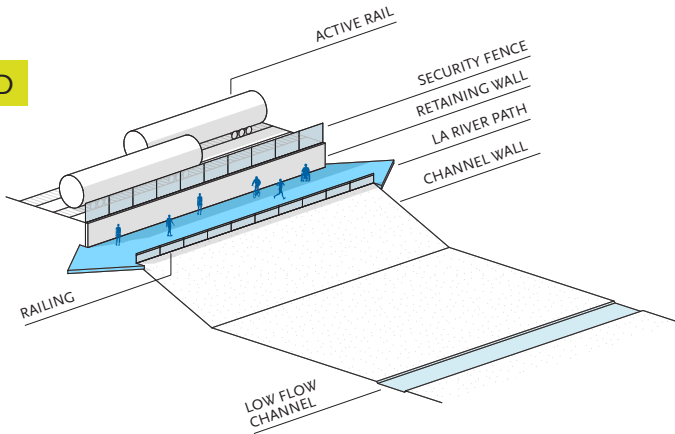
ELEVATED



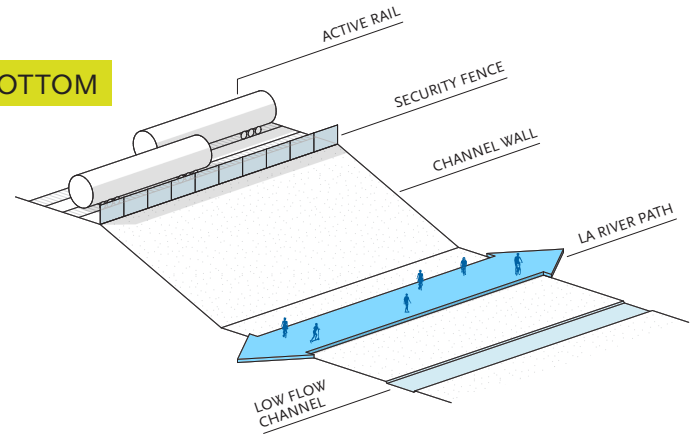
TOP-OF-BANK



INCISED



CHANNEL BOTTOM





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OUR TOOLS: PATH FAMILIES

WHAT ARE PATH FAMILIES?



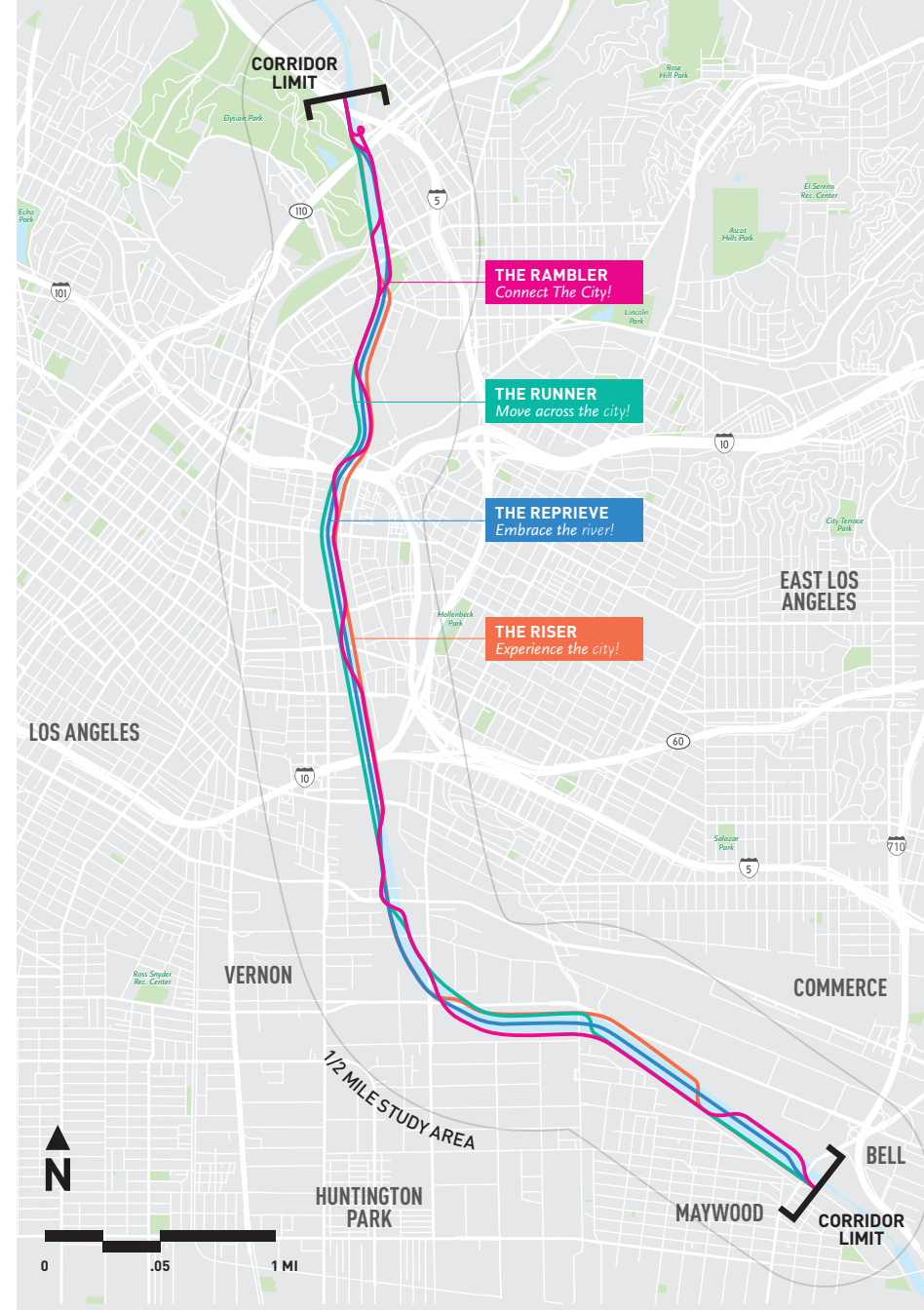
The families **ARE**:

- > **FOUR PACKAGES** of conceptual path alignments and access points
- > Each family is **DISTINCT** and explores different horizontal, vertical, and access point options



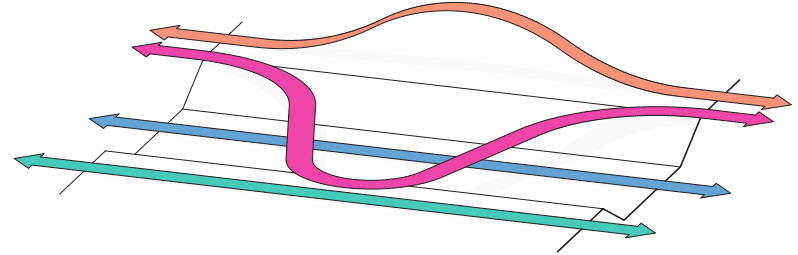
The families **ARE NOT**:

- > **FIXED:** They are concepts that have flexible alignments and access points
- > **MUTUALLY EXCLUSIVE:** The final path and access point selection will be a hybrid of the different families as determined by stakeholder input and evaluation criteria



WHY FOUR FAMILIES?

The four families allow both the community and the technical team to compare and contrast trade-offs



COMMUNITY

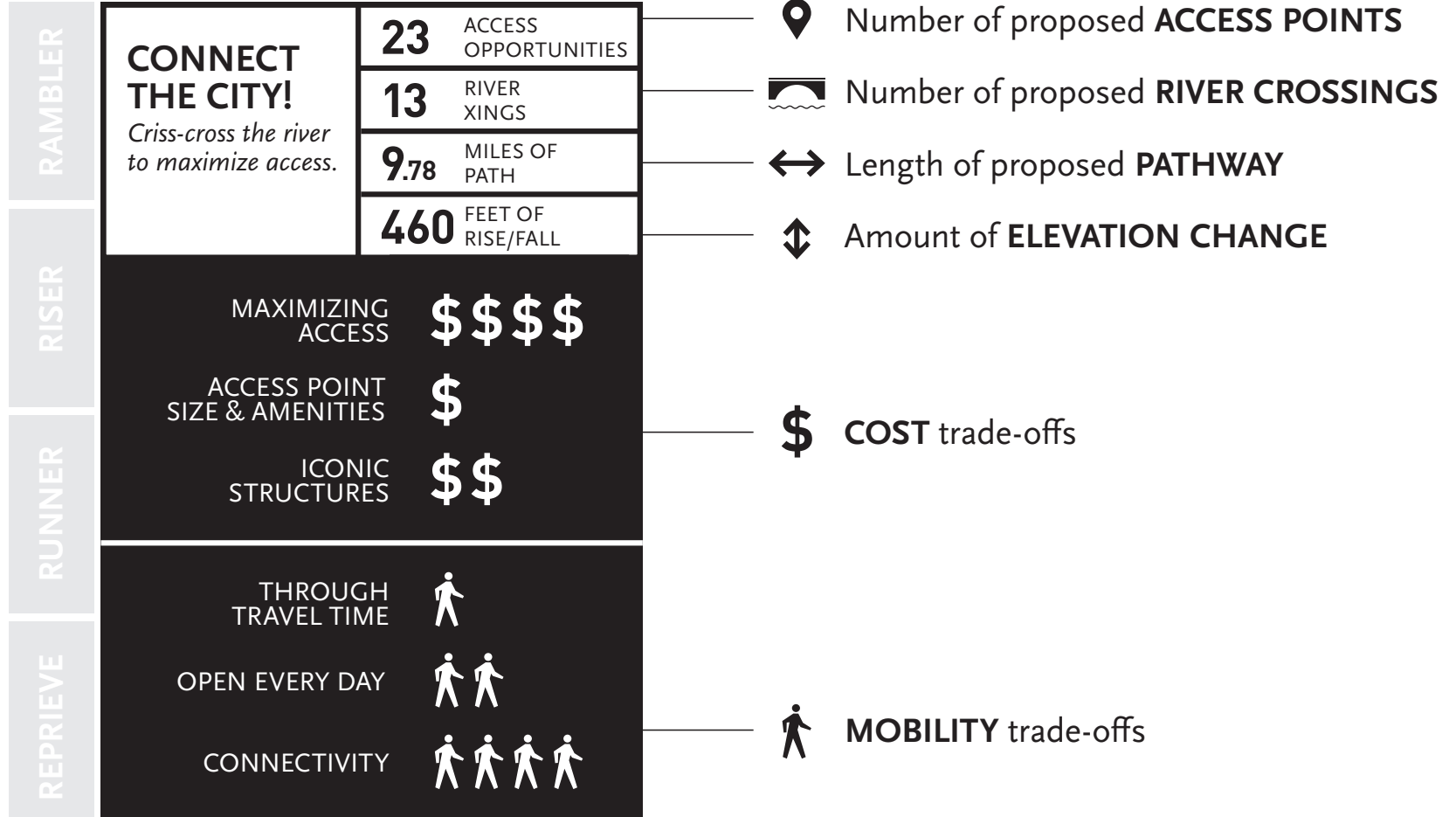
- > Provides tangible lines on a map to react to
- > Demonstrates comparisons and contrasts for discussion:
 - > ACCESS POINT AMENITIES
 - > ACCESS POINT LOCATIONS
 - > PATH DIRECTNESS



TECHNICAL TEAM

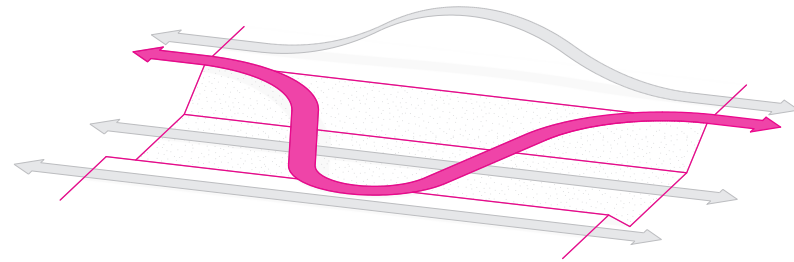
- > Provides tangible Alignments to design for
- > Demonstrates comparisons and contrasts for further study:
 - > COSTS
 - > FEASIBILITY
 - > DESIGN APPROACHES





TRADE-OFFS



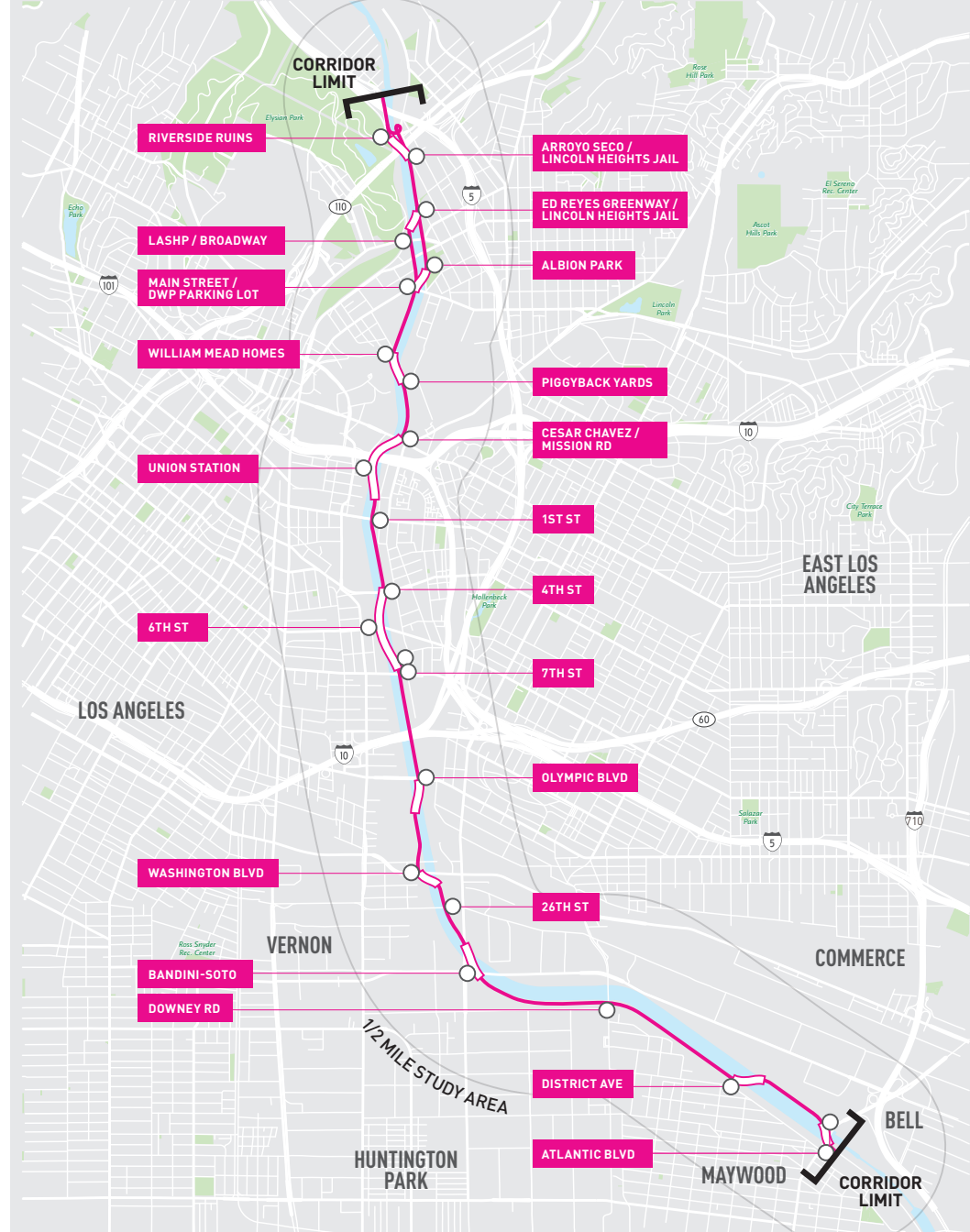
WHAT ARE PATH FAMILIES?

RAMBLER	CONNECT THE CITY! <i>Criss-cross the river to maximize access points.</i>
RISER	EXPERIENCE THE CITY! <i>Rise and fall along the corridor for a dramatic user experience.</i>
RUNNER	MOVE ACROSS THE CITY! <i>Efficiently move along the river in the most direct route possible.</i>
REPRIEVE	EMBRACE THE RIVER! <i>Find refuge by staying close by or in the river channel.</i>



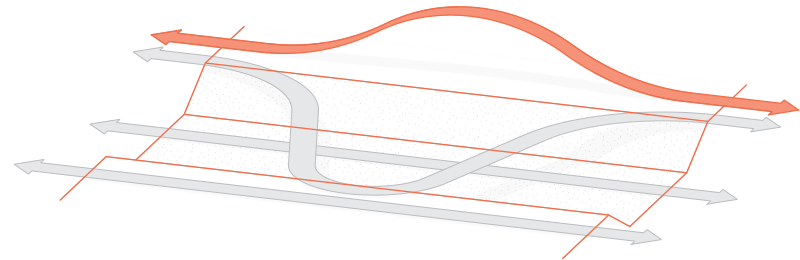
TRADE-OFFS	
PHYSICAL	
Access Opportunities	23
Potential Crossings	13
Length of Path	9.8 mi
Rise and Fall	Med 
COST	
Maximizing Access	\$\$\$\$
Access Point Size and Elements	\$
Structures	\$\$
MOBILITY	
Through Travel Time	
Open Every Day	
Connectivity	

THE RAMBLER

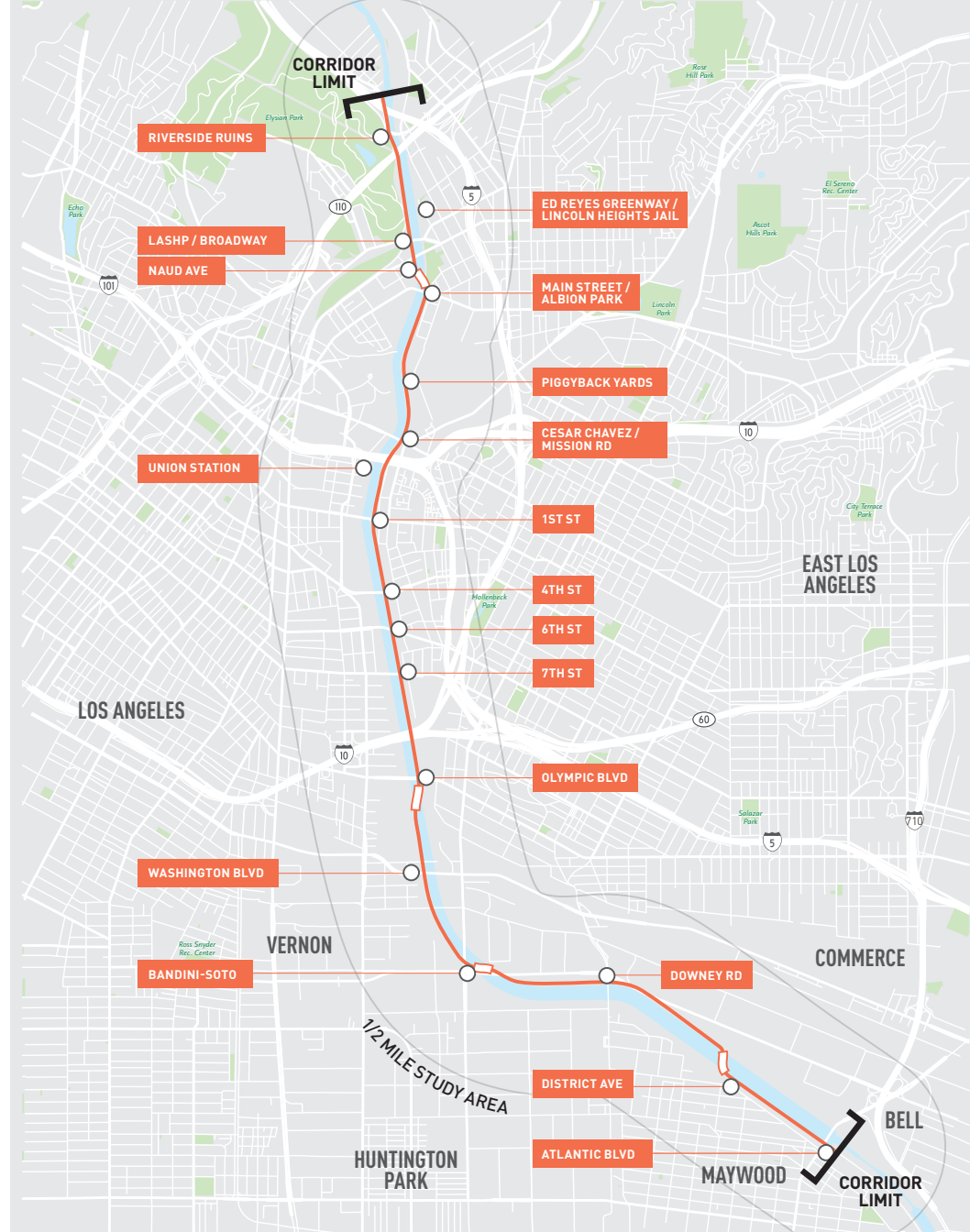


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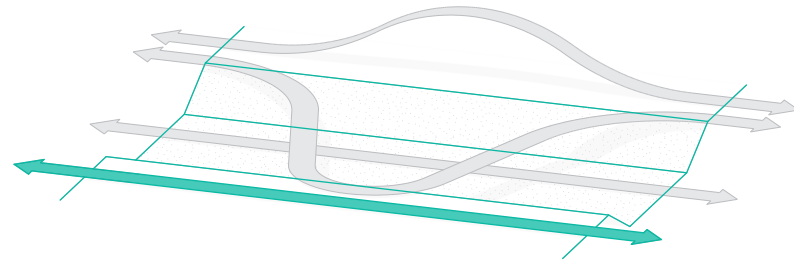






TRADE-OFFS	
PHYSICAL	
Access Opportunities	18
Potential Crossings	6
Length of Path	8.1 mi
Rise and Fall	High 
COST	
Maximizing Access	\$\$
Access Point Size and Elements	\$
Structures	\$\$\$\$
MOBILITY	
Through Travel Time	
Open Every Day	
Connectivity	

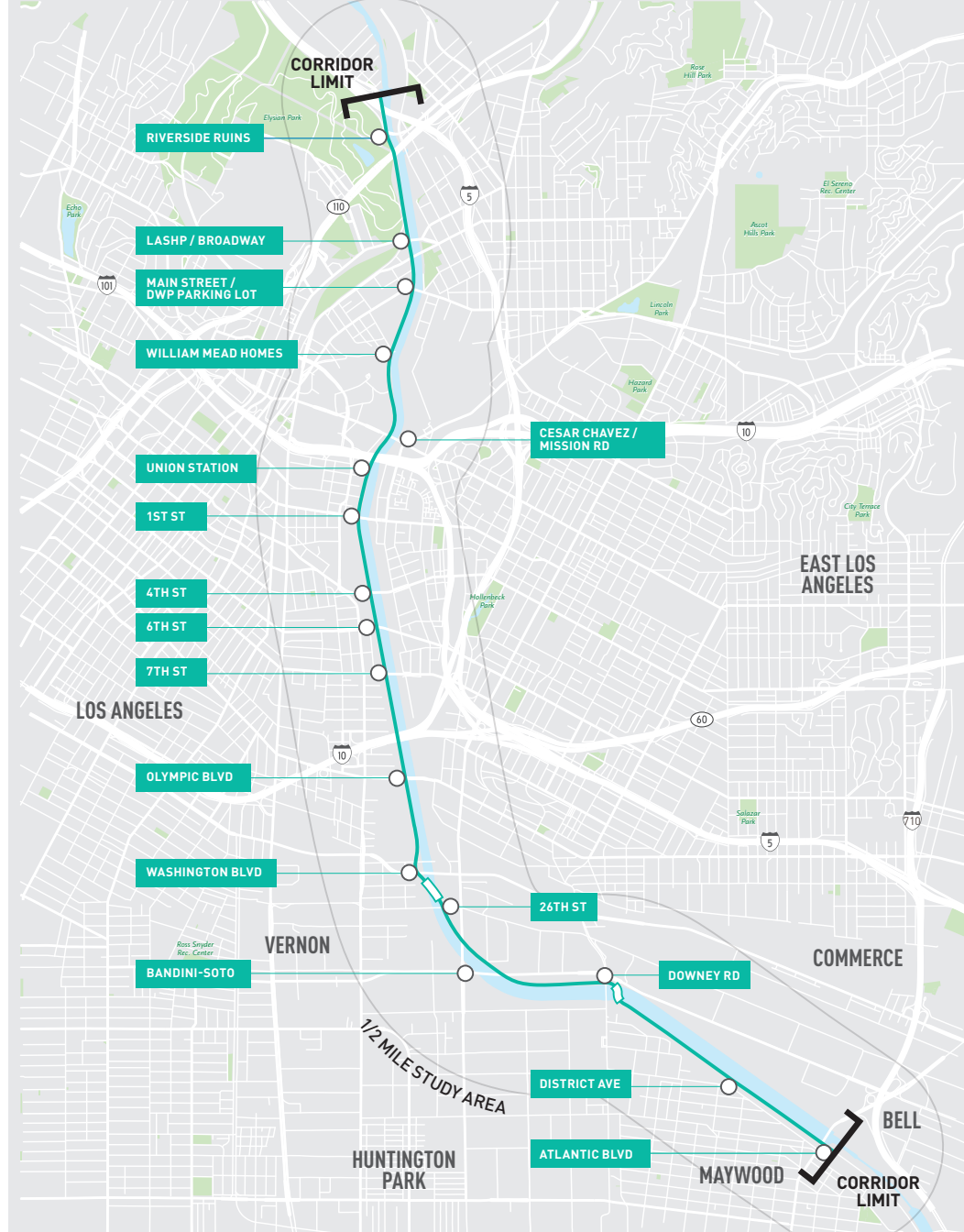


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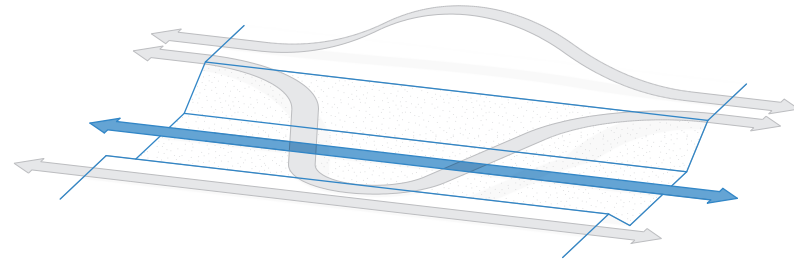






TRADE-OFFS	
THE RUNNER	
PHYSICAL	
Access Opportunities	17
Potential Crossings	4
Length of Path	8.0 mi
Rise and Fall	Low 
COST	
Maximizing Access	\$\$
Access Point Size and Elements	\$\$\$
Structures	\$\$
MOBILITY	
Through Travel Time	
Open Every Day	
Connectivity	

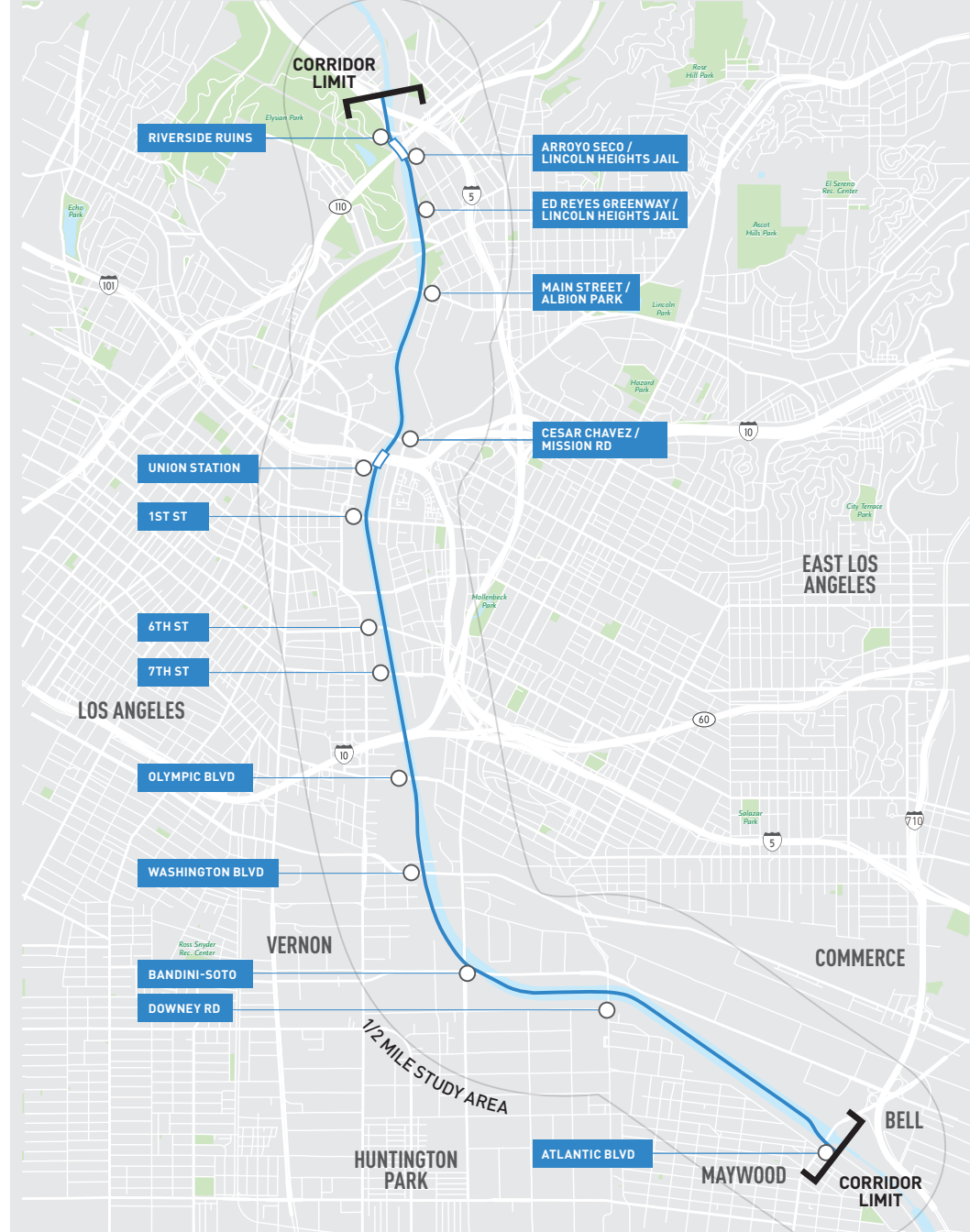


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TRADE-OFFS	
PHYSICAL	
Access Opportunities	14
Potential Crossings	2
Length of Path	8.0 mi
Rise and Fall	Low 
COST	
Maximizing Access	\$
Access Point Size and Elements	\$\$\$\$
Structures	\$\$
MOBILITY	
Through Travel Time	
Open Every Day	
Connectivity	



HOW WOULD YOU SPEND YOUR RIVER \$?

1 What are your priorities?
¿Cuáles son sus prioridades?

A path that gets you
WHERE YOU WANT TO GO 
Un camino que me lleve a donde quiera ir



LOS ANGELES

VERNON

PROJECT LIMIT LÍMITES DEL PROYECTO

2 What are your priorities?
¿Cuáles son sus prioridades?

A path with **GREAT VIEWS** 
Un camino con vistas excelentes



3 What are your priorities?
¿Cuáles son sus prioridades?

 A Path that gets you
UP AND DOWN the river
Un camino que te lleva por el río




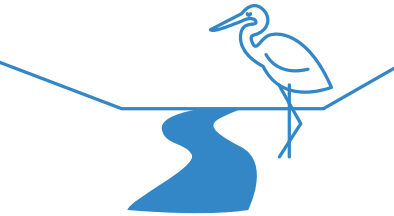
LOS ANGELES

VERNON

PROJECT LIMIT LÍMITES DEL PROYECTO

4 What are your priorities?
¿Cuáles son sus prioridades?

A Path that provides
PEACE & QUIET 
Un camino que proporciona paz y tranquilidad



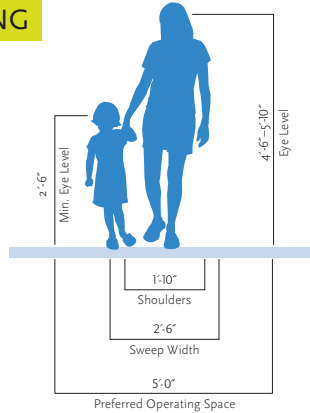


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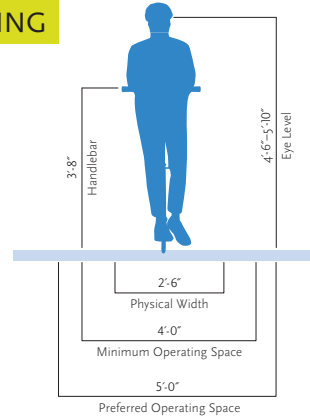
OUR TOOLS: LEVEL OF COMFORT

LOS ANGELES

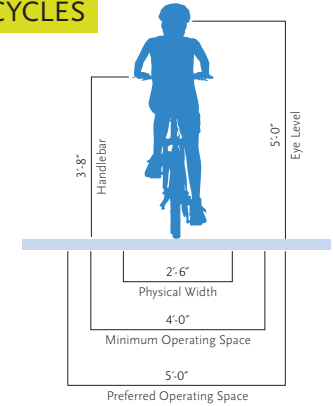
PEOPLE WALKING



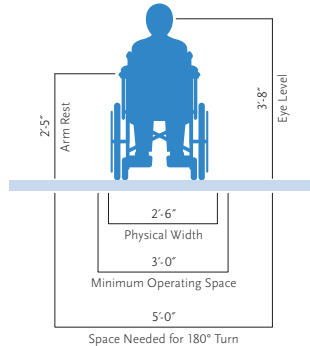
PEOPLE ROLLING



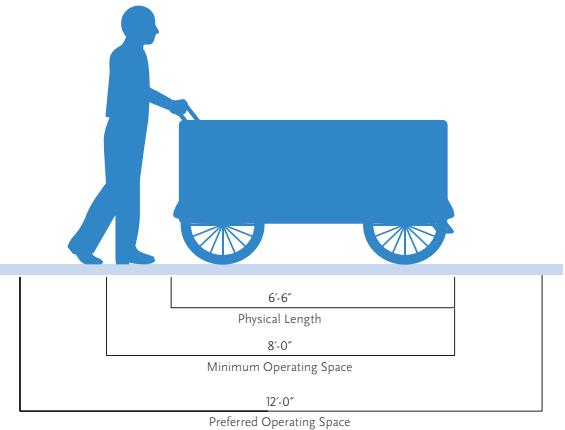
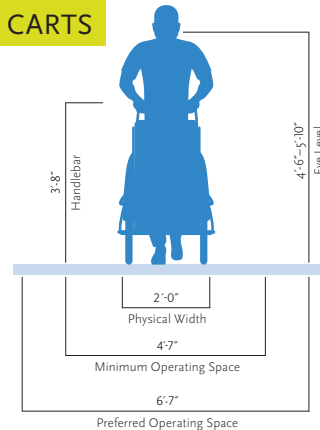
PEOPLE RIDING BICYCLES



WHEELCHAIR USERS

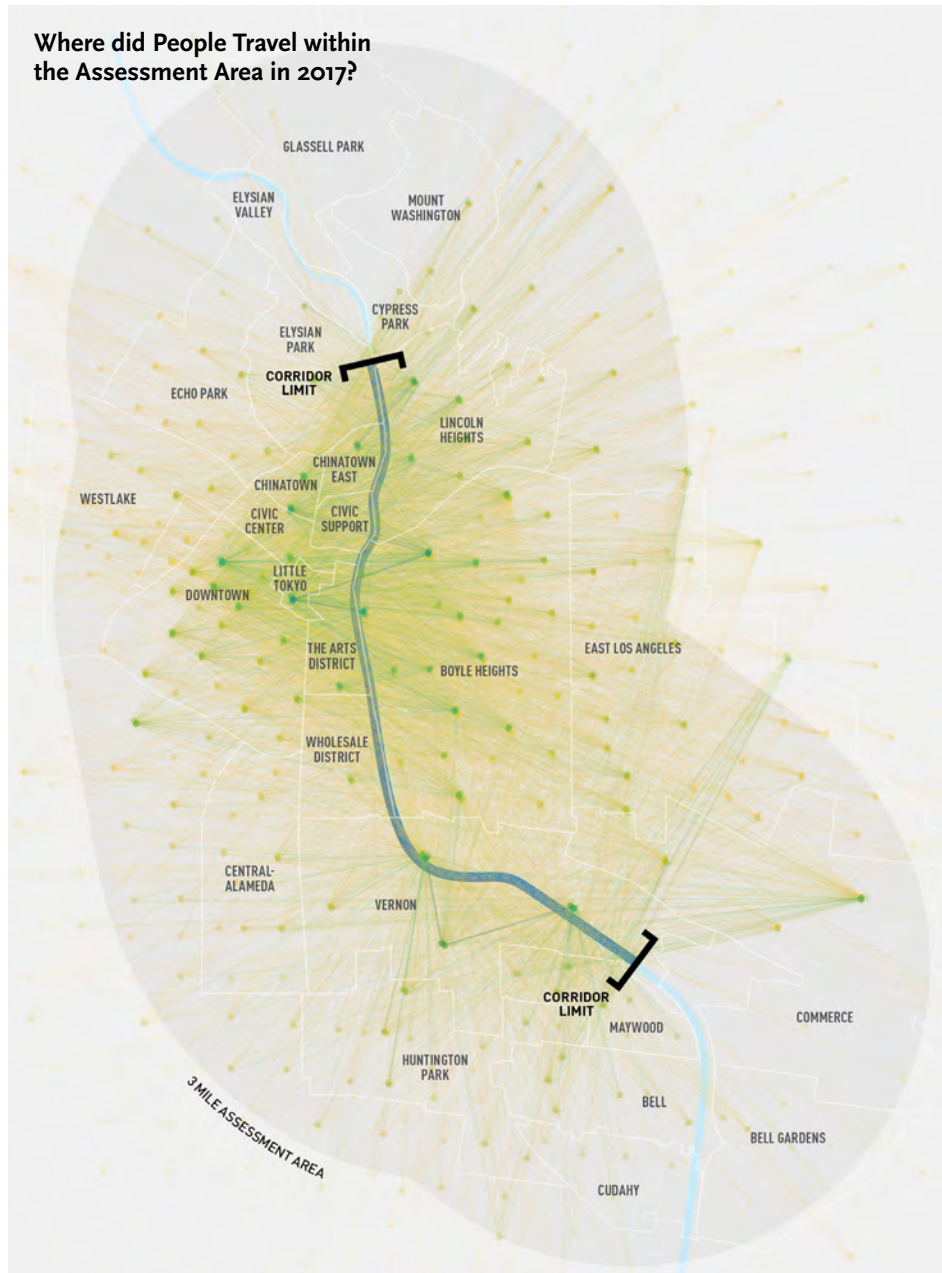


PEOPLE WITH CARTS



DEMAND

Where did People Travel within the Assessment Area in 2017?



LEGEND

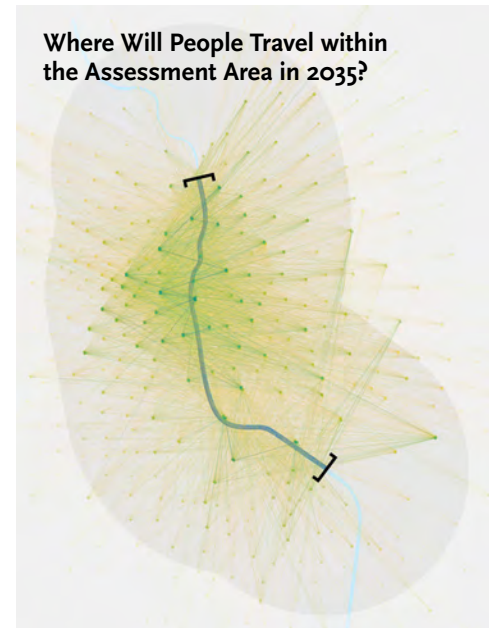
- LA River
- Corridor

NUMBER OF TRIPS TAKEN

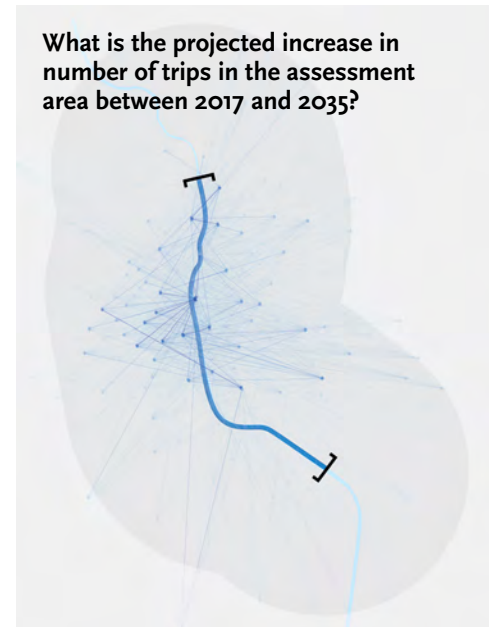
This considers all modes, including people walking, biking, taking transit, and driving.

- 174 to 559 Trips
- 60 to 173 Trips
- 24 to 59 Trips
- 8 to 23 Trips

Where Will People Travel within the Assessment Area in 2035?



What is the projected increase in number of trips in the assessment area between 2017 and 2035?

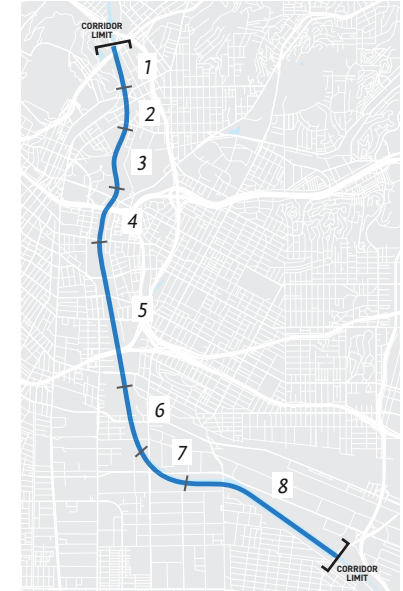


LEVEL OF SERVICE

SHARED-USE FACILITY WITH DEFAULT FHWA MODE SPLIT

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	SEGMENT 6	SEGMENT 7	SEGMENT 8
Width (ft)	144*	190*	234*	249*	274*	141*	138*	95*
8	23.4 E	1.88 F	1.55 F	1.52 F	1.47 F	2.37 E	2.40 E	2.81 D
10	2.73 D	2.28 E	1.94 F	1.19 F	1.87 F	2.76 D	2.79 D	3.21 C
12	3.50 B	3.17 C	2.81 D	2.62 D	2.46 E	3.53 B	3.55 B	3.80 B
14	3.69 B	3.36 C	3.00 C	2.87 D	2.64 D	3.71 B	3.73 B	3.98 B
16	3.90 A	3.63 B	3.34 C	3.23 C	3.05 C	3.92 B	3.93 B	4.15 A
18	4.01 A	3.74 B	3.45 C	3.34 C	3.16 C	4.03 A	4.04 A	4.26 A
20	4.10 A	3.82 B	3.53 B	3.43 C	3.25 C	4.11 A	4.13 A	4.35 A
22	4.17 A	3.90 B	3.61 B	3.50 B	3.32 C	4.19 A	4.20 A	4.42 A
24	4.23 A	3.96 B	3.67 B	3.56 B	3.38 C	4.25 A	4.26 A	4.48 A
26	4.28 A	4.01 A	3.72 B	3.61 B	3.43 C	4.30 A	4.31 A	4.53 A
28	4.32 A	4.05 A	3.76 B	3.66 B	3.48 C	4.34 A	4.36 A	4.57 A
30	4.36 A	4.09 A	3.80 B	3.69 B	3.51 B	4.38 A	4.39 A	4.61 A

CORRIDOR SEGMENTS



SEPARATED FACILITY WITH 100% ADULT BICYCLISTS

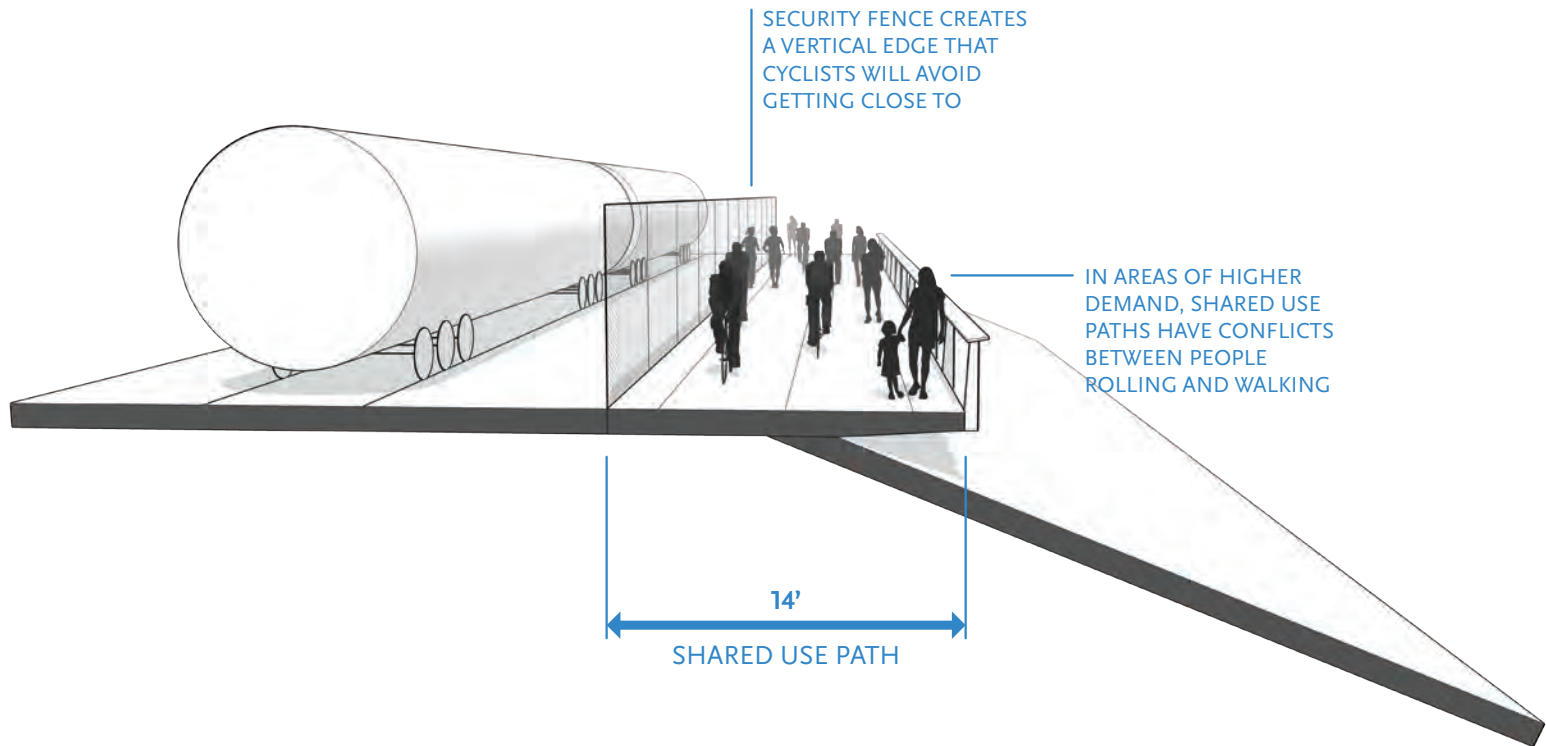
	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	SEGMENT 6	SEGMENT 7	SEGMENT 8
Width (ft)	86*	114	140	149	164	85	83	57
6	4.00 A	3.50 B	3.50 B	3.50 B	3.50 B	3.50 B	4.00 A	4.00 A
8	4.00 A	3.50 B	3.50 B	3.50 B	3.50 B	3.50 B	4.00 A	4.00 A
10	4.00 A	3.77 B	3.74 B	3.72 B	3.71 B	3.74 B	4.00 A	4.00 A
12	4.09 A	4.07 A	4.06 A	4.05 A	4.04 A	4.06 A	4.09 A	4.10 A
14	4.28 A	4.26 A	4.25 A	4.24 A	4.23 A	4.25 A	4.28 A	4.29 A

* One-way user trips per hour

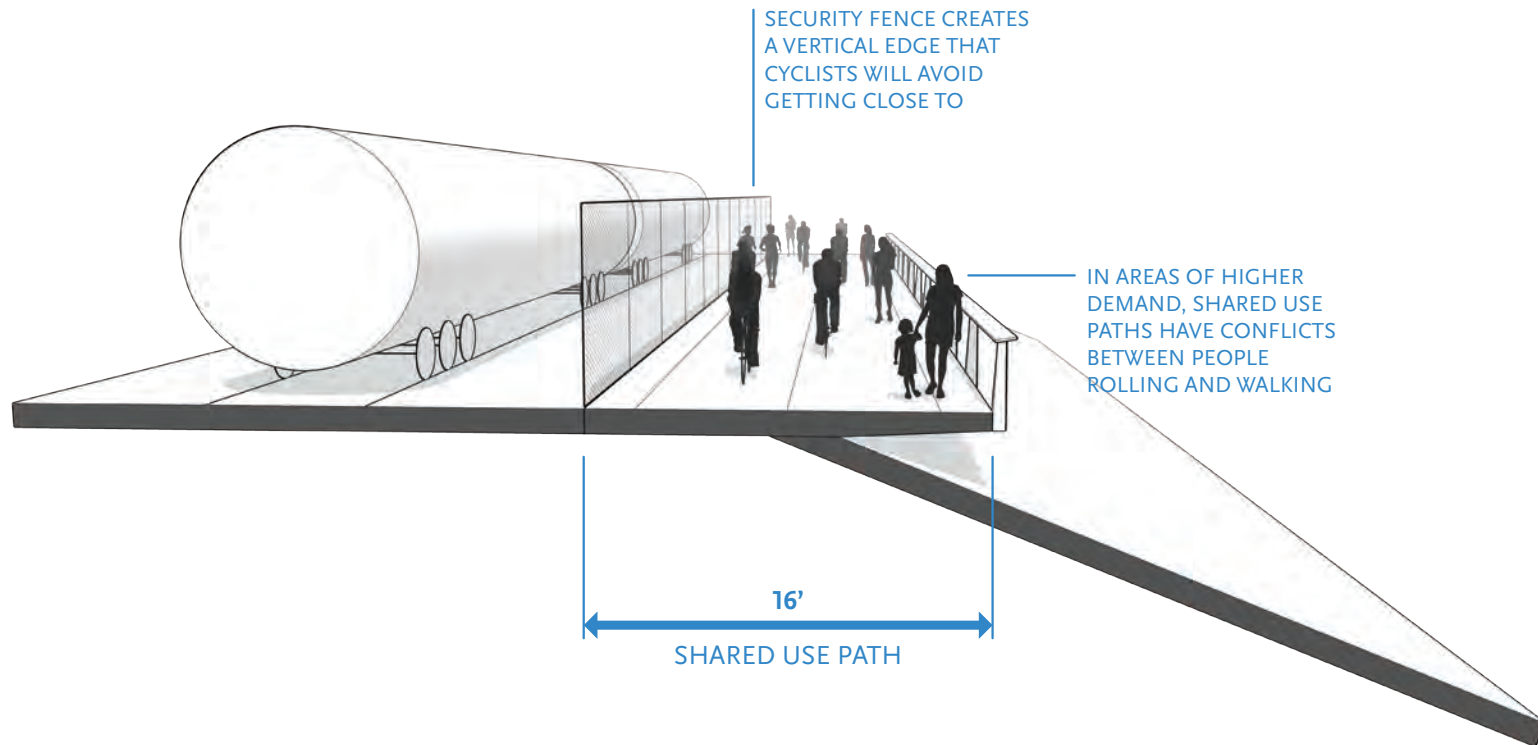
LEVEL OF COMFORT FACTORS

	LOS	User Separation	Slopes	Vehicle Stress	Interruptions Junctions	Land Use Context	Crime Risk		Average Score	LOC Grade
Score	4	5	4	5	3	5	5		4.43	B
Weight	17%	15%	11%	19%	13%	11%	15%	check	101.00%	
Weighted Score	0.68	0.75	0.44	0.95	0.39	0.55	0.75		4.51	A
SCORE	LOC SCORING GUIDE									
5	Optimal		2-3%	Optimal						
4	Above Average		3-5%	Above Average						
3	Average		5-8%	Average						
2	Poor		8-10%	Poor						
1	Very Poor		Above 10%	Very Poor						
0	Unacceptable									
	DESCRIPTIONS/ASSUMPTIONS									
Ease of Mitigation	4	5	2	3	3	1	3			
Solutions	Widen or reduce path	Bike/ped separation	Reduce slopes	User separation	Restrict access	Screen or open views	CPTED principles			

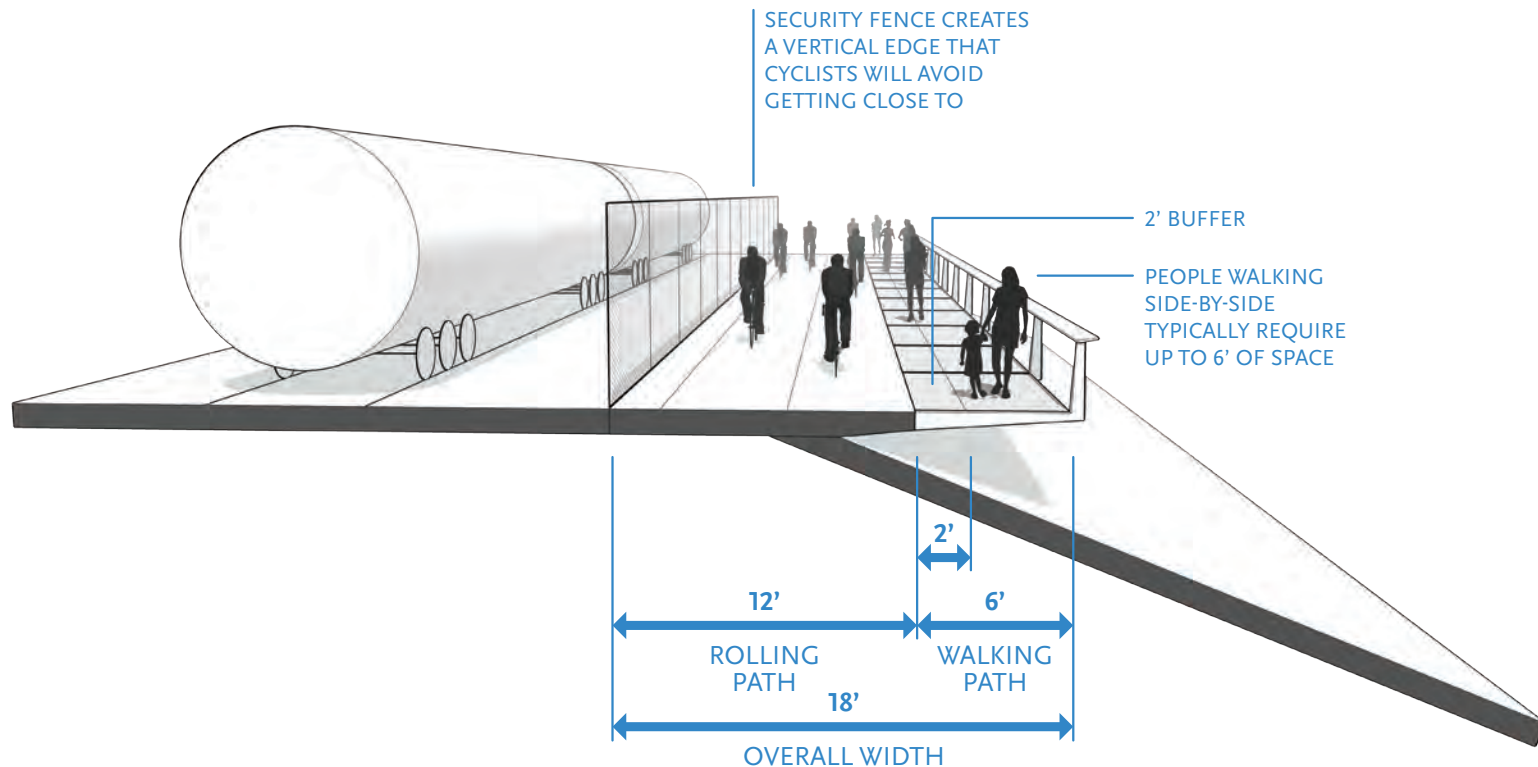
14' SHARED-USE



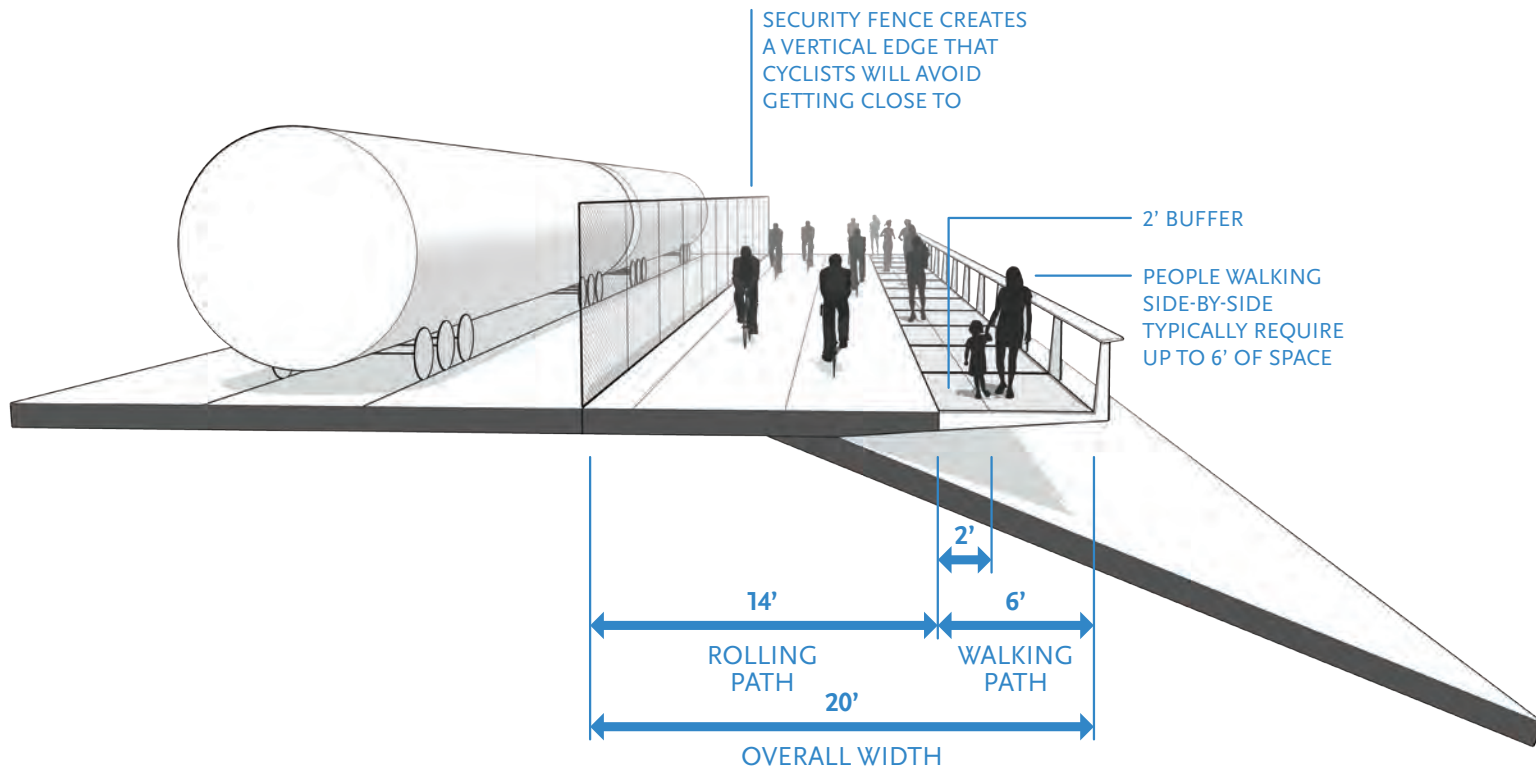
16' SHARED-USE



18' SEPARATED USE



20' SEPARATED USE



ROLLING
CASUAL PAIR

ROLLING
COMMUTER

PEDESTRIAN
JOGGER

PEDESTRIAN
CASUAL PAIR

PEDESTRIAN
CASUAL

PEDESTRIAN
STROLLER



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THANK YOU!