

## MOTION

The Department of Transportation (LADOT) is currently in the early design stages for a project known as LA RiverWay Phase IV (Project), which will extend the LA RiverWay active transportation path west from the current terminus at the Riverside Drive Bridge / Zoo Drive for approximately one mile northwest towards Forest Lawn Drive. This project covers a key segment of the LA RiverWay's eventual full alignment as envisioned and adopted in the 2007 Los Angeles River Revitalization Master Plan (Revitalization Master Plan), the Los Angeles County 2022 Los Angeles River Master Plan Update (County Master Plan), and other documents. Conceptual design of the LA RiverWay in the San Fernando Valley portion has been completed in the Los Angeles River Valley Bikeway and Greenway Design Completion Project Feasibility Study Report (FSR).

The LA Riverway Phase IV is a unique active transportation segment along the Los Angeles River because of its proximity to Griffith Park equestrian trails, equestrian amenities, and equestrian facilities that connect across and along the river. While the LA RiverWay Phase IV project already proposes to separate equestrian and bicycle/walking facilities running alongside one another, it is imperative that the Project go above and beyond to ensure the safest facilities for both equestrian and other users when designing the alignment and planned uses for the segment. This includes maintaining a 10' ideal minimum width for equestrian segments where feasible, designing any path intersections in a way to slow down people biking, adding protection from freeway noise, visual blight, and pollution, and the provision of appropriate buffering and vertical separation of path types.

An alignment closest to "Preferred Multiuse Trail Combinations" on page 67 of the County Master Plan, with exclusive space for people on horseback, people biking, and people walking, is ultimately preferred in this keystone segment. While some constraints may be unavoidable, all efforts should be taken to accumulate any needed width through encroachments/easements to eliminate mixing uses or reducing the width of the equestrian path below 10'. Additionally, as currently scoped, the Project will stop short, approximately 200' east of a maintenance gate and ramp to Forest Lawn Drive. Therefore there are two cycling infrastructure gaps to contend with:

- The short-term gap of completing a cycling route from the current western terminus of the Project to the intersection of Forest Lawn Drive and Zoo Drive, where active transportation safety improvements are in the design stage for Forest Lawn Drive; and
- The long-term gap of having the LA RiverWay off-street facility traverse the CA-134 freeway.

LADOT should take appropriate steps to plan accordingly and work to make sure LA RiverWay Phase IV does not end abruptly, with no exit path, especially in the short-term of the anticipated completion date of the LA RiverWay Phase IV Project.

**I THEREFORE MOVE** that the City Council instruct the Department of Transportation, with assistance from the Bureau of Street Services, and the Bureau of Engineering, to report back within 45 days, on implementing a design for the LA RiverWay Phase IV Project that prioritizes maximizing space and enjoyment for all uses, and forms a continuous segment with an outlet at Forest Lawn Drive or another identified bicycle/pedestrian facility. This should include: encroachments/easements or other agreements necessary with other jurisdictions in order

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to eliminate mixing modal uses, maintain a minimum 10' equestrian-only path, construct fencing, bend cycling segments to slow cyclists at trail junctions, and any other needed design elements. The report should also outline steps to protect the trail from the negative impacts of the CA-134 freeway. The report should outline anticipated costs of any needed encroachments/easements and elements to protect the trail from the negative impacts of the CA-134 freeway and methods to cover those costs.

**I FURTHER MOVE** that the City Council instruct the Department of Transportation, with assistance from the Bureau of Engineering, to report back within 90 days with a project development plan to close the anticipated short-term gap between the western terminus of the LA RiverWay Phase IV Project and the intersection of Forest Lawn Drive and Zoo Drive. This report should identify a potential lead agency or partner agencies, anticipated cost, funding sources, and design constraints and should outline how a gap closure can be completed at the same time as LA RiverWay Phase IV. The report should also outline whether the short-term gap closure should be led by LADOT or Caltrans.

**I FURTHER MOVE** that the City Council instruct the Department of Transportation, with the assistance of the Bureau of Engineering, to report back within 90 days with a desired scope for a long-term gap closure traversing the CA-134 freeway for the LA RiverWay and improvement of the CA-134 westbound offramp and Forest Lawn Drive intersection. The report should identify Caltrans as the preferred lead agency, and should identify any other partner agencies and speak to the overlapping jurisdictions, land ownership, and projects of the Los Angeles Department of Water and Power (LADWP), the City of Los Angeles, the City of Burbank, and Caltrans. The report should outline project outreach steps to take with Caltrans.

PRESENTED BY:

  
NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:



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