

MOTION

Over the years, the City of Los Angeles has constructed numerous bicycle and pedestrian paths along waterways and transit corridors, including the LA RiverWay, the G (Orange) Line Bike Path, the San Fernando Road Path, the Browns Creek Path, the Ballona Creek Path, the Chandler Boulevard Bike Path, the Expo Line Bike Path, the Harbor Park Path, the Will Rogers State Beach Bike Path, the Arroyo Seco Bike Path, and the Rail to Rail Path. Mobility Plan 2035 calls for expanding this network.

Many of these paths are partially or entirely on property owned by entities other than the City – including Metro, the US Army Corps of Engineers, the Los Angeles County Flood Control District, the State of California, Metrolink, private property owners subject to easements, and perhaps others – and are subject to use agreements between the City and the property owner. Some of these paths also lie on property owned by the Department of Recreation and Parks (RAP), necessitating agreements with RAP.


Each of these use agreements is negotiated separately, which has resulted in a lack of consistency regarding which City department is responsible for maintenance and upkeep. In general, the Department of Public Works (DPW) is responsible for maintenance of the public right of way; the Department of Recreation and Parks (RAP) is responsible for maintenance of recreational facilities; and the General Services Department is responsible for maintenance of other City buildings and facilities. Each of these departments has significant maintenance responsibilities, and consequently have large numbers of staff in various maintenance-related job classifications.

No department is clearly assigned responsibility for bicycle and multi-paths located on property not owned by the City. By default, the Los Angeles Department of Transportation (LADOT) is often assigned responsibility for maintaining these paths, but they do not have maintenance personnel. This has often resulted in inadequate maintenance of these facilities, including failure to remedy pavement defects which would be rapidly repaired if they were on a street, in a park, or at a municipal building. It also results in an unacceptable level of City resources being dedicated to negotiating unique use and maintenance agreements for each project, subject to one-off decisions made by general managers at the time each project is planned, and also determining which department is responsible when maintenance needs arise. For this reason, my colleagues introduced [Council File 25-0124](#) to consolidate current maintenance contracts under one City entity.

During the current budget crisis, it is essential that the City reduce inefficiencies. Bicycle and multi-use paths serve first and foremost as transportation facilities, similar to streets and sidewalks maintained by the Department of Public Works. Therefore the maintenance of these facilities should be clearly assigned through our code to the Department of Public Works, which has general maintenance expertise, responsibilities, and staffing.

One obstacle that has been identified is that the Los Angeles Administrative Code currently provides that DPW is responsible for maintenance of public rights of way “acquired” by the City, which has been interpreted not to include property subject to use agreements. Bike paths look like a street for bicyclists, function as a street, and have the maintenance needs of a street. For maintenance purposes, they should be treated like a street.

I THEREFORE MOVE that the Council REQUEST that the City Attorney, in consultation with the Department of Public Works (DPW) and its bureaus, to prepare and present an ordinance amending the Los Angeles Administrative Code to assign the responsibility for maintaining City bicycle and multiuse paths to the Department of Public Works;

APR 30 2025 
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I FURTHER MOVE the the Council INSTRUCT the City Administrative Officer, with the cooperation of DPW and the Department of Transportation, to provide recommendations regarding alignment of staffing and funding to provide an adequate level of of maintenance for bicycle and multi-use paths, at least equal to that provided to streets and sidewalks..

PRESENTED BY:

BOB BLUMENFIELD

Councilmember, 3rd District

PRESENTED BY:

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Councilmember, 4th District

SECONDED BY:

ORIGINAL