

# APPROVED

Aug 18 2022

## BOARD OF RECREATION AND PARK COMMISSIONERS

**BOARD REPORT**

NO. 22-216

DATE August 18, 2022

C.D. #4

### BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: GRIFFITH PARK: DONATION OF PLANNING AND CONSULTING SERVICES AND PRODUCTS FROM THE LOS ANGELES PARKS FOUNDATION FOR THE GRIFFITH PARK ACTIVE TRANSPORTATION IMPROVEMENTS PROJECT; APPROVAL OF GRIFFITH PARK DRIVE ROAD SEGMENT CLOSURE; APPROVAL OF THE GRIFFITH PARK – ROADWAY CLOSURE IMPROVEMENTS (PRJ21656) PROJECT AND AUTHORIZATION OF ASSOCIATED EXPENDITURES; CATEGORICAL EXEMPTION FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 1(3) [OPERATION, REPAIR, MAINTENANCE OR MINOR ALTERATION OF EXISTING HIGHWAYS AND STREETS, SIDEWALKS, GUTTERS, BICYCLE AND PEDESTRIAN TRAILS] OF CITY CEQA GUIDELINES AS WELL AS TO ARTICLE 19, SECTION 15301(c) OF CALIFORNIA CEQA GUIDELINES

AP Diaz \_\_\_\_\_

\*M. Rudnick MR

H. Fujita \_\_\_\_\_

C. Santo Domingo \_\_\_\_\_

B. Jackson \_\_\_\_\_

N. Williams \_\_\_\_\_

[Signature]  
General Manager

Approved   X  

Disapproved \_\_\_\_\_

Withdrawn \_\_\_\_\_

### RECOMMENDATIONS

1. Accept a donation from the Los Angeles Parks Foundation of planning and consulting services and products from Kimley-Horn and Associates, Inc. in connection with the collection of data, assistance with stakeholder engagement, and development of recommendations and conceptual plans related to active transportation improvements for Griffith Park as more fully described in this Report, valued in the amount of Two-Hundred Twenty-Five Thousand Dollars (\$225,000).
2. Approve the closure of a segment of Griffith Park Drive from Travel Town to the Griffith Park Composting Facility (as depicted in Attachment 9 of this Report) to automobile and motorcycle traffic other than those vehicles specifically authorized by the Department of Recreation and Parks (RAP) as more fully set forth in this Report.
3. Approve the scope of work and total budget for the Griffith Park – Roadway Closure Improvements (PRJ21656) Project as described in the Summary of this Report (Project).

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3. Approve the scope of work and total budget for the Griffith Park – Roadway Closure Improvements (PRJ21656) Project as described in the Summary of this Report (Project).
4. Authorize the expenditure of Five-Hundred Forty Thousand Dollars (\$540,000) from Fund No. 302, Dept. No. 89, APPR No. 89817M, Sub Account: GP-Griffith Park Pay Parking, for the Project.
5. Approve the proposed Project to be bid and constructed through RAP's list of pre-qualified on-call contractors.
6. Approve the authorization of change orders as authorized under Board Report #No. 06-136, for the construction contracts for this Project in the budget contingency amounts for such construction contracts as set forth in this Report.
7. Determine that the proposed Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(3) [Operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails] of City CEQA Guidelines as well as to Article 19, Section 15301(c) of California CEQA Guidelines and direct staff to file a Notice of Exemption (NOE) with the Los Angeles County Clerk.
8. Authorize RAP's Chief Accounting Employee to prepare a check to the Los Angeles County Clerk in the amount of \$75.00 for the purpose of filing a NOE.
9. Authorize RAP's General Manager, Chief Accounting Employee, or designee to make technical corrections as necessary, consistent with the intent of this Report.

### BACKGROUND

Griffith Park is one of the largest municipal parks in North America and the largest historic landmark in the City of Los Angeles, covering 4,511 acres. There are over 70 miles of hiking and equestrian trails that offer unparalleled views of the Los Angeles Basin. Millions of visitors, both locally and from all over the world, visit Griffith Park annually.

Congestion on park roads, speeding vehicles, cut-through traffic and lack of parking have continued to be issues that RAP have been working to mitigate over the last decade. Since 2016 RAP has focused on alleviating traffic congestion and increasing accessibility in the park, with the primary focus being the roads leading to and around the Greek Theater and the Griffith Observatory (Observatory). This effort led to a re-configuration of park roads around the Observatory and increased accessibility via the LADOT DASH daily service to the Observatory.

Additional mobility and pedestrian improvements have been implemented, including the construction of a walkway leading up to the Observatory and the installation of new lighted crosswalks near the Greek Theater where visitor volume is often among the highest in the park.

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Prior to the COVID-19 pandemic, RAP launched the Parkline Shuttle service on weekends as a free bus service intended to complement DASH service, reduce vehicles driving within the park, and better connect visitors to the park's numerous attractions. The operation of the Parkline has been suspended since March 2020; RAP is coordinating with LADOT on a re-launch of the service with a modified route when the nationwide bus driver shortage is resolved.

RAP has been working in close coordination with Councilmember Nithya Raman's Office (CD4) to pursue a variety of active transportation improvements to enhance safety and reduce speeding/cut-through traffic in Griffith Park. On April 16<sup>th</sup>, 2022, 77-year-old cyclist Andrew Jelmert was tragically hit and killed by a suspected drunk driver on Crystal Springs Drive in Griffith Park, just north of the I-5 on-ramp/off-ramp. This tragedy accelerated and re-emphasized the urgency for active transportation improvements throughout Griffith Park.

As part of these efforts, at the request of RAP and in coordination with CD4, the Los Angeles Parks Foundation (LAPF) commissioned the services of a planning and engineering firm, Kimley-Horn and Associates, Inc. (Kimley-Horn), to collect data, assist with a stakeholder engagement process, and develop a series of recommendations and conceptual plans for short, mid, and long-term countermeasures for the City's consideration. As part of this Report, staff is recommending the Board of Recreation and Park Commissioners (Board) accept the donation of said services and conceptual plans valued in the amount of Two-Hundred Twenty-Five Thousand Dollars (\$225,000) from LAPF.

On August 4<sup>th</sup>, 2022, Griffith Park staff and the Kimley-Horn team presented an informational status update to the Board's Facility Repair and Maintenance Commission Task Force regarding the data collection, outreach and various active transportation improvement recommendations for Griffith Park. In summary, the short, mid- and long-term countermeasures being studied include but are not limited to: installation of speed humps, new sign installation and existing sign replacements, re-striping and establishment of dedicated bike lanes, roadway width narrowing, pedestrian and equestrian crosswalk improvements, roadway reconfigurations and road segment closures. RAP staff will report back to the Board with status updates on these efforts and with proposed action items for Board consideration.

The August 4<sup>th</sup> presentation (Attachment 1) included conceptual plans for proposed improvements necessary for the continued closure of a segment of Griffith Park Drive to unauthorized automobile and motorcycle traffic as described in more detail below.

### GRIFFITH PARK DRIVE ROAD SEGMENT CLOSURE TO UNAUTHORIZED VEHICLES

High volumes of automobiles and other personal vehicles use Griffith Park Drive as a cut-through route to avoid freeway congestion on the 5 and 134 freeways. Thousands of vehicles use this road daily as an alternative to congested freeways which has created unsafe conditions for cyclists, equestrians, hikers, pedestrians, other park visitors and wildlife.

In coordination with CD4 and based on guidance from the Kimley-Horn team, on June 27, 2022 RAP temporarily closed approximately one mile of roadway along Griffith Park Drive from Travel

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Town to the Griffith Park Composting Facility (Attachment 10) to unauthorized automobiles and motorcycles as a pilot program. The pilot closure has eliminated cut-through traffic on Griffith Park Drive and has worked to reduce vehicle volume on other roads throughout the park.

Prior to the closure, data gathered by Kimley-Horn indicates approximately 1,950 vehicles traveled along Griffith Park Drive on a typical weekday and approximately 2,000 vehicles traveled along Griffith Park Drive on a typical weekend day. Since the pilot closure, the number of such vehicles traveling on Griffith Park Drive has reduced to approximately 80 authorized vehicles per weekday and approximately 20 authorized vehicles per weekend day.

Additionally, concern that the closure would increase traffic on Zoo Drive between Griffith Park Drive and Riverside has not occurred. Pre- closure data counts along Zoo Drive show 8,700 vehicles per weekday and 8,400 per weekend day. Post closure data reports a reduction to 5,300 vehicles per weekday and 4,000 per weekend day. This can be attributed to drivers making the decision to remain on the freeway, rather than using Griffith Park Drive as a cut-through route.

Due to the closure, cyclists, pedestrians, equestrians and wildlife are now able to enjoy this segment of roadway in Griffith Park in a safer manner without the vehicle speeding and cut-through traffic that was occurring prior to the closure. RAP staff therefore recommends the continued closure of this roadway segment to unauthorized automobiles and motorcycles.

The road closure will still allow for access by vehicles authorized by RAP, which include but is not limited to vehicles of: Park Rangers, Los Angeles Sanitation, Los Angeles Department of Water and Power, Los Angeles Police Department, Los Angeles Fire Department, and other RAP authorized vehicles including: film production crews, location scout vehicles, and delivery vehicles for the LA Zoo. It should be noted that electrical bikes and scooters will continue to be allowed access on this road segment.

Access to all park amenities are not affected by this closure as Zoo Drive and Crystal Springs Drive are alternate routes to all amenities.

It should also be noted that at the request of RAP, Google/Waze has removed this road segment from their mapping platforms to reflect this closure. RAP has also increased enforcement throughout the park during rush hour and placed speed feedback signs in locations around Crystal Springs Drive and Zoo Drive. This has led to a significant reduction of speed and cut-through traffic.

RAP has involved internal stakeholders and provided community engagement throughout the process of the road segment closure. Letters of support for the proposed road segment closure are attached to this Report. Additionally, CD4 is in full support of the continued closure of this segment of Griffith Park Drive to unauthorized vehicles.

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ROADWAY INFRASTRUCTURE IMPROVEMENTS

In order to safely effectuate the continued road closure of Griffith Park Drive as recommended in this Report, roadway infrastructure improvements must be completed. The proposed Griffith Park – Roadway Closure Improvements (PRJ21656) Project includes the following scope of work items: installation of two T-Bar gates, asphalt resurfacing, road markings and additional signage, and installation of speed humps. Upon approval of this Report, a maximum of Five Hundred Forty Thousand Dollars (\$540,000.00) in funds from Fund No. 302, Dept. No. 89, APPR No. 89817M, Sub Account: GP-Griffith Park Pay Parking will be authorized to be expended for the proposed Project, which is the total budget for this Project inclusive of the budget contingency amount set forth below. It is anticipated that the following pre-qualified on-call contract and budget contingency amount will be used for the proposed Project.

<b>On-Call Contract</b>	<b>Budget Contingency Amount</b>
Asphalt Construction	\$49,091

TREES AND SHADE

There will be no impact to trees or shade within the Project area.

ENVIRONMENTAL IMPACT

The proposed Project consists of minor alterations of existing public streets that do not create additional automobiles lanes.

According to the parcel profile report retrieved August 10, 2022, this area resides partially in a liquefaction zone and is surrounded by areas prone to landslides. The construction of this Project, however, will not create conditions that could lead to liquefaction or additional landslide risk. This site is not within a coastal or methane, zone. The proposed Project is located in Griffith Park, a City of Los Angeles Historic Cultural Monument (HCM # 942), but will not affect the historic characteristics of the park, therefore there is no reasonable possibility that the proposed Project may impact on an environmental resource of hazardous or critical concern. The proposed Project reduces roadway capacity and could negatively affect traffic in the area. However, according to the Los Angeles Department of Transportation Assessment Guidelines, it is not likely to increase vehicle miles traveled, because it reduces capacity on a road that is expected to carry less than 750 vehicles per hour for at least two consecutive hours. As such it is not likely have a significant effect due to unusual circumstances. No other known projects would involve cumulatively significant impacts, and future projects that could add to its impact will be evaluated according to the California Environmental Quality Act (CEQA). As of August 10, 2022, the State Department of Toxic Substances Control (DTSC) (Envirostor at [www.envirostor.dtsc.ca.gov](http://www.envirostor.dtsc.ca.gov)) and the State Water Resources Control Board (SWCB) (Geotracker at <https://geotracker.waterboards.ca.gov/>) have not listed the Project site or any contaminated sites near the Project area (within 500 feet). According to the Caltrans Scenic Highway Map there is no scenic highway located within the vicinity of the proposed Project or within its site. Furthermore, although the proposed Project is

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located in a known historical resource (HCM #942), it will not cause a substantial adverse change in its historical significance.

Based on this information, staff recommends that the Board determine that the Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(3) of City CEQA Guidelines as well as to Article 19, Section 15301(c) of California CEQA Guidelines. Staff will file a Notice of Exemption with the Los Angeles County Clerk upon Board's approval.

### FISCAL IMPACT

Sufficient funding is available in the Griffith Park Pay Parking Account to support the estimated Five-Hundred Forty Thousand Dollar (\$540,000) proposed expenditure for this Griffith Park Drive road segment closure project. Approval of this Report will have no impact on the RAP General Fund.

### STRATEGIC PLAN INITIATIVES AND GOALS

**Goal No. 2:** Create & Maintain World Class Parks and Facilities

This Report was prepared by Stefanie Smith, Superintendent Griffith Region.

### LIST OF ATTACHMENTS/EXHIBITS

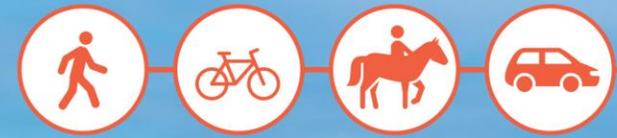
- 1) Kimley- Horn presentation
- 2) Letter of Support from Assemblymember, 43rd District
- 3) Letter of Support from Councilmember, 4th District
- 4) Letter of Support from Griffith Park Advisory Board
- 5) Letter of Support from Friends of Griffith Park
- 6) Letter of Support from Safe Streets Are For Everyone
- 7) Letter of Support from Los Angeles Bicycle Advisory Committee
- 8) Letter of Support from Los Angeles Equine Advisory Committee
- 9) Map of Griffith Park Drive Road Segment Closure



# Crystal Springs Drive & Griffith Park Drive Safety and Active Transportation Improvements Project

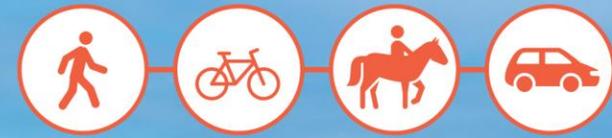
July 28, 2022



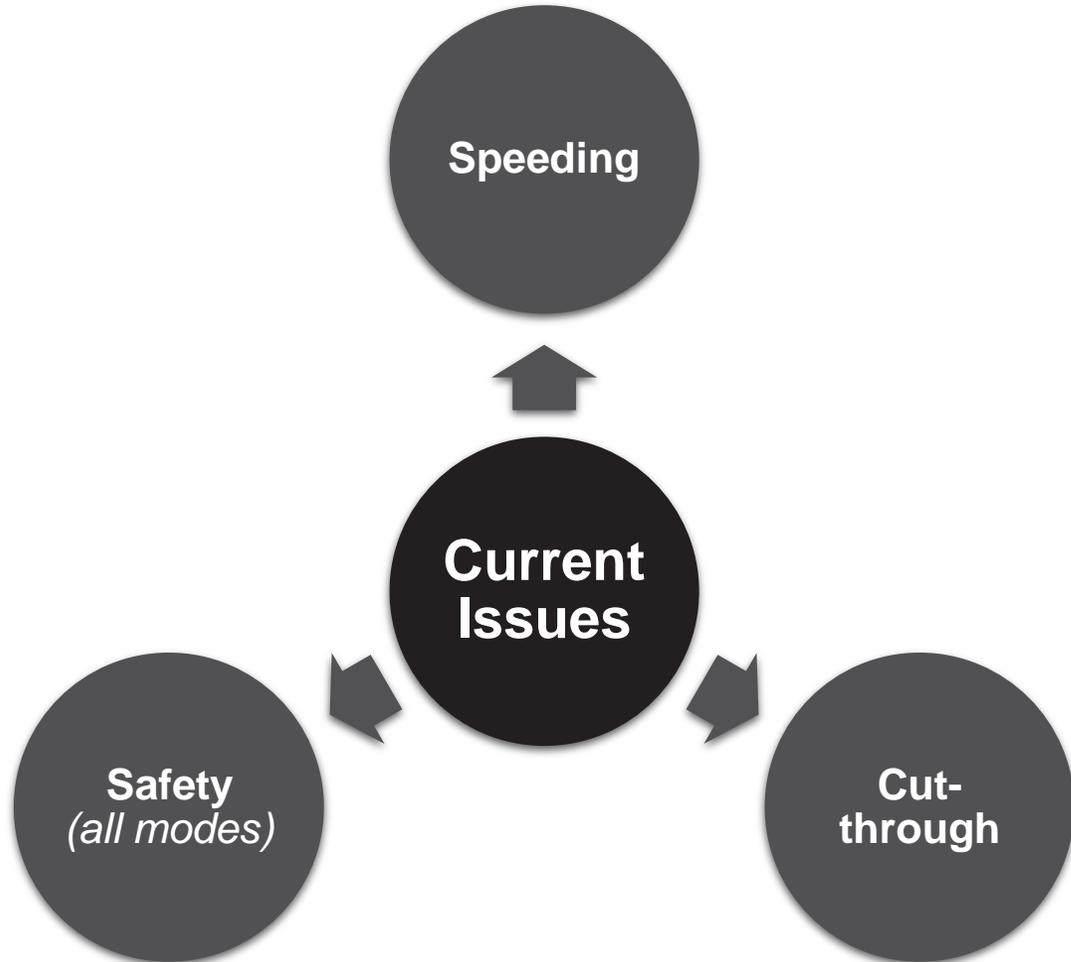


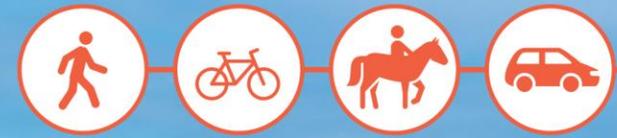
# Overview

- Current Issues
- Project Goals
- Study Area
  - Expanded Study Area
- Proposed Improvements
  - Implemented Short-Term Improvements
  - Phasing



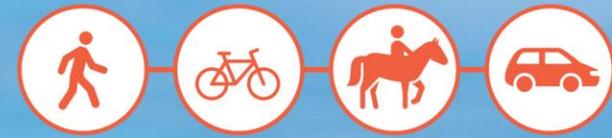
## Current Issues





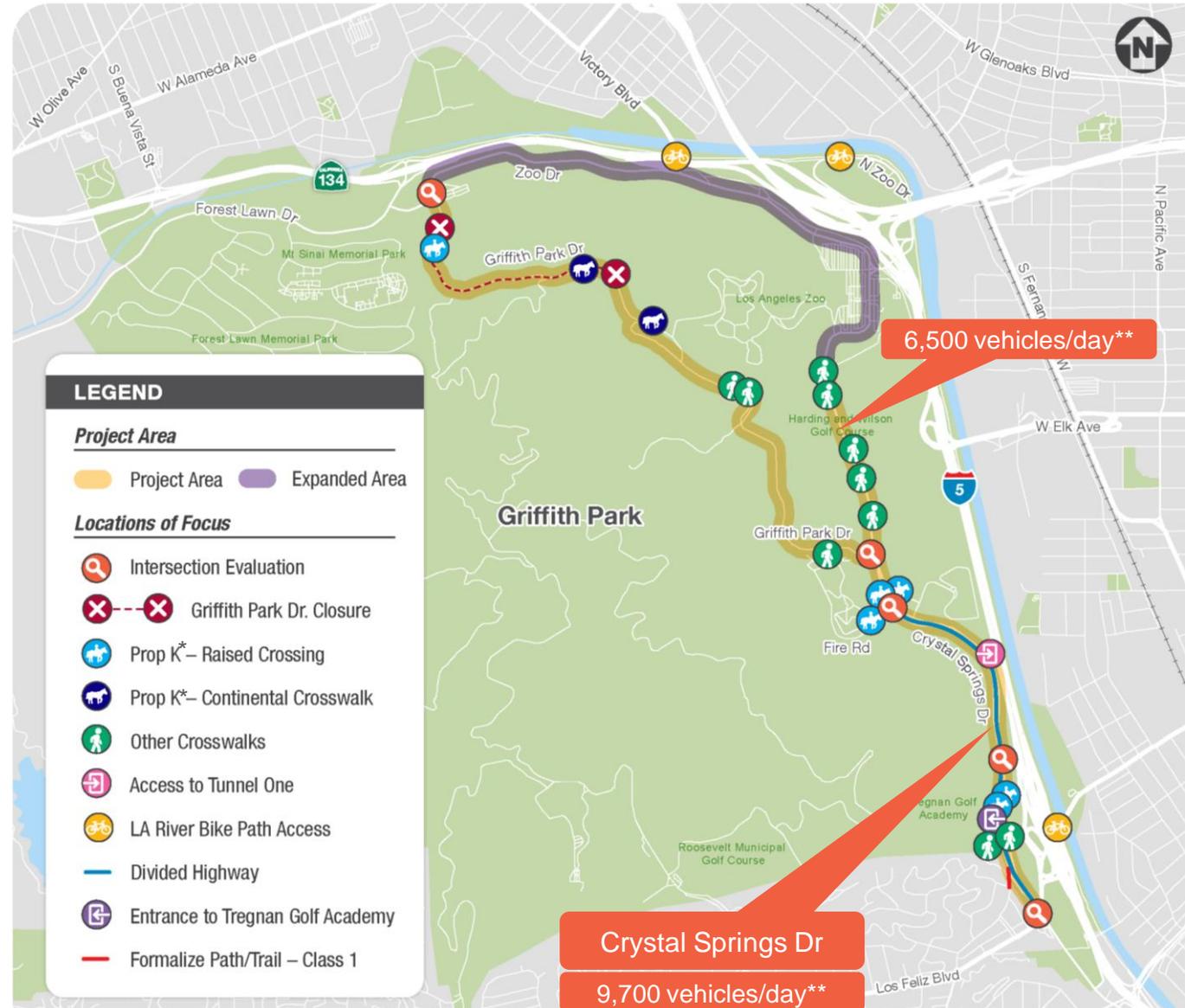
# Project Goals

- 1. Reduce or eliminate cut-through traffic through Griffith Park**
- 2. Traffic Calming**
  - Reduce speeds to 25 mph
- 3. Upgrade active transportation**
  - Bike and pedestrian facilities with physical separation



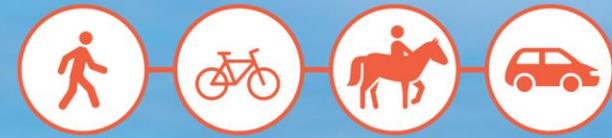
# Study Area

- **Crystal Springs Drive**
  - **2.2 miles**
    - *Jurisdictional Boundary to Los Feliz Blvd*
  - **10 marked crosswalks**
  - **25 mph posted speed limit**
- **Griffith Park Drive**
  - **2.6 miles**
    - *Zoo Dr to Crystal Springs Dr*
  - **6 marked crosswalks**
  - **25 mph posted speed limit**



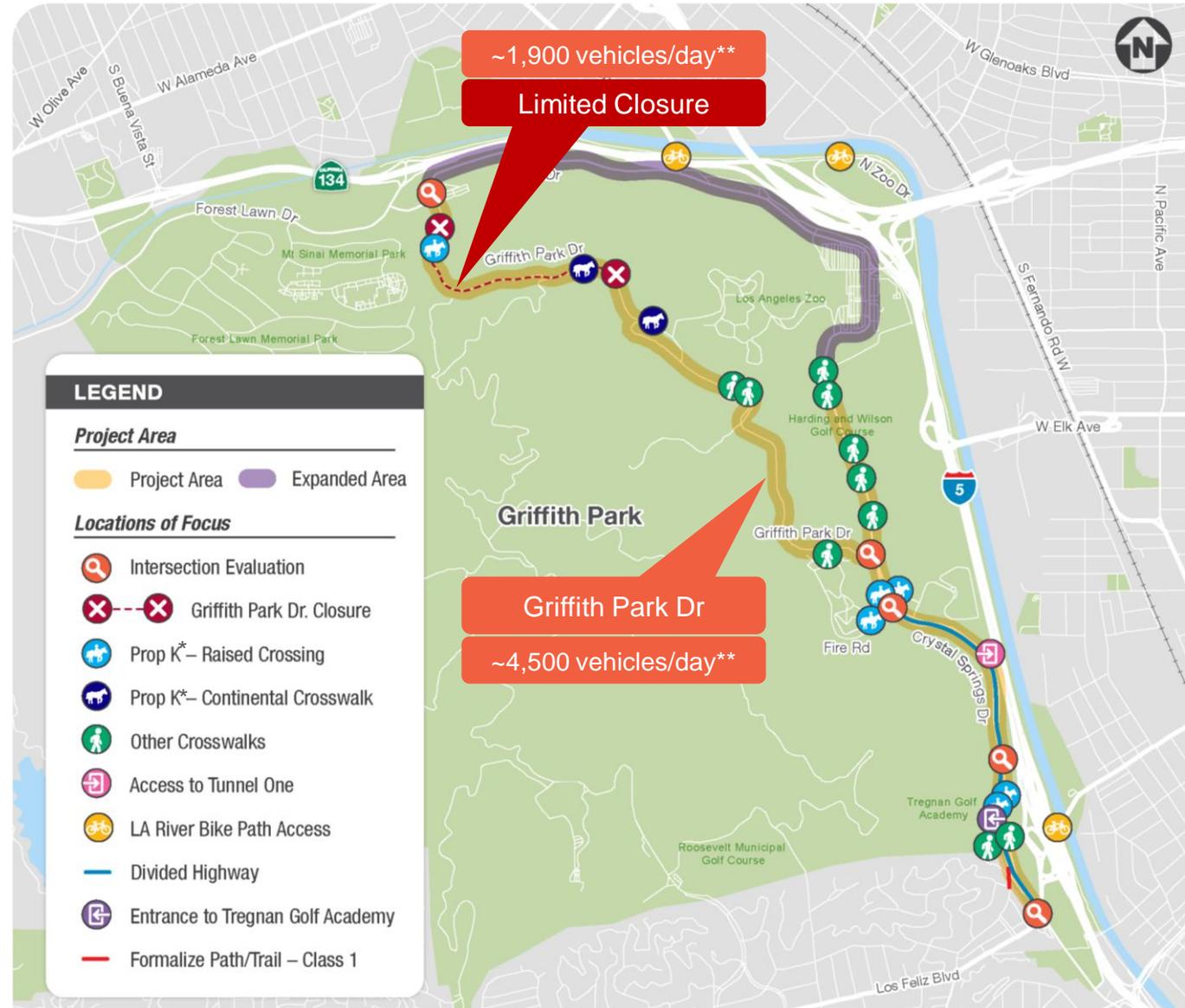
\* Potential for Proposition K

\*\*Pre-closure Traffic Data



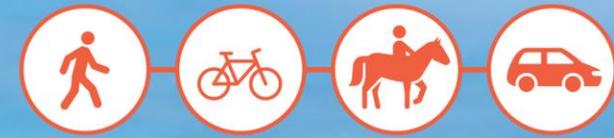
# Study Area

- Crystal Springs Drive
  - **2.2 miles**
    - *Jurisdictional Boundary to Los Feliz Blvd*
  - **10 marked crosswalks**
  - **25 mph posted speed limit**
- Griffith Park Drive
  - **2.6 miles**
    - *Zoo Dr to Crystal Springs Dr*
  - **6 marked crosswalks**
  - **25 mph posted speed limit**



\* Potential for Proposition K

\*\*Pre-closure Traffic Data



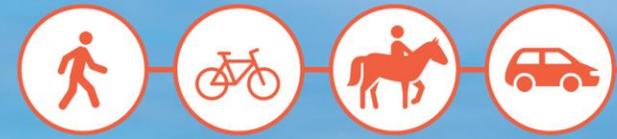
## Expanded Study Area

- Zoo Drive/Western Heritage Way
  - 2.3 miles
  - 3 marked crosswalks
  - 25 mph posted speed limit
- LA River Bike Path Connections



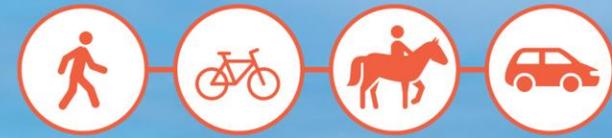
\* Potential for Proposition K

\*\*Pre-closure Traffic Data



# Proposed Improvements

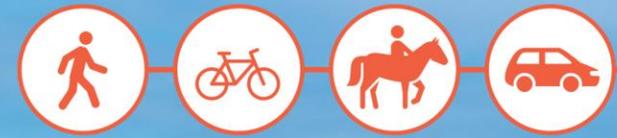
- Short-Term
  - Quick implementation (signing/striping)
- Mid-Term
  - Requires stakeholder/multiple jurisdiction coordination, longer wait time on equipment
- Long-Term
  - Requires extensive design, longer construction period, major roadway improvements



# Implemented Short-Term Improvement

- Temporary Griffith Park Drive Closure
  - **Pilot Program**
    - *Closed segment from Travel Town Museum to Composting Facility to personal vehicles*
    - *Authorized vehicles, pedestrians, equestrians and bicycles still allowed*
  - **Addresses Cut-Through Traffic**





# Implemented Short-Term Improvement

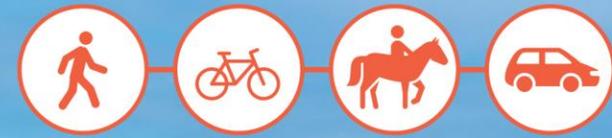
- Temporary Griffith Park Drive Closure



Northwest End



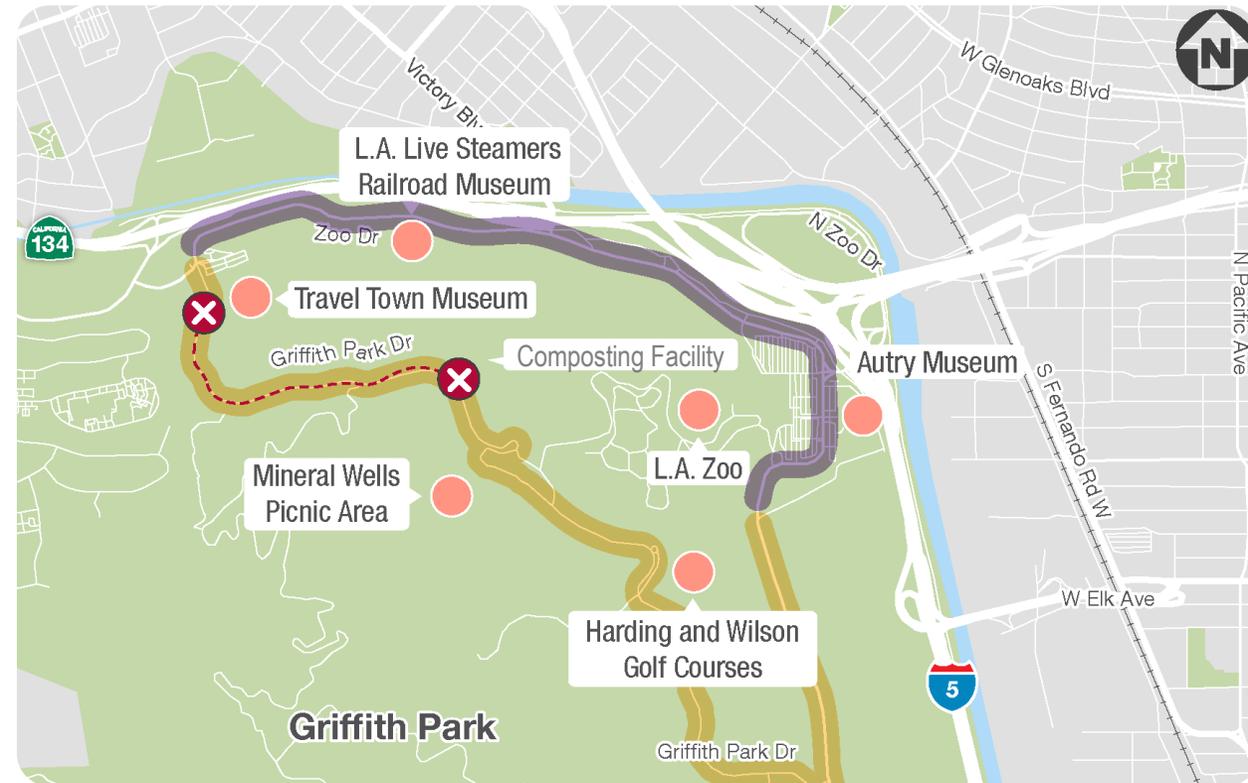
Southeast End

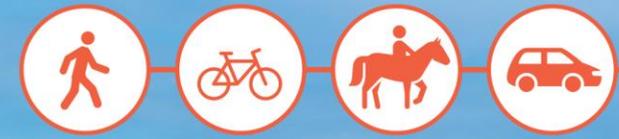


# Implemented Short-Term Improvement

- Temporary Griffith Park Drive Closure
  - RAP & CD4 received feedback from more than 100 individuals
  - Majority of the feedback was positive
    - *Most of the positive feedback came from bikers/hikers/equestrians – supporting safer active transportation*
    - *Most of the negative feedback came from drivers – citing lack of access for vehicles; speeding cyclists*

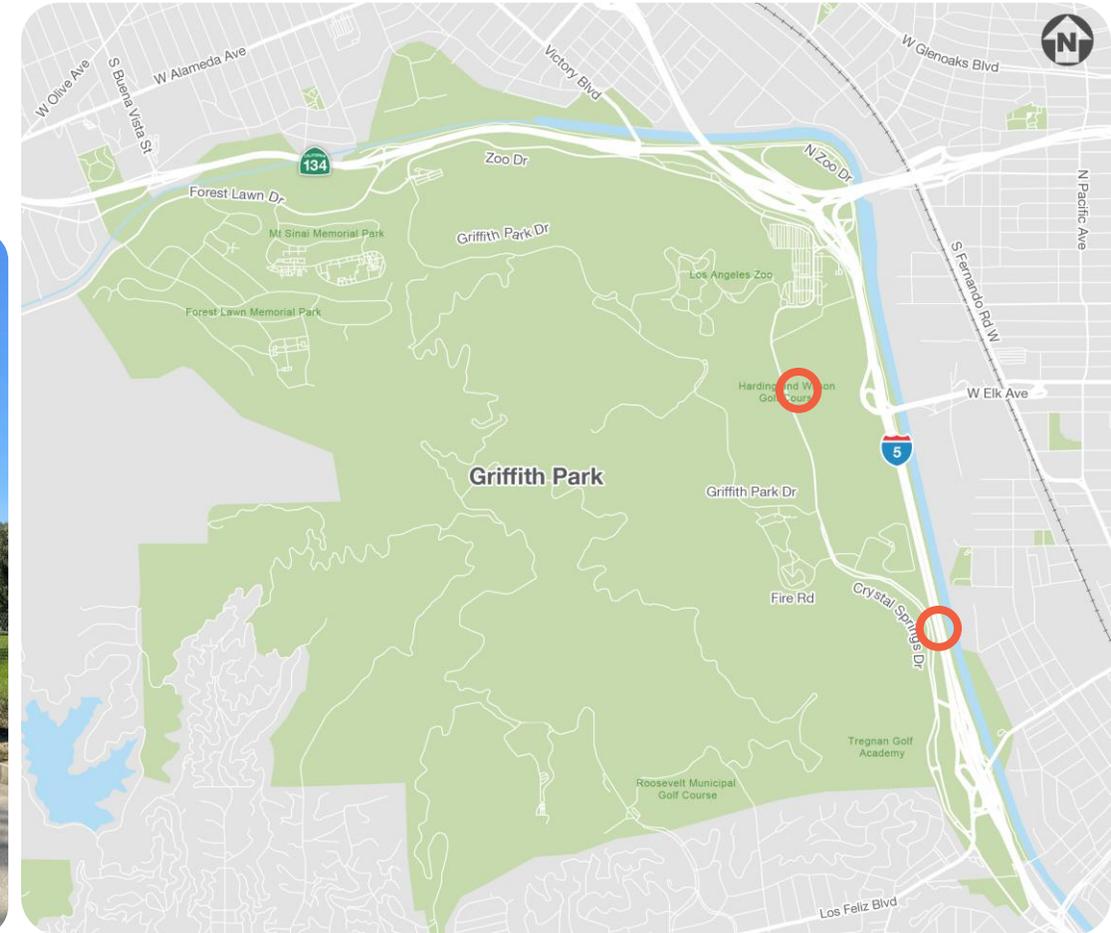
More info on website: [Griffith Park \(laparks.org\)](http://laparks.org)  
Contact Advisory Board: [rap-gpab@lacity.org](mailto:rap-gpab@lacity.org)





# Implemented Short-Term Improvement

- Radar Speed Feedback Signs



# Phasing

## Short-Term

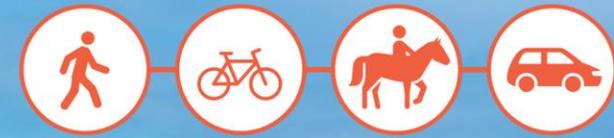
- **Phase 1:** Griffith Park Drive Permanent Closure
- **Phase 2:** Installation of Speed Humps and Radar Speed Feedback Signs
- **Phase 3:** Crystal Springs Drive “Road Buffet”; Zoo Drive Bike Lanes

## Mid-Term

- **Phase 4:** Griffith Park Drive Improvements
- **Phase 5:** Crystal Springs Drive “North Segment” Improvements

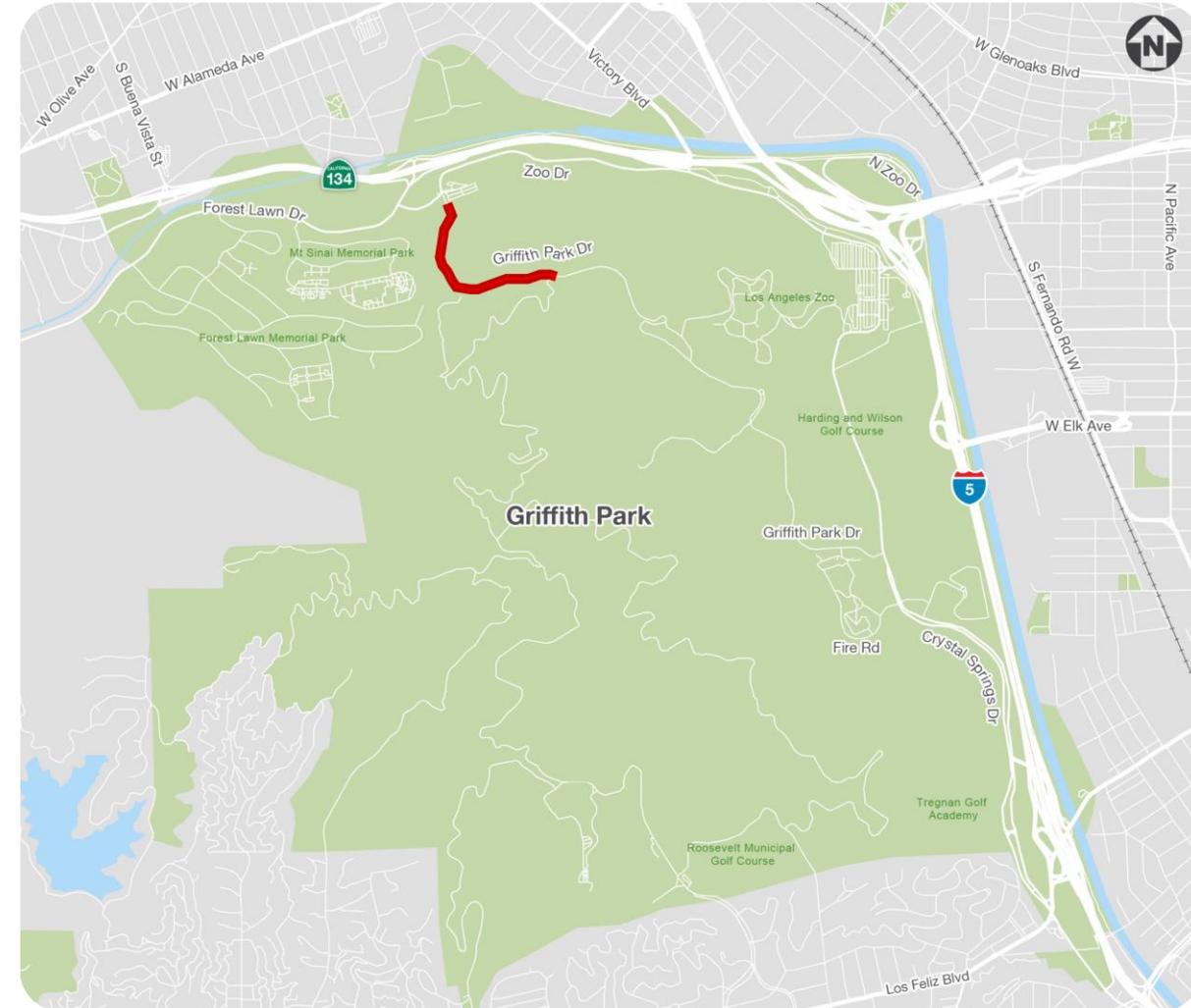
## Long-Term

- **Phase 6:** Crystal Springs Drive; Zoo Drive/Western Heritage Way Improvements; Connections to LA River Bike Path

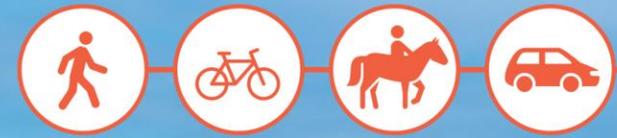


## Phase 1 Recommendations – Short-Term

- Griffith Park Drive
  - Install authorized vehicle gates
    - Pavement rehabilitations (200 ft)
    - Associated pavement markings and signs
    - Speed humps
  - Stripe double yellow centerline
  - Install pavement markings (words)
    - “25”, “HORSE”, “XING”, etc.



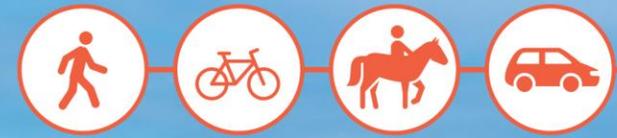




## Phase 1 Recommendations – Short-Term

- Griffith Park Drive  
Permanent Closure Option
  - Short-Term Implementation
    - Northwest Gate
    - Southeast Gate
  - Mid-Term Striping Conversion
    - Northwest Gate

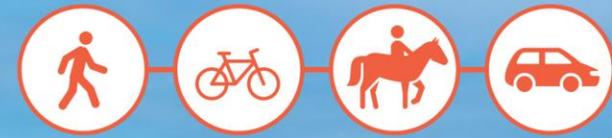




## Phase 1 Recommendations – Short-Term

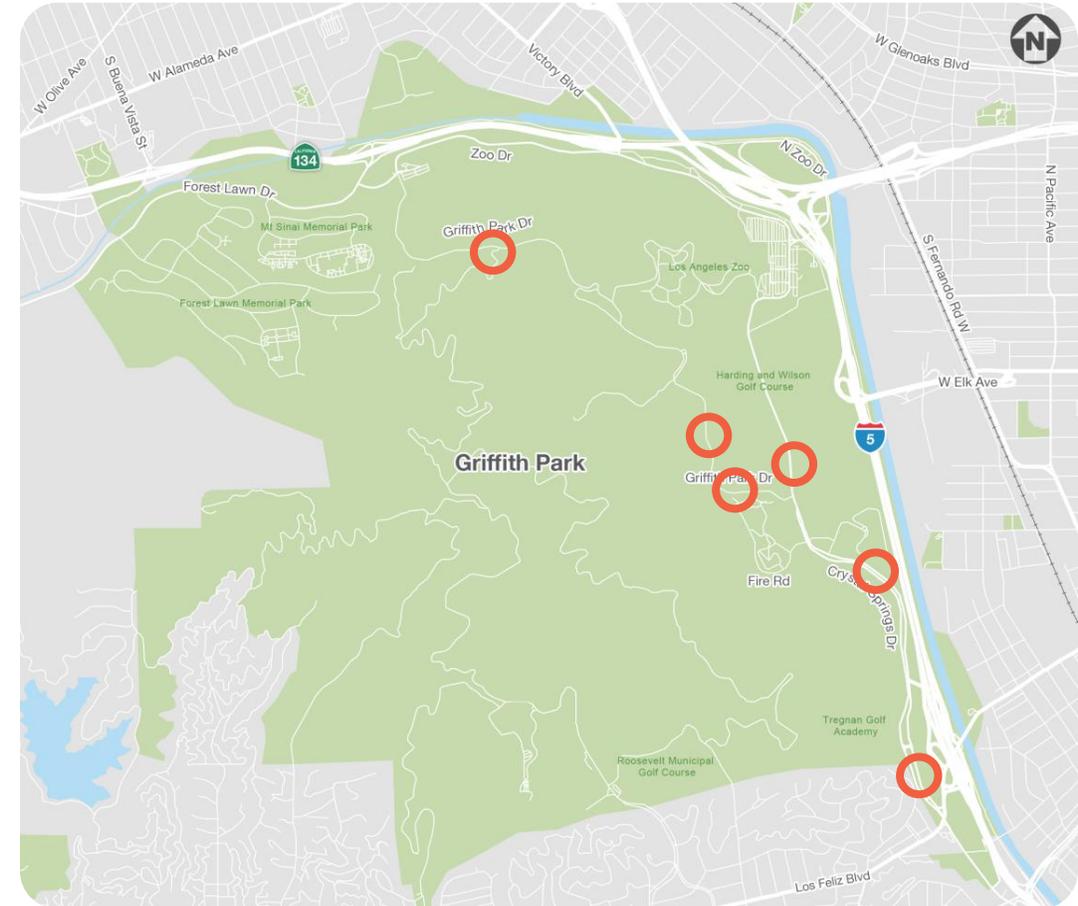
- Griffith Park Drive Permanent Closure Option
  - Short-Term Implementation
    - Northwest Gate
    - Southeast Gate
  - Mid-Term Striping Conversion
    - Northwest Gate

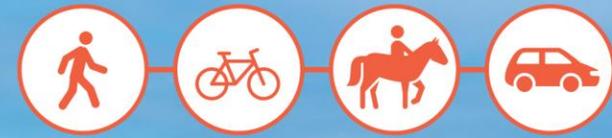




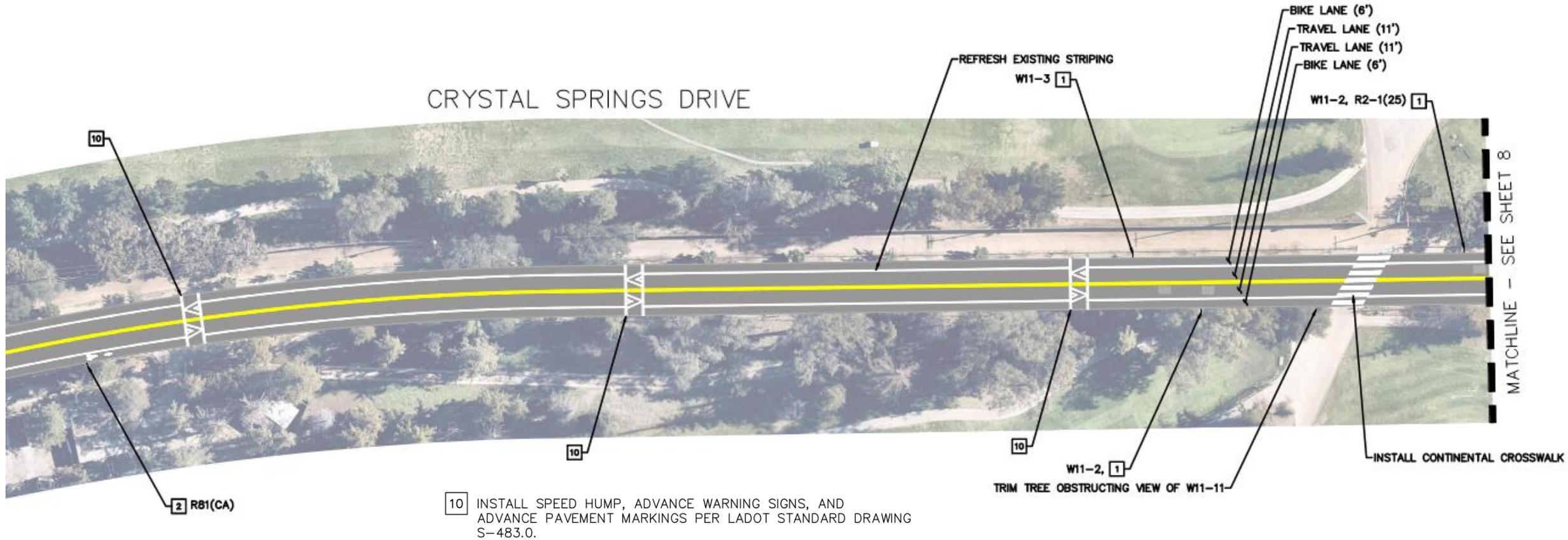
## Phase 2 Recommendations – Short-Term

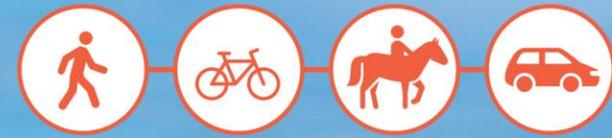
- Phase 2A: Speed Humps
  - Install 3 sets of asphalt speed humps at each location
    - *GPD – 3 locations; CSD – 3 locations*
  - Rehabilitate 650 ft of pavement at each location
  - Install thermoplastic pavement markings





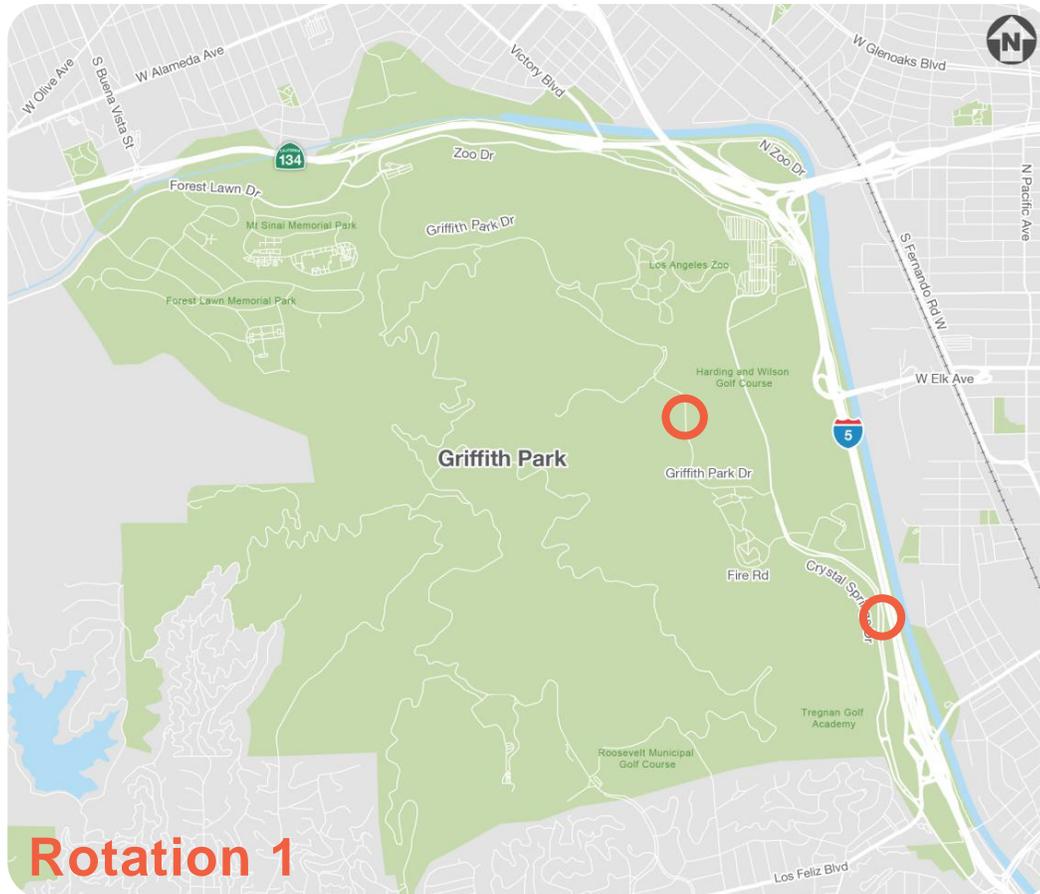
# Phase 2 Recommendations – Short-Term



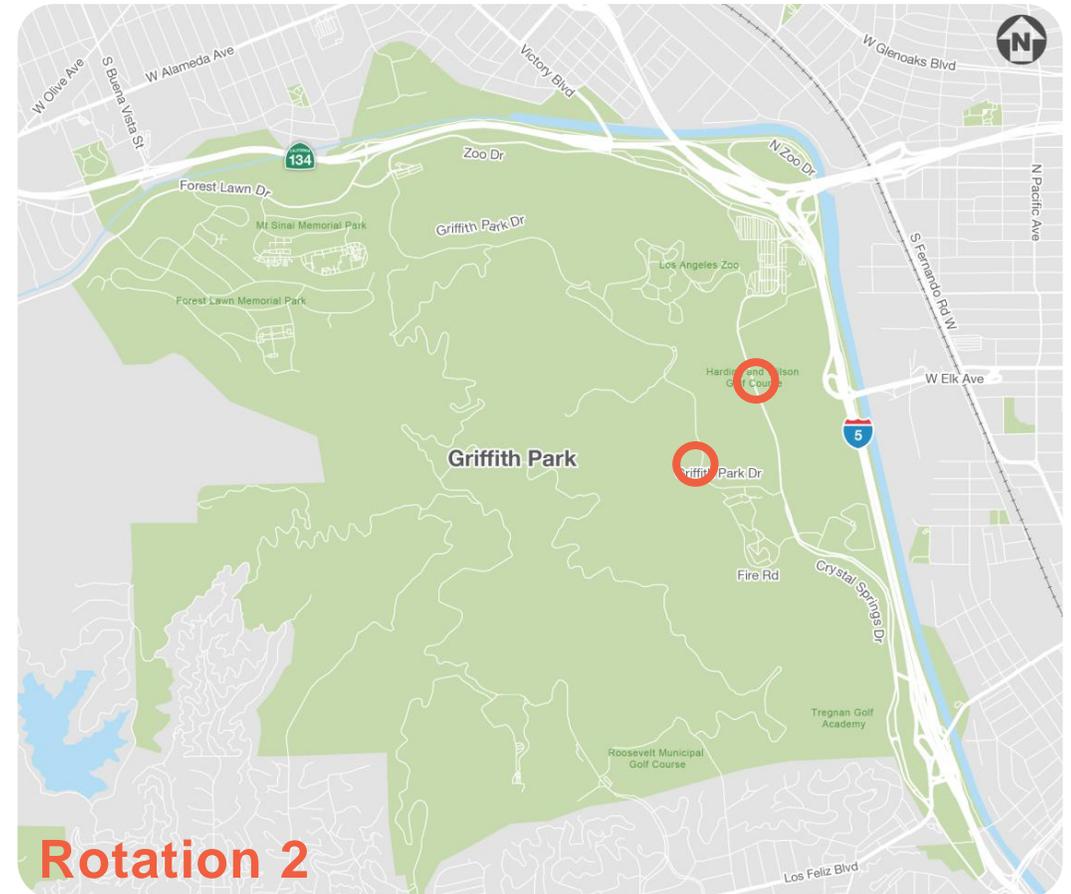


## Phase 2 Recommendations – Short-Term

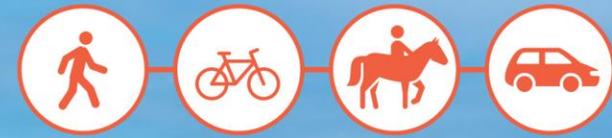
- Phase 2B: Radar Speed Feedback Sign *(rotate locations every 3 months)*



Rotation 1

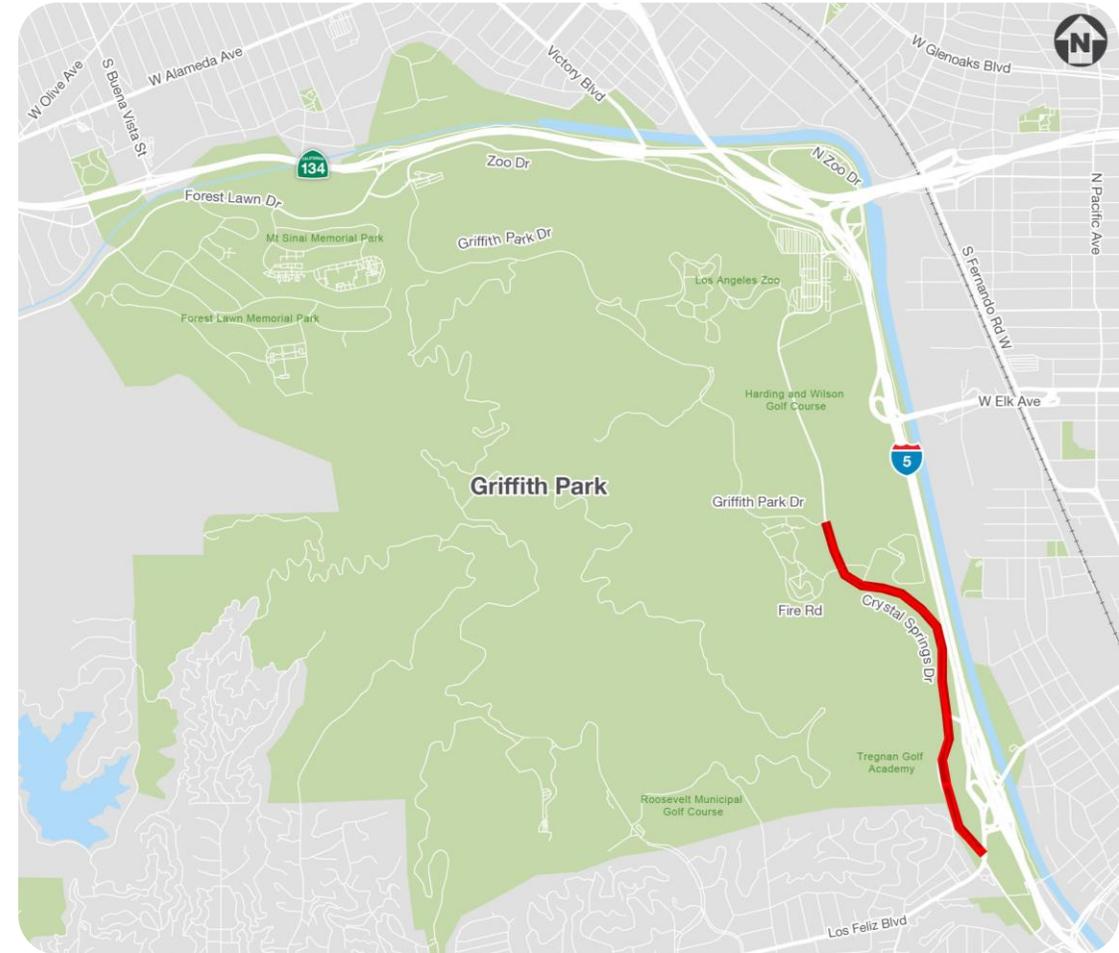


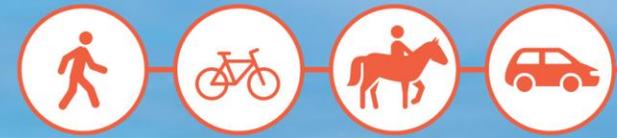
Rotation 2



## Phase 3 Recommendations – Short-Term

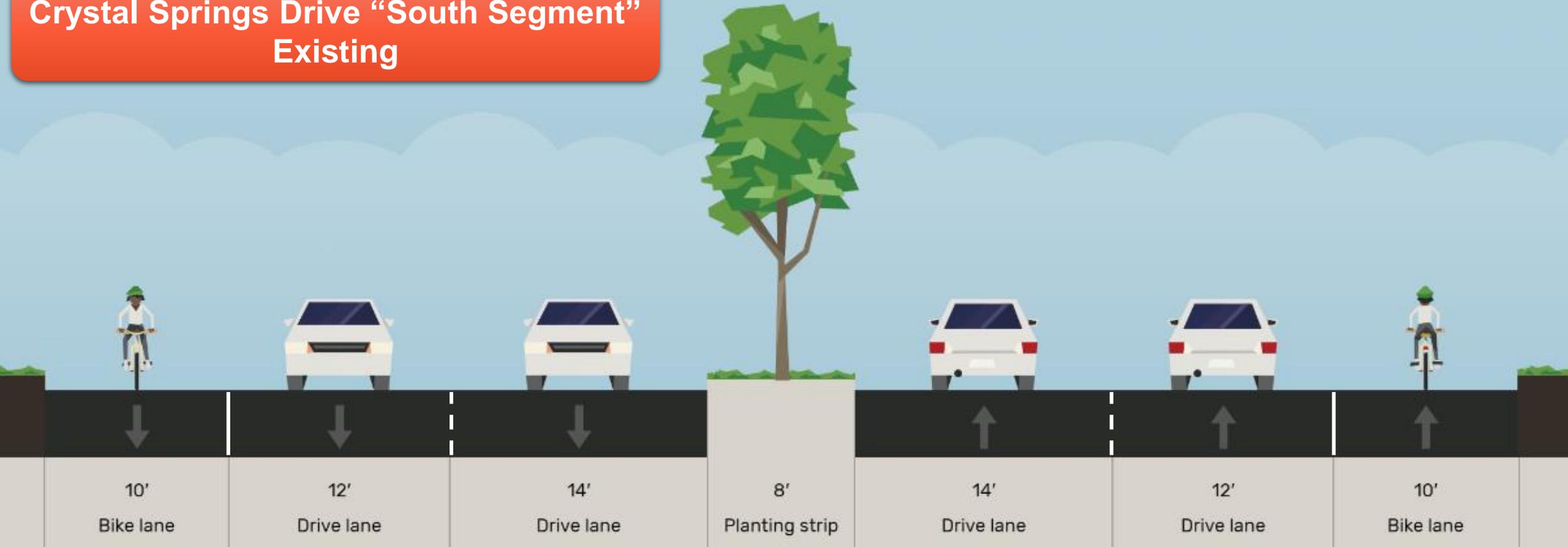
- Crystal Springs Drive
  - Implement road buffet
    - One general purpose lane each direction
    - Wide buffered bicycle and pedestrian lanes
  - Rehabilitate pavement (GPD to Fire Road)
  - Install continental crosswalks
  - Reduce intersection corner radius
  - Implement traffic calming at entrance
- Zoo Drive
  - Install Class II bike lanes to fill in gap in network

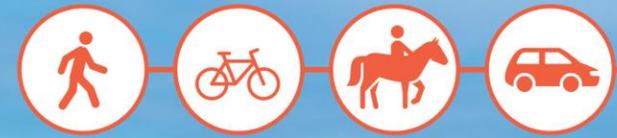




# Phase 3 Recommendations – Short-Term

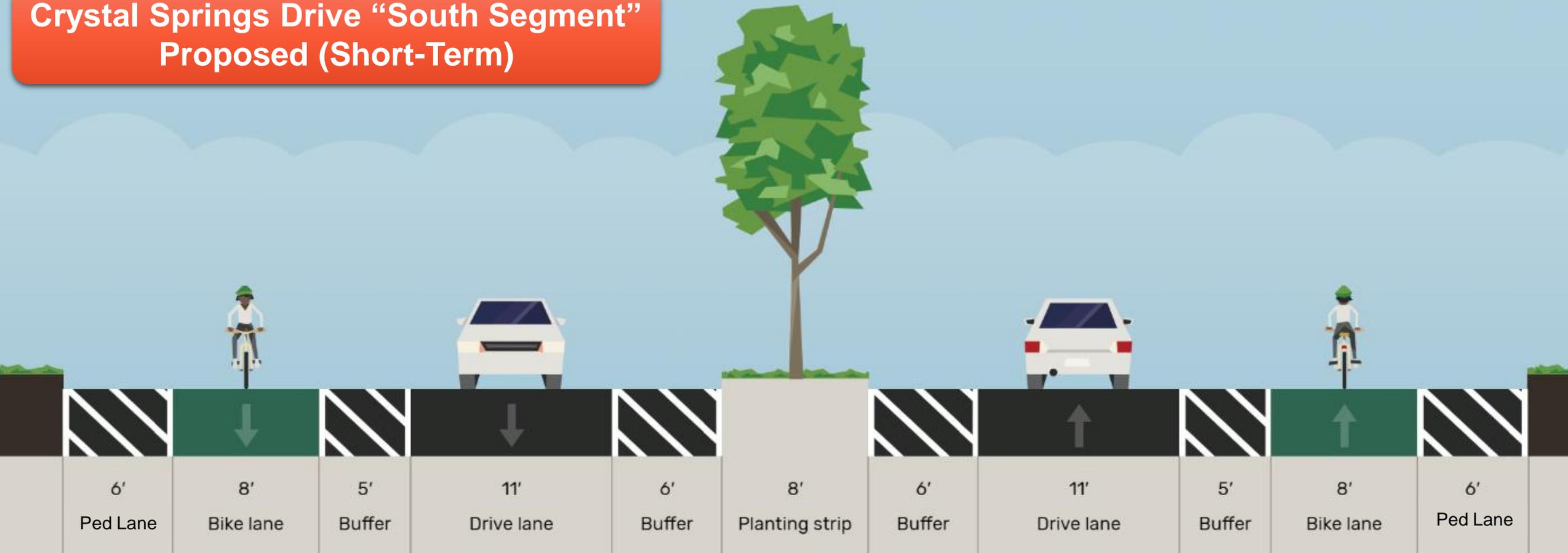
Crystal Springs Drive “South Segment”  
Existing

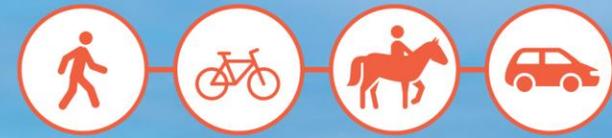




# Phase 3 Recommendations – Short-Term

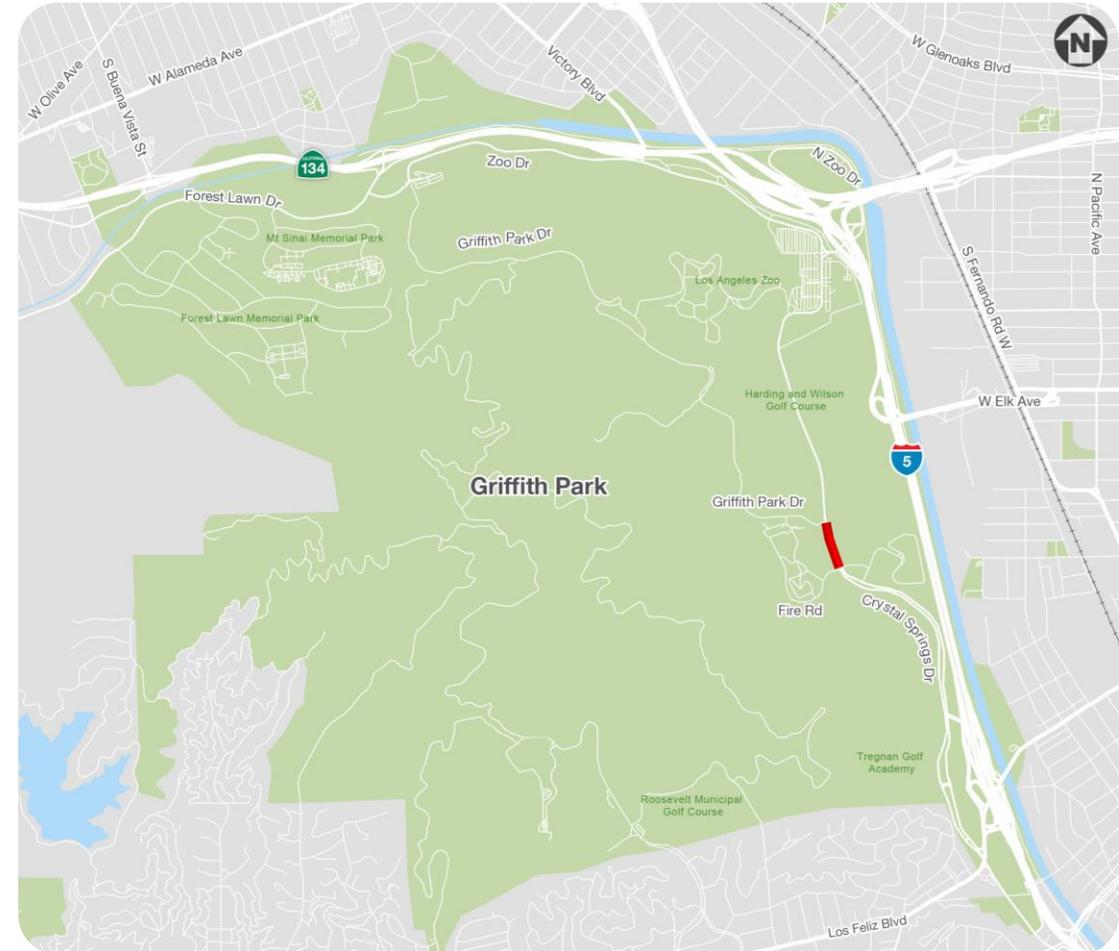
Crystal Springs Drive “South Segment”  
Proposed (Short-Term)

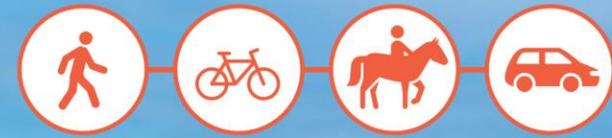




## Phase 3 Recommendations – Short-Term

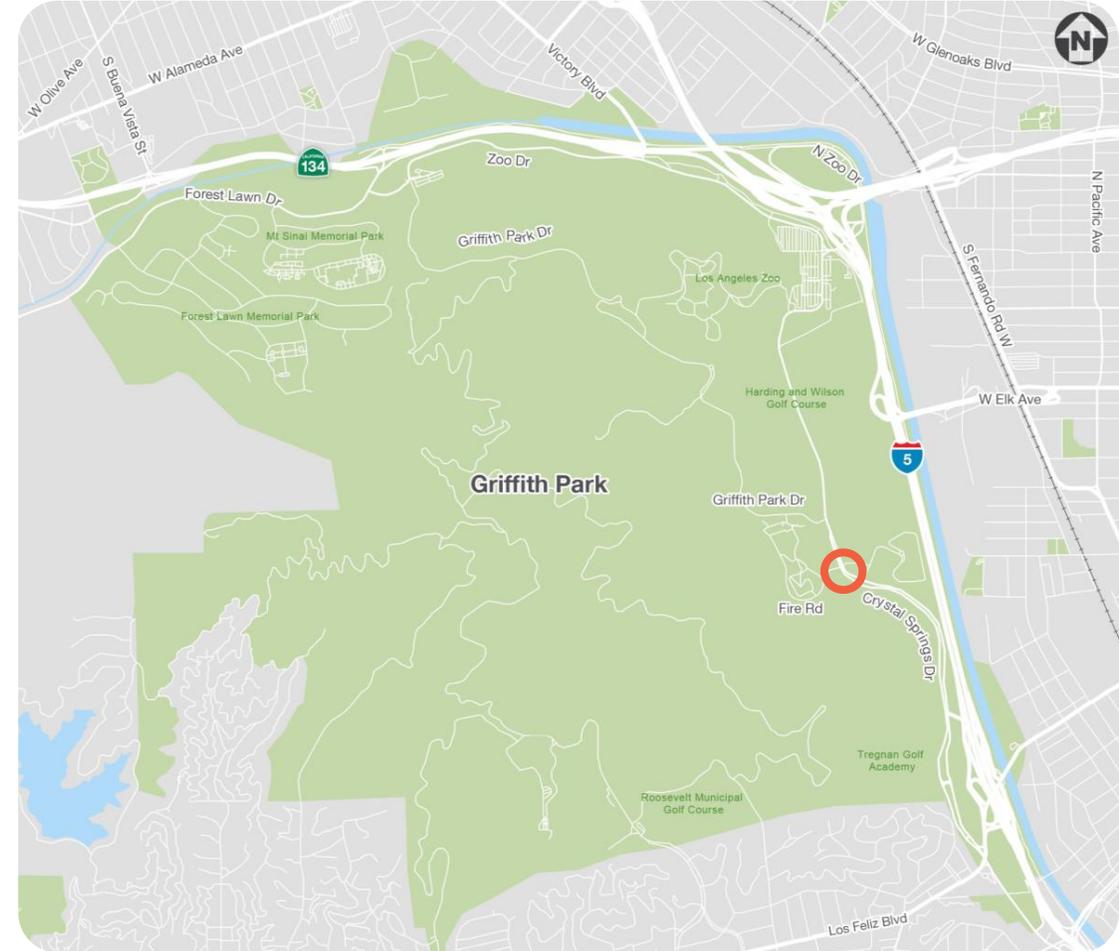
- Crystal Springs Drive
  - Implement road buffet
    - One general purpose lane each direction
    - Wide buffered bicycle and pedestrian lanes
  - Rehabilitate pavement (GPD to Fire Road)
  - Install continental crosswalks
  - Reduce intersection corner radius
  - Implement traffic calming at entrance
- Zoo Drive
  - Install Class II bike lanes to fill in gap in network

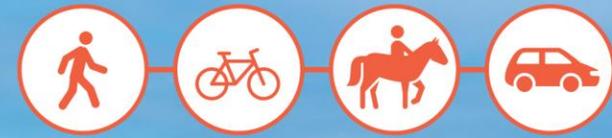




## Phase 3 Recommendations – Short-Term

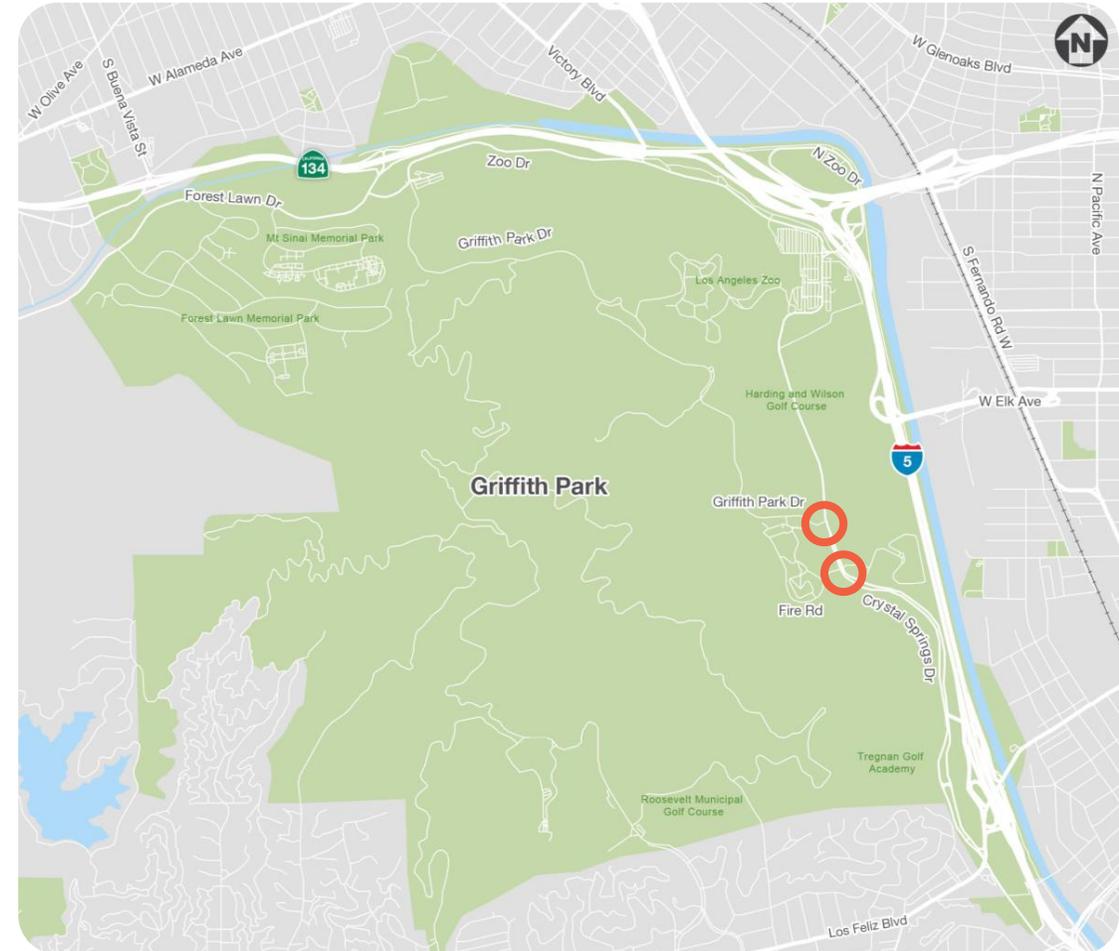
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  - Implement traffic calming at entrance
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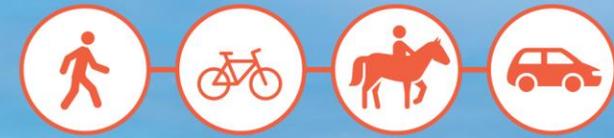




## Phase 3 Recommendations – Short-Term

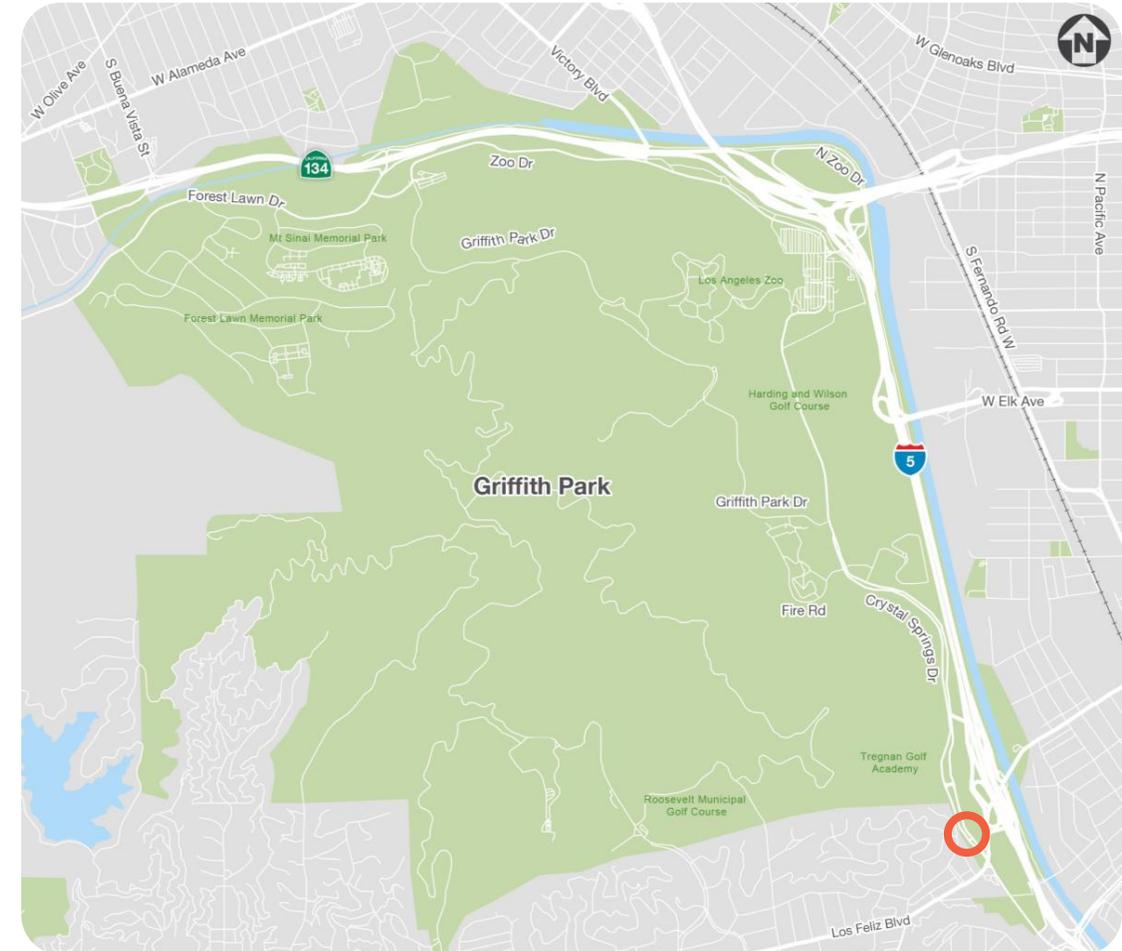
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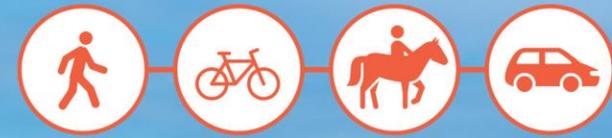




## Phase 3 Recommendations – Short-Term

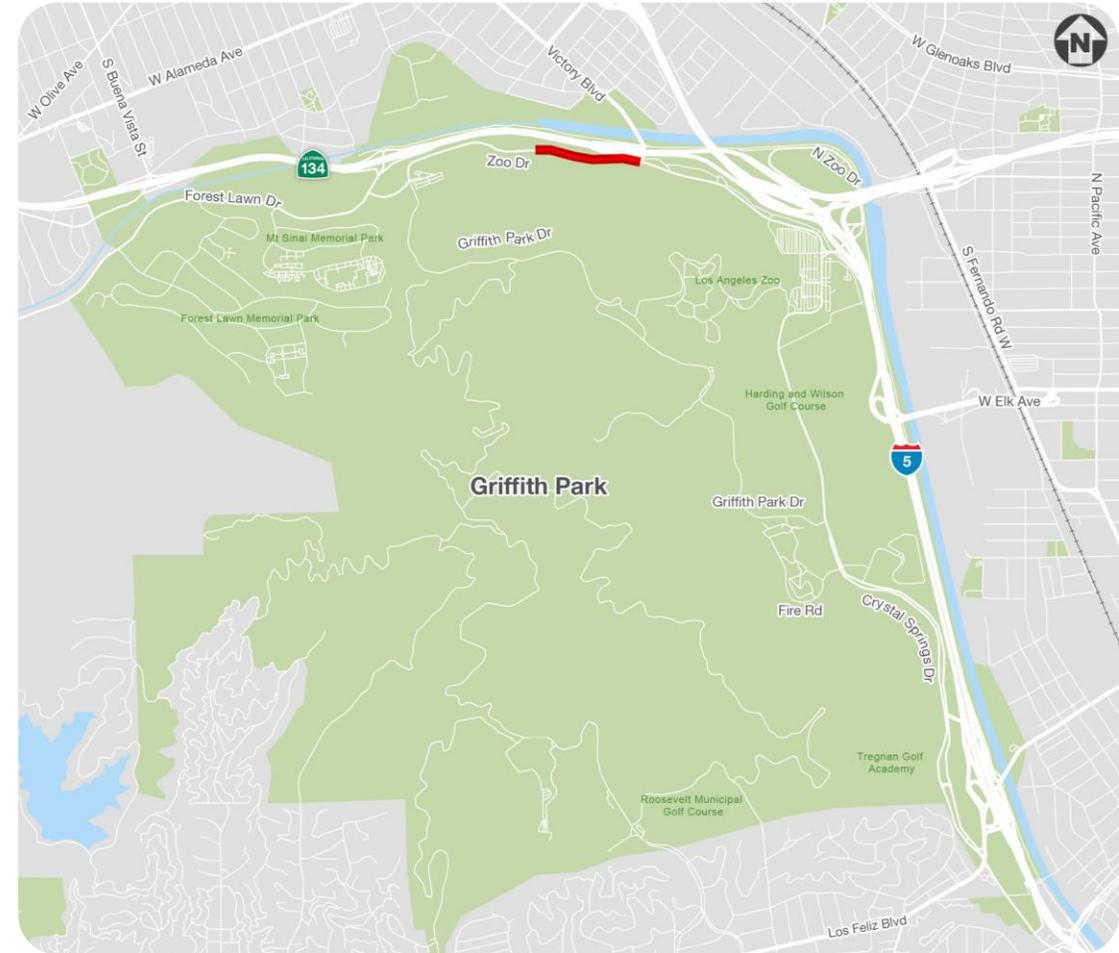
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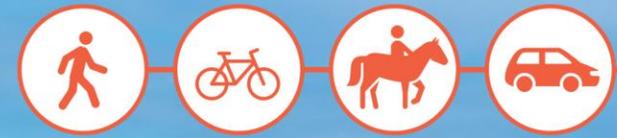




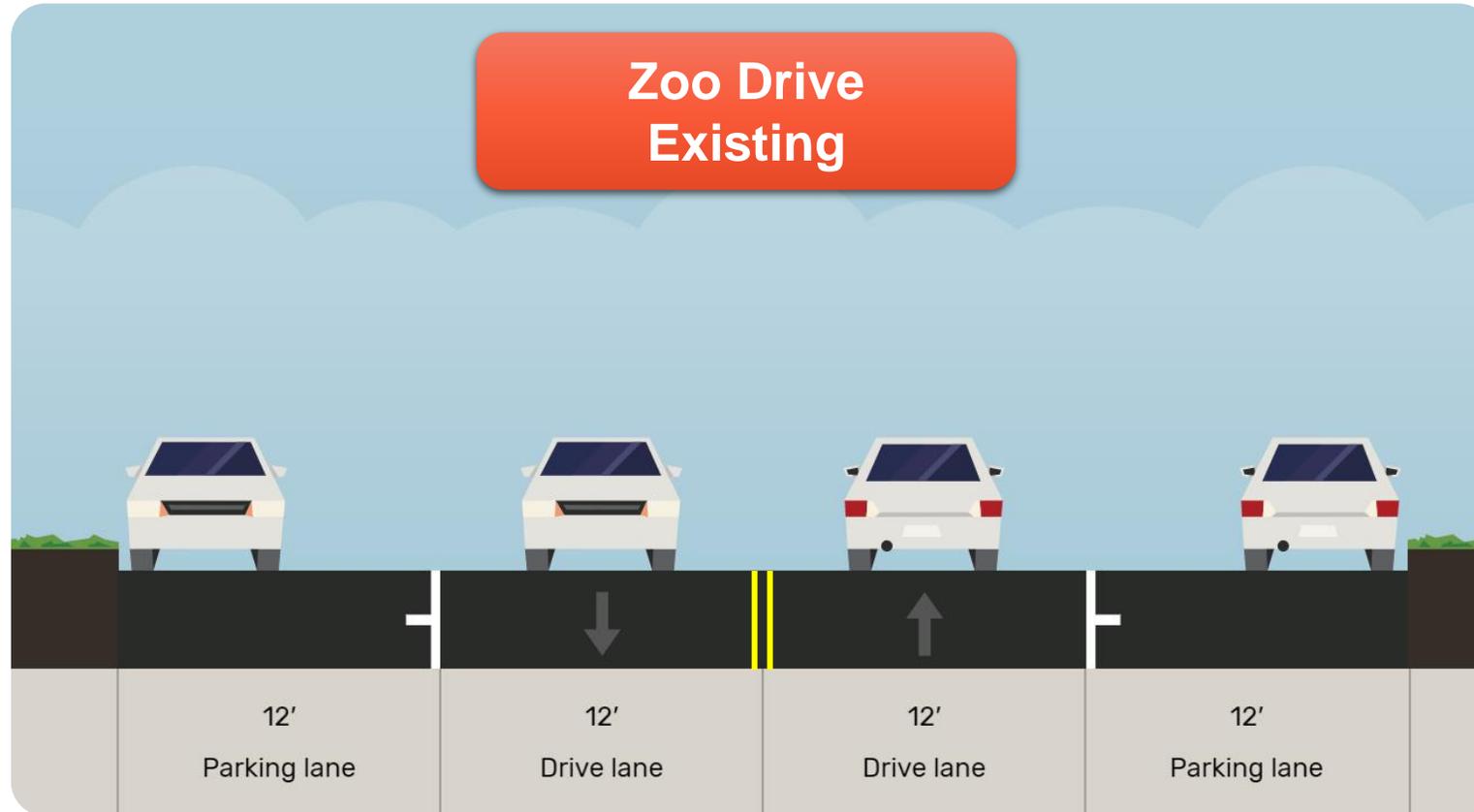
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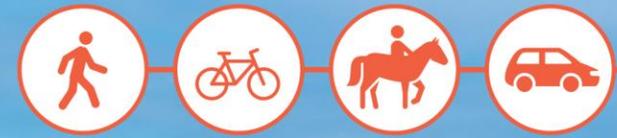




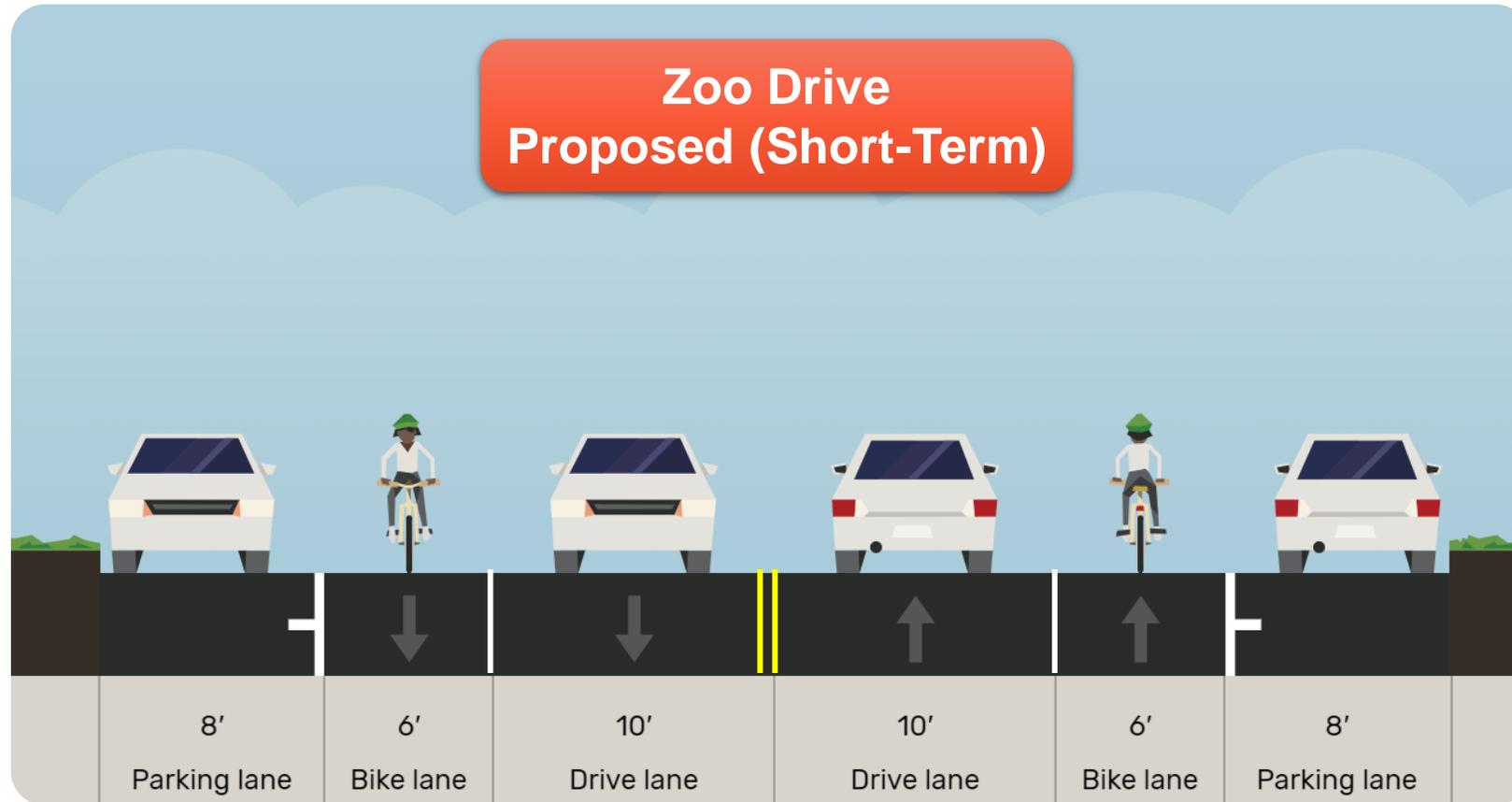
## Phase 3 Recommendations – Short-Term



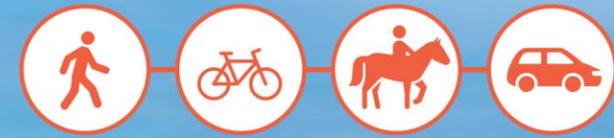
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# Phase 3 Recommendations – Short-Term

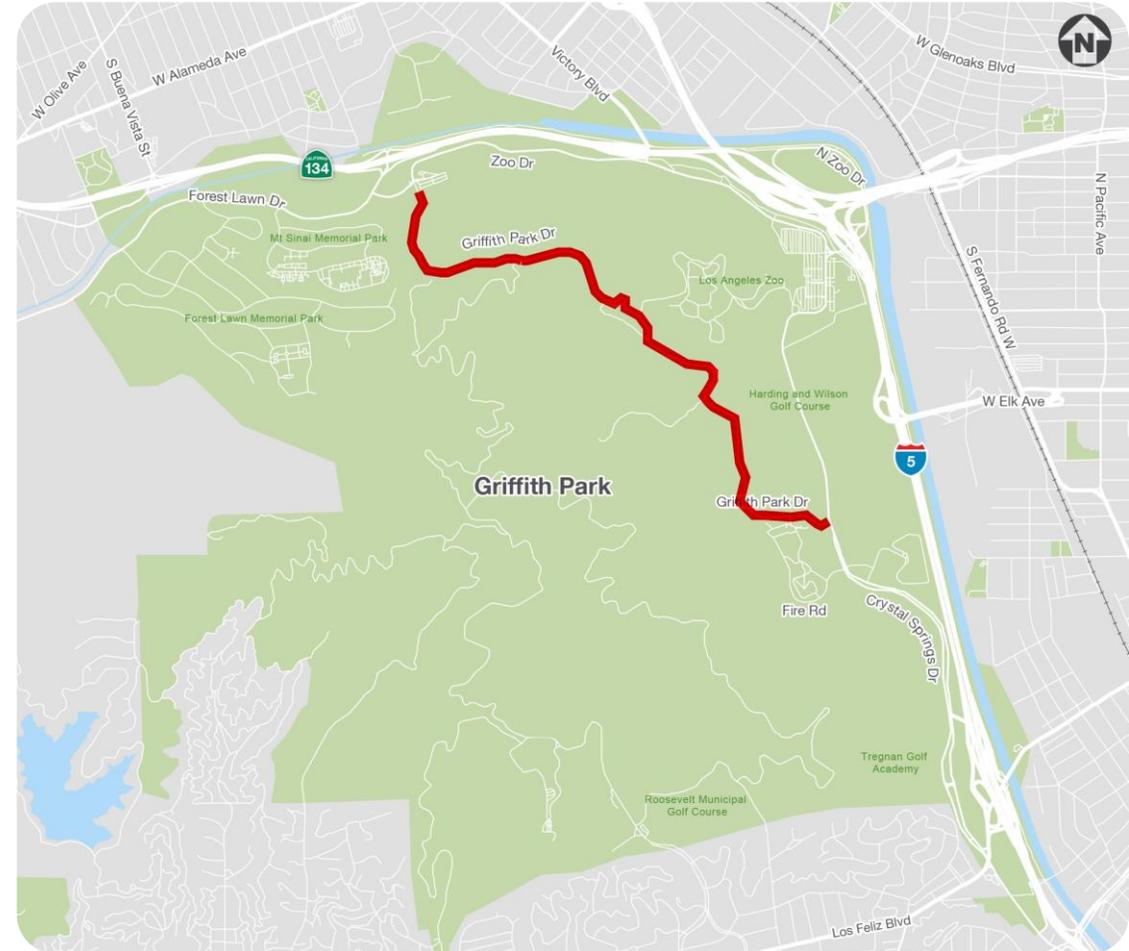


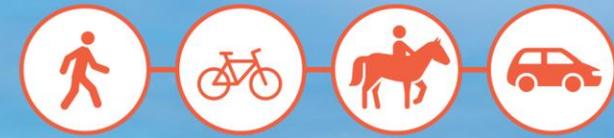
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## Phase 4 Recommendations – Mid-Term

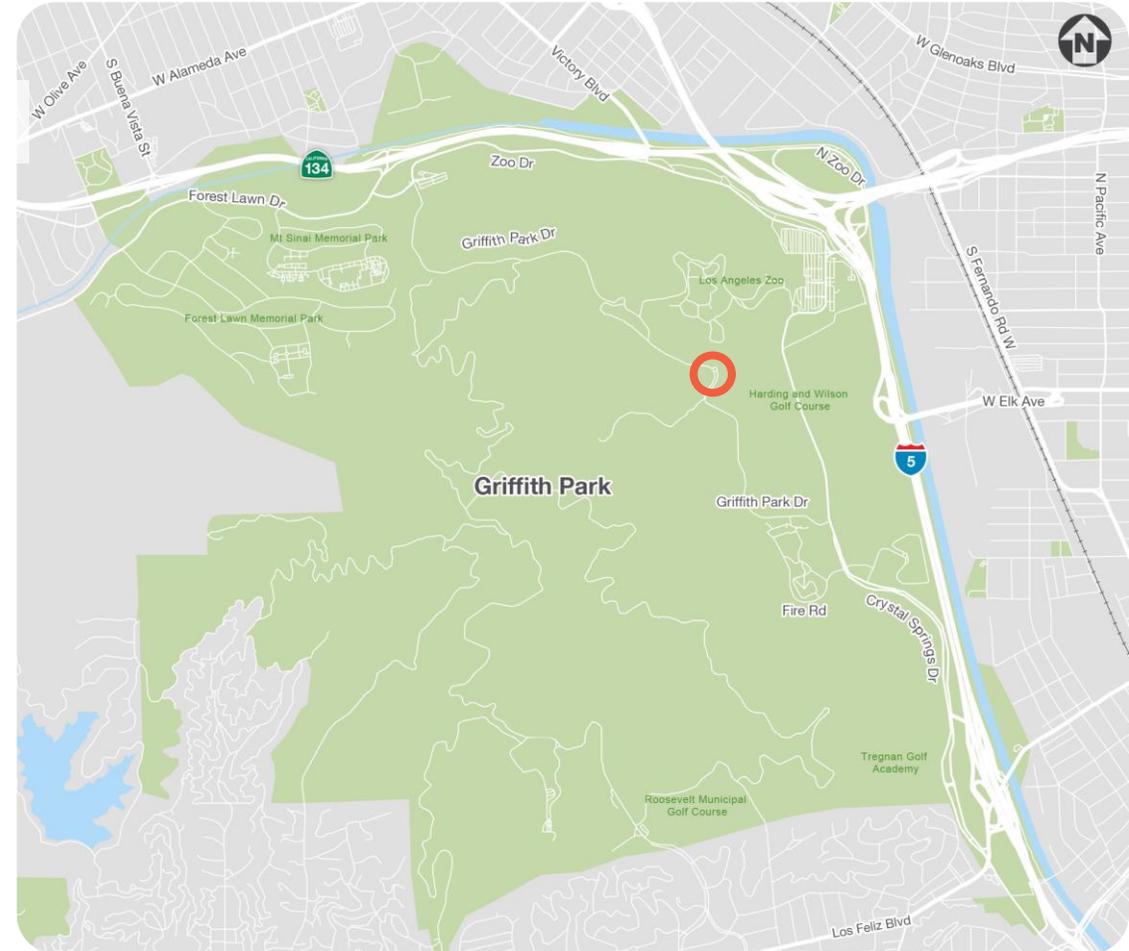
- Griffith Park Drive
  - Rehabilitate entire section
  - Reconfigure on-street parking next to golf-course
  - Install raised crosswalk
  - Implement driveway modifications
  - Narrow general-purpose lanes and install bike lanes
    - *Option A: Class II bike lanes*
    - *Option B: Two-way cycle track (AAA)*

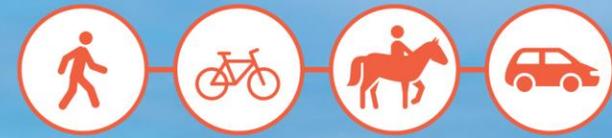




## Phase 4 Recommendations – Mid-Term

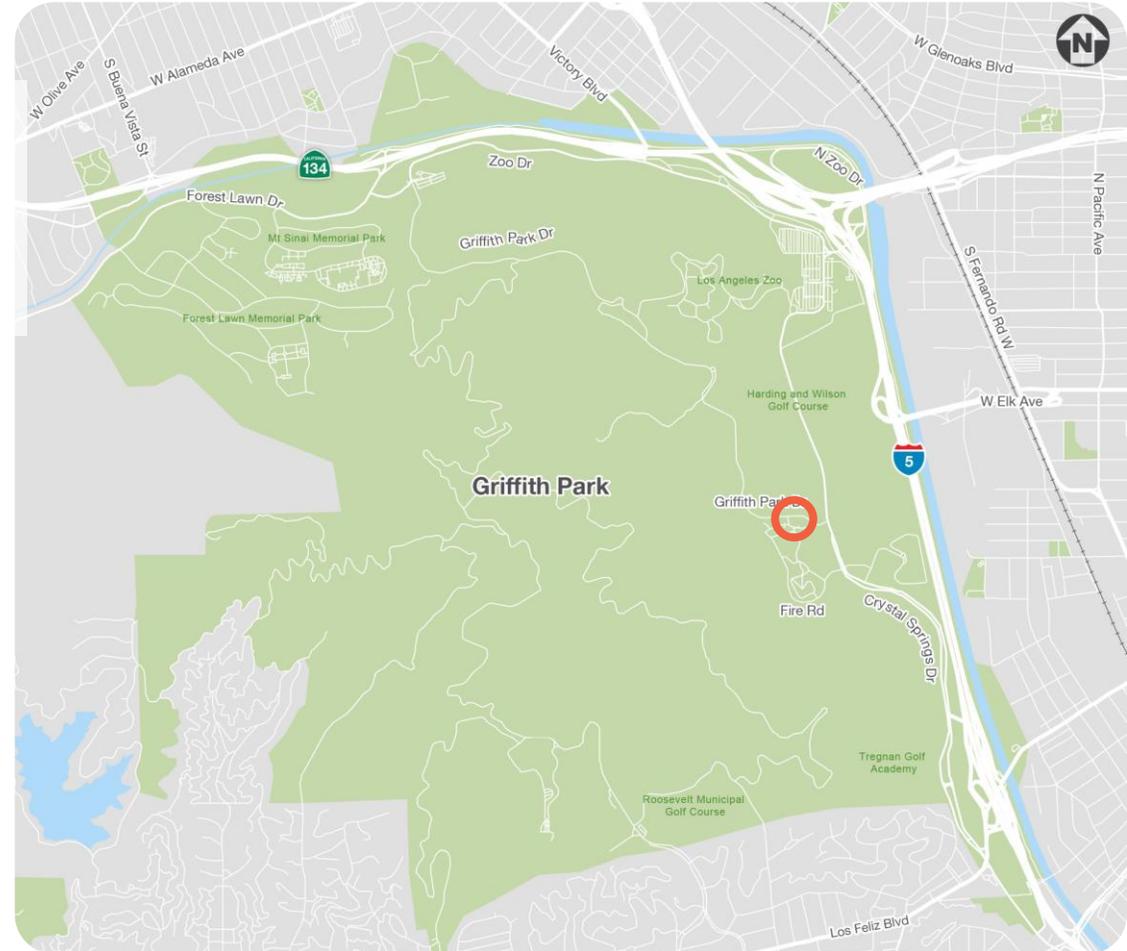
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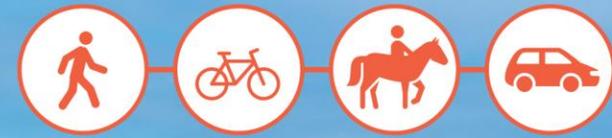




## Phase 4 Recommendations – Mid-Term

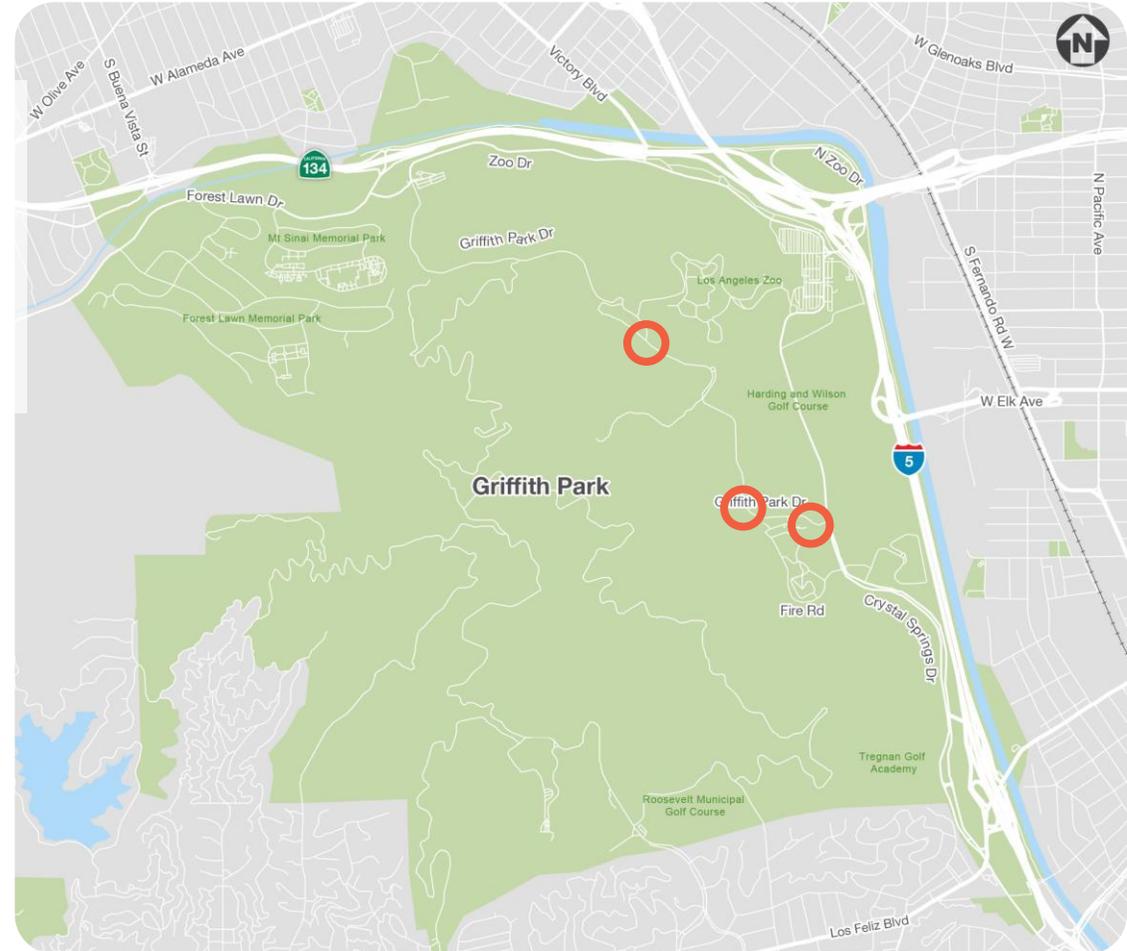
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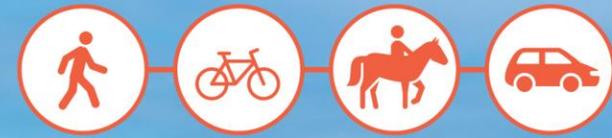




## Phase 4 Recommendations – Mid-Term

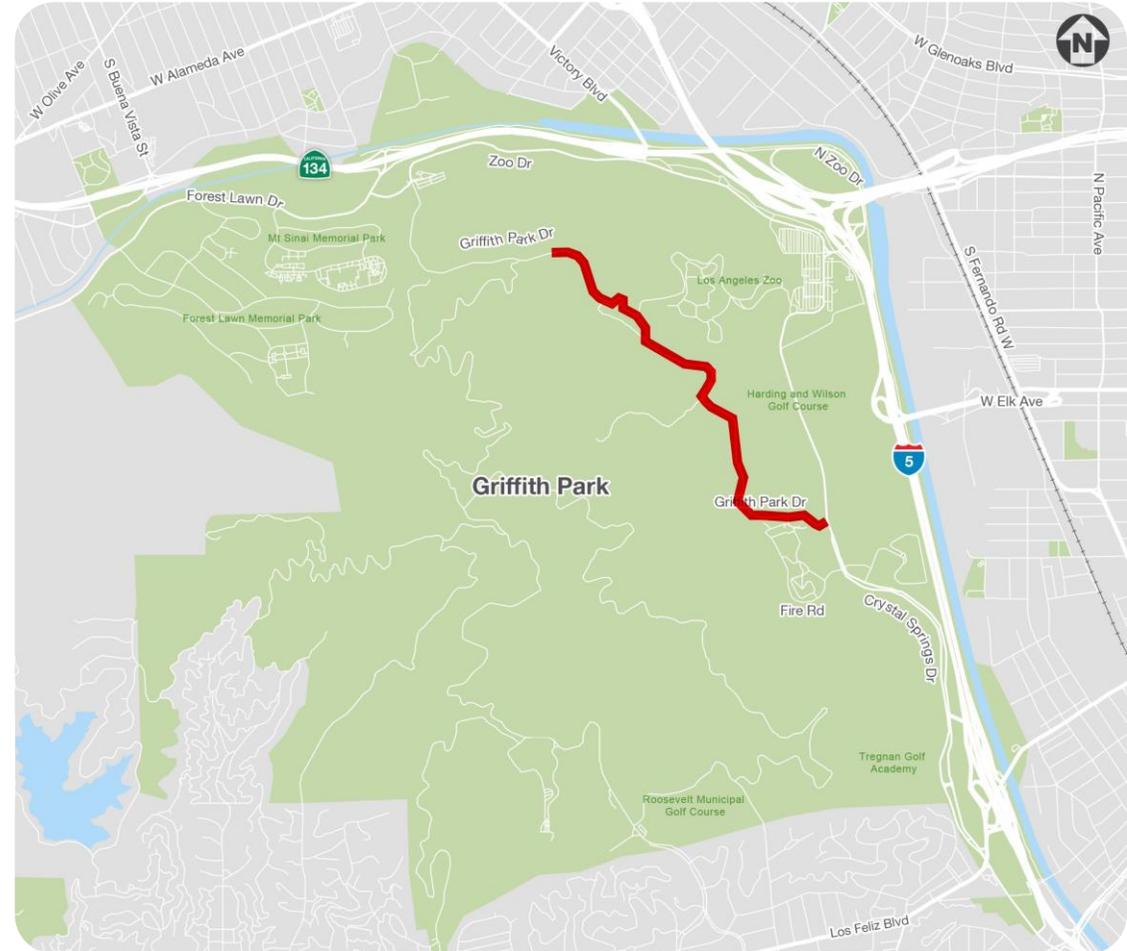
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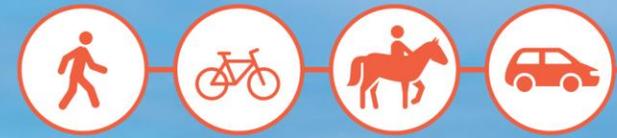




## Phase 4 Recommendations – Mid-Term

- Griffith Park Drive
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  - Reconfigure on-street parking next to golf-course
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    - *Option A: Class II bike lanes*
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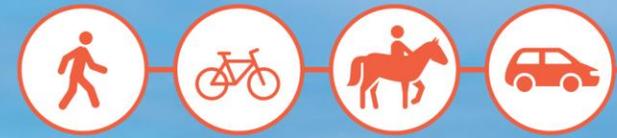




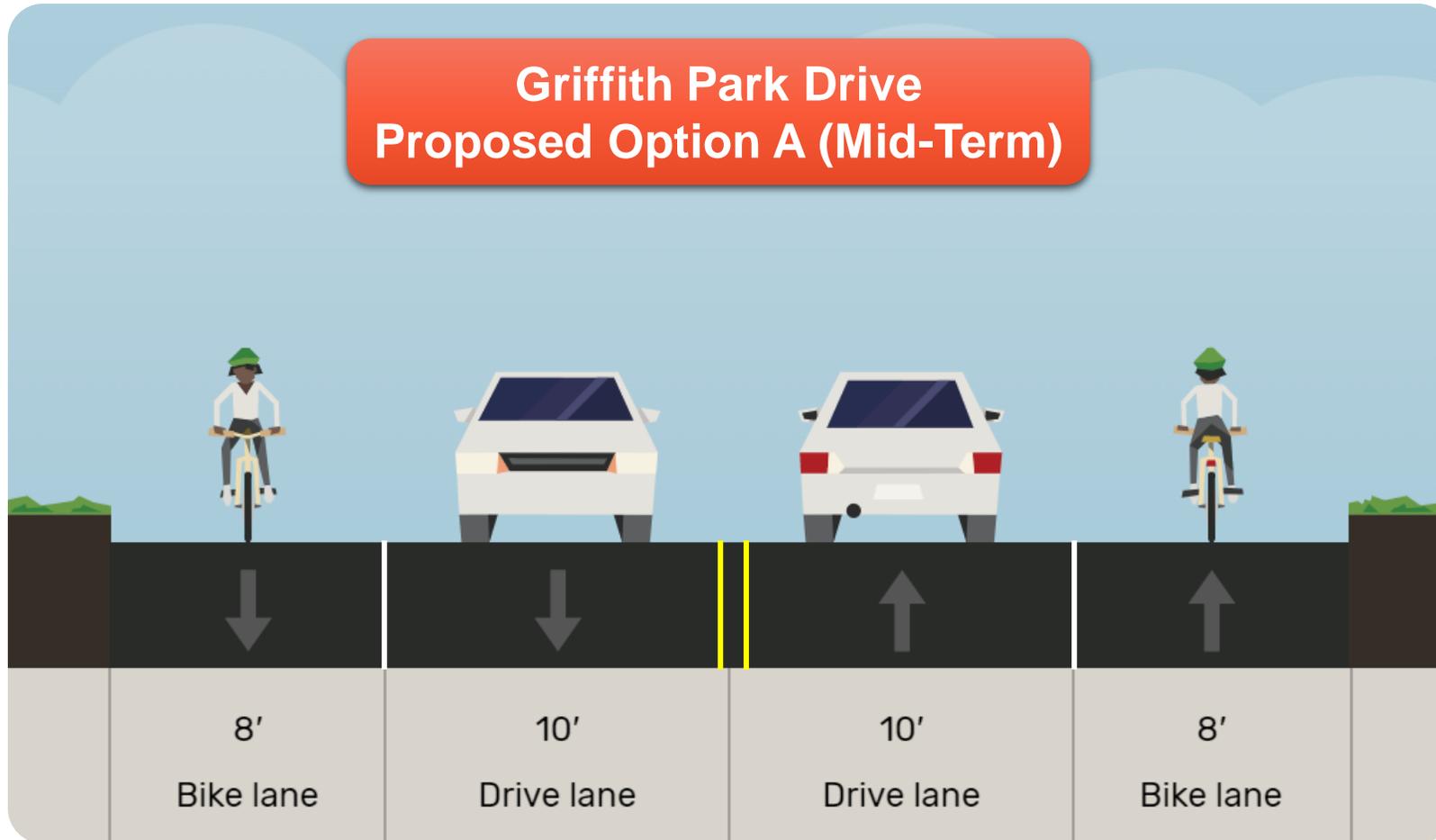
## Phase 4 Recommendations – Mid-Term



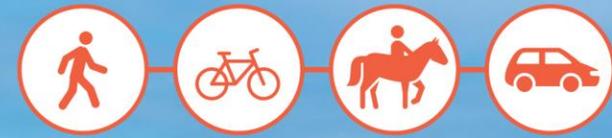
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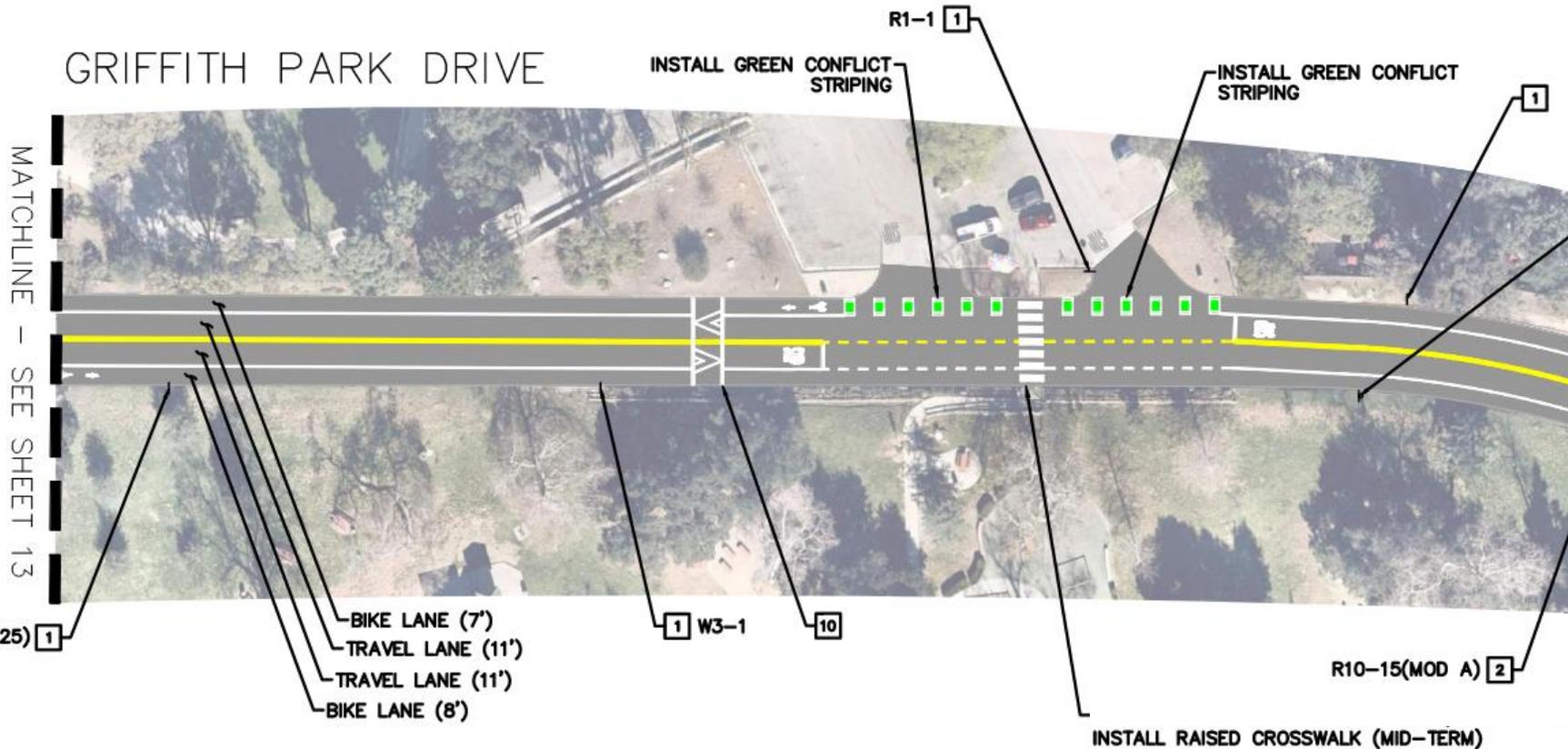
# Phase 4 Recommendations – Mid-Term



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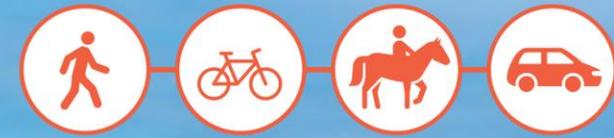
# Phase 4 Recommendations – Mid-Term



R10-15(MOD A)  
(30" X 30")

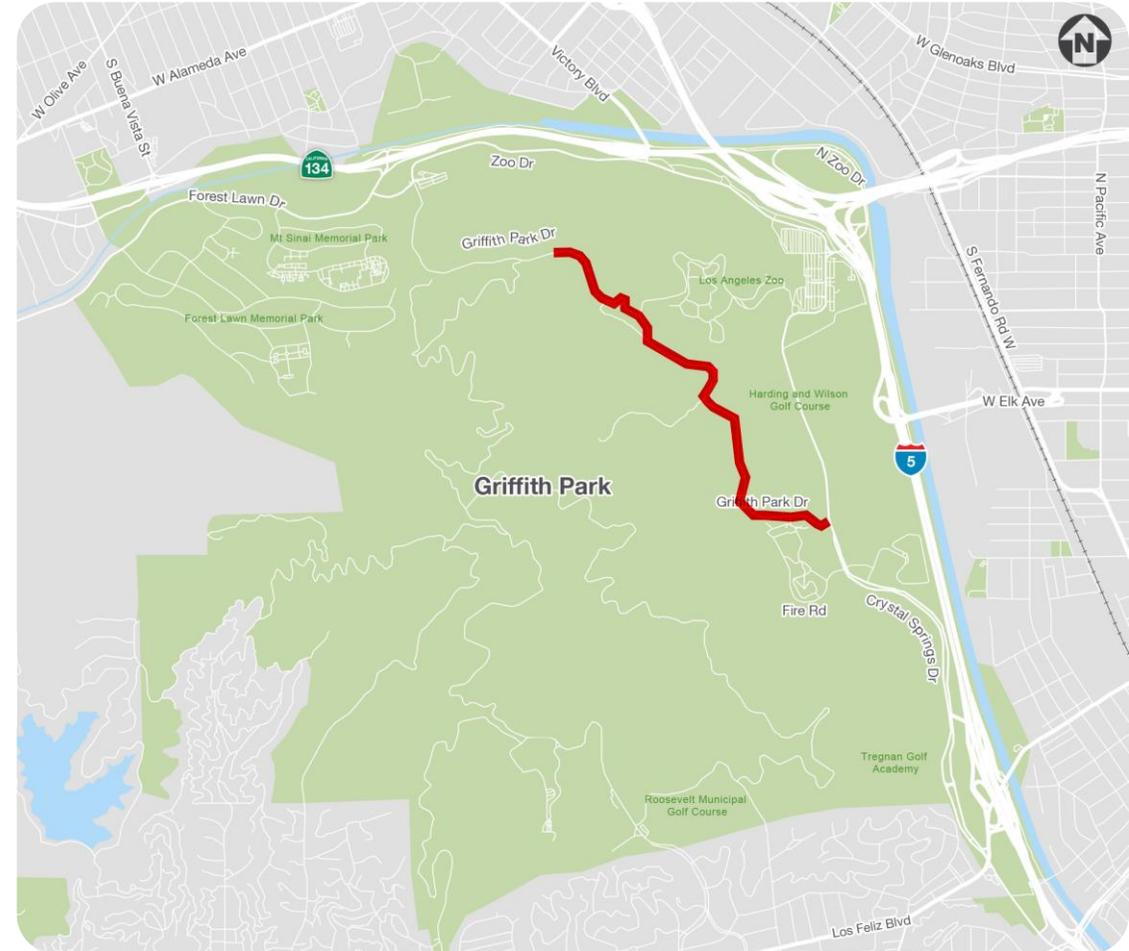
## SIGNING AND STRIPING NOTES

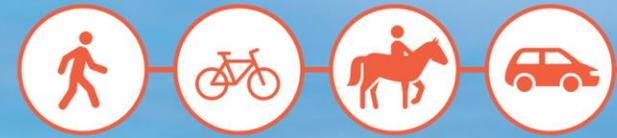
- 1 REPLACE SIGN.
- 2 INSTALL SIGN.
- 3 REMOVE SIGN.
- 10 INSTALL SPEED HUMP, ADVANCE WARNING SIGNS, AND ADVANCE PAVEMENT MARKINGS PER LADOT STANDARD DRAWING S-483.0.



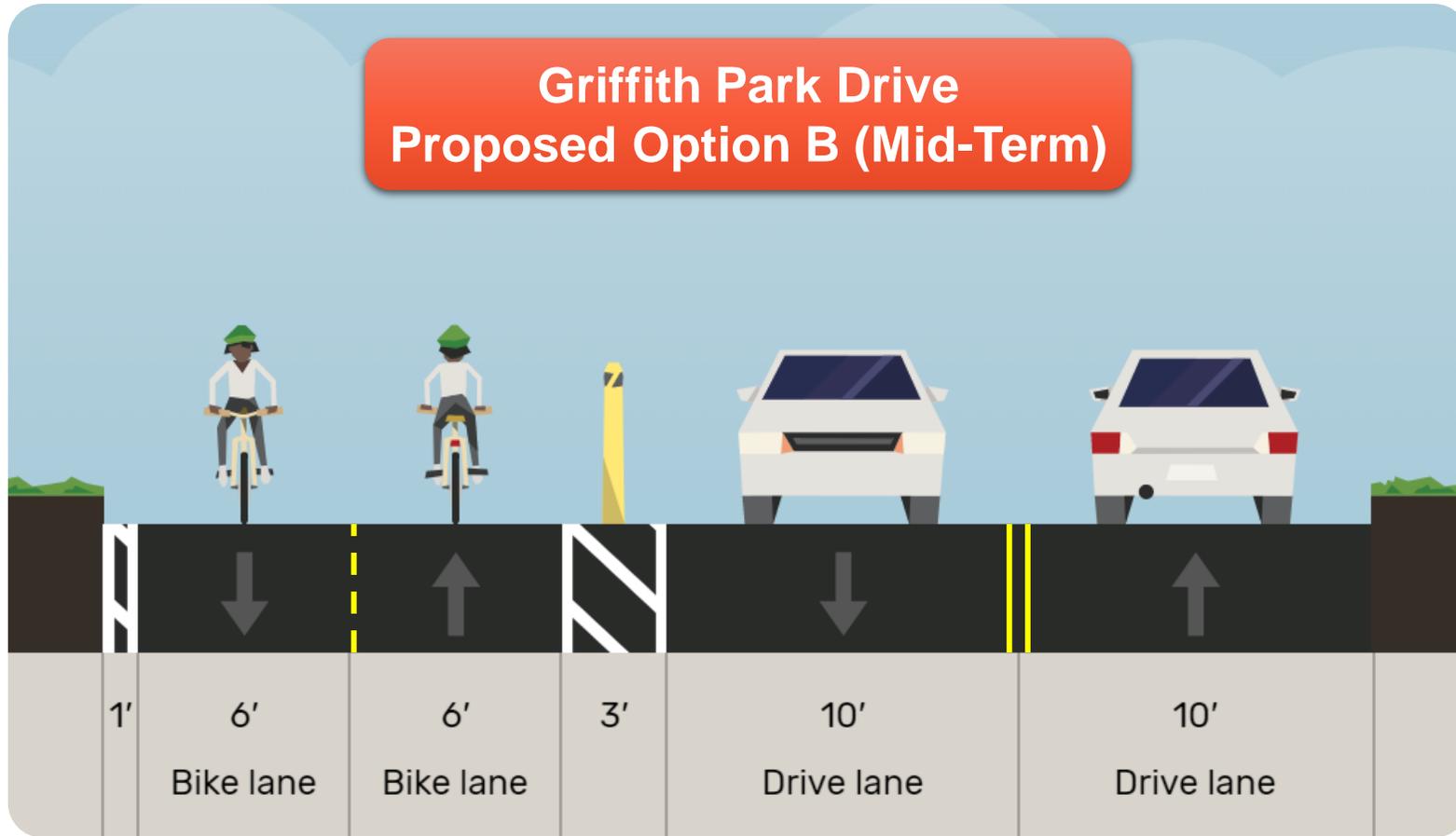
## Phase 4 Recommendations – Mid-Term

- Griffith Park Drive
  - Rehabilitate entire section
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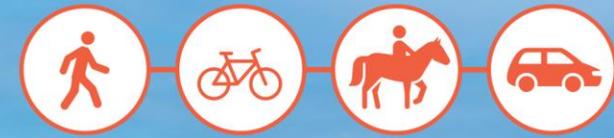




# Phase 4 Recommendations – Mid-Term

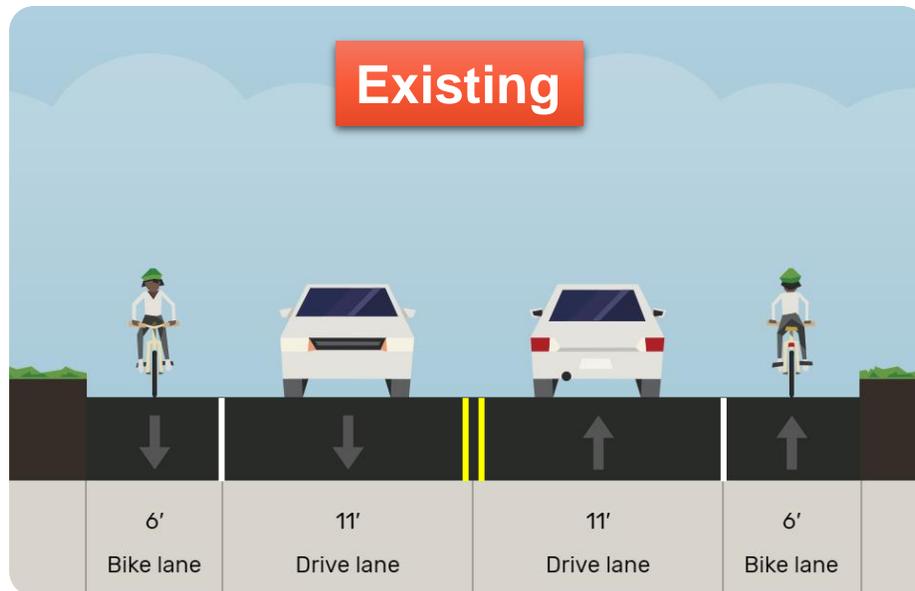


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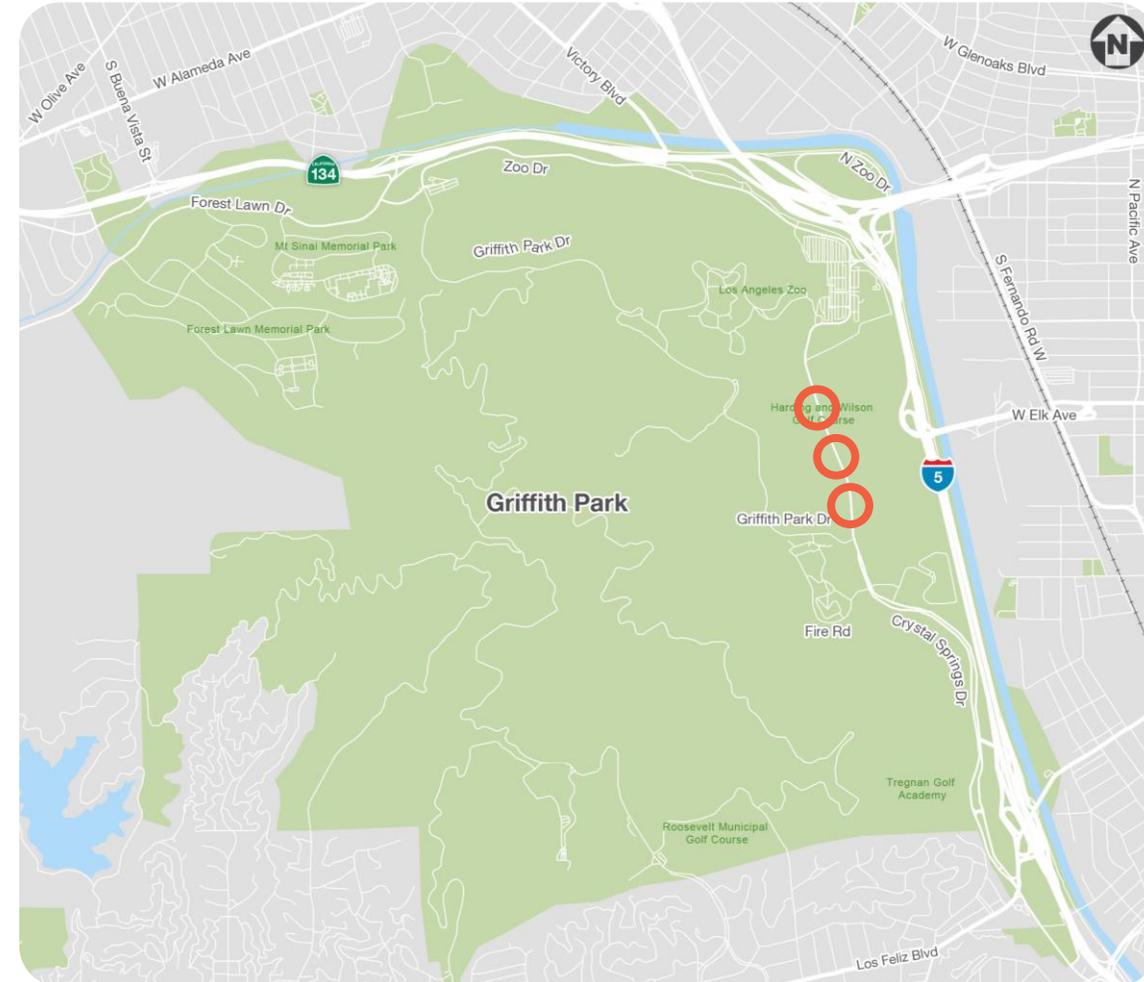


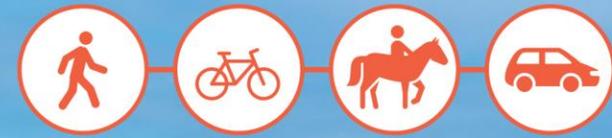
## Phase 5 Recommendations – Mid-Term

- Crystal Springs Drive – “North Segment”
  - Install raised crosswalks



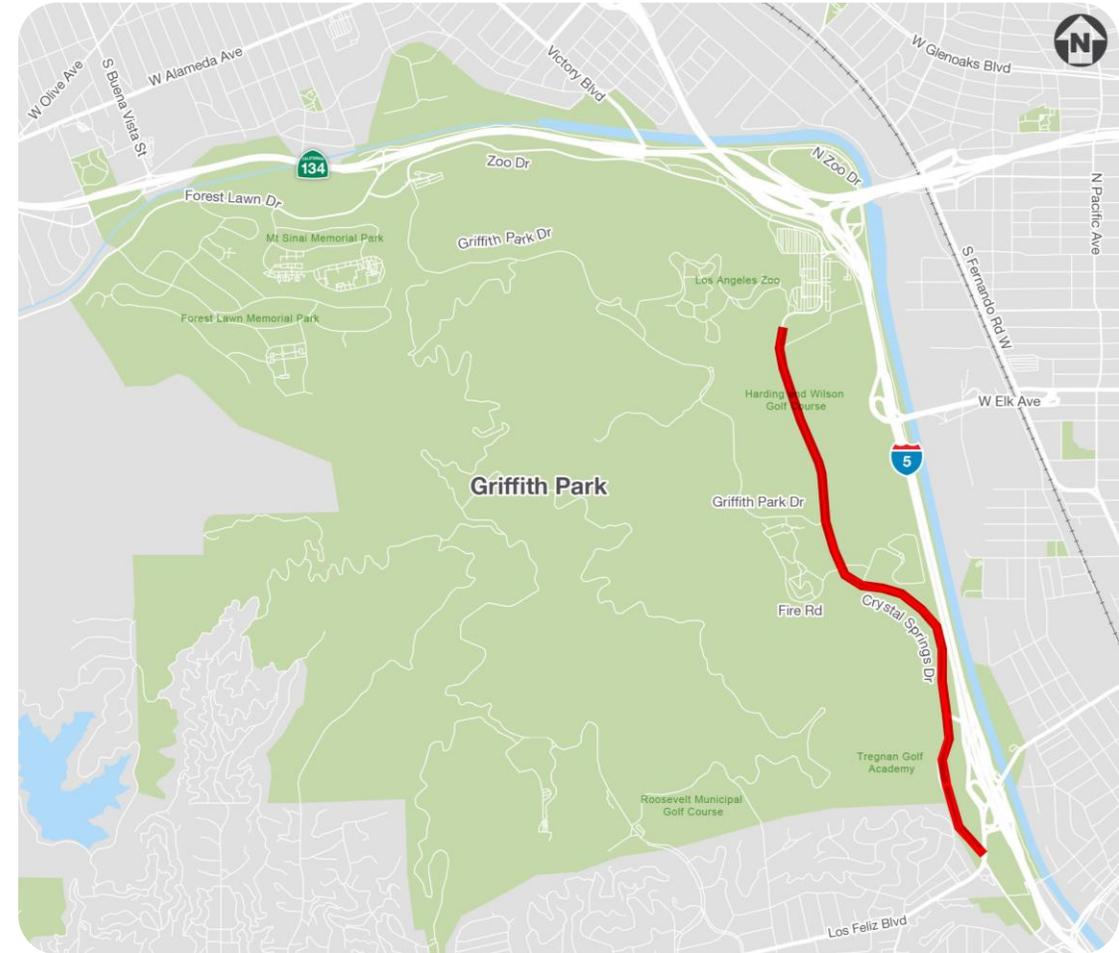
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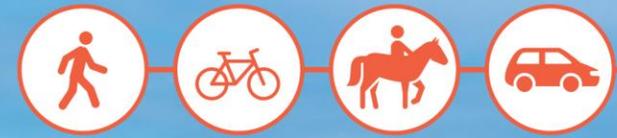




## Phase 6 Recommendations – Long-Term

- Active Transportation Improvements Option A
  - North Segment
    - Maintain existing configuration
  - South Segment
    - Enhance short-term improvements (bollards, planters, etc.)
- Active Transportation Improvements Option B
  - North Segment
    - Install two-way AAA cycle track
  - South Segment
    - Convert “upper” CSD to active transportation roadway and “lower” CSD to general-purpose roadway
- Modifications at CSD/Los Feliz Blvd
- Install raised crosswalks



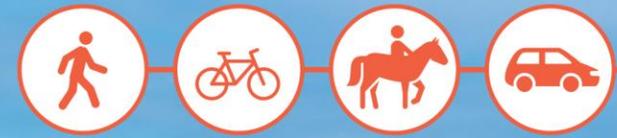


# Phase 6 Recommendations – Long-Term

Crystal Springs Drive “North Segment”  
Existing & Proposed Option A (Long-Term)

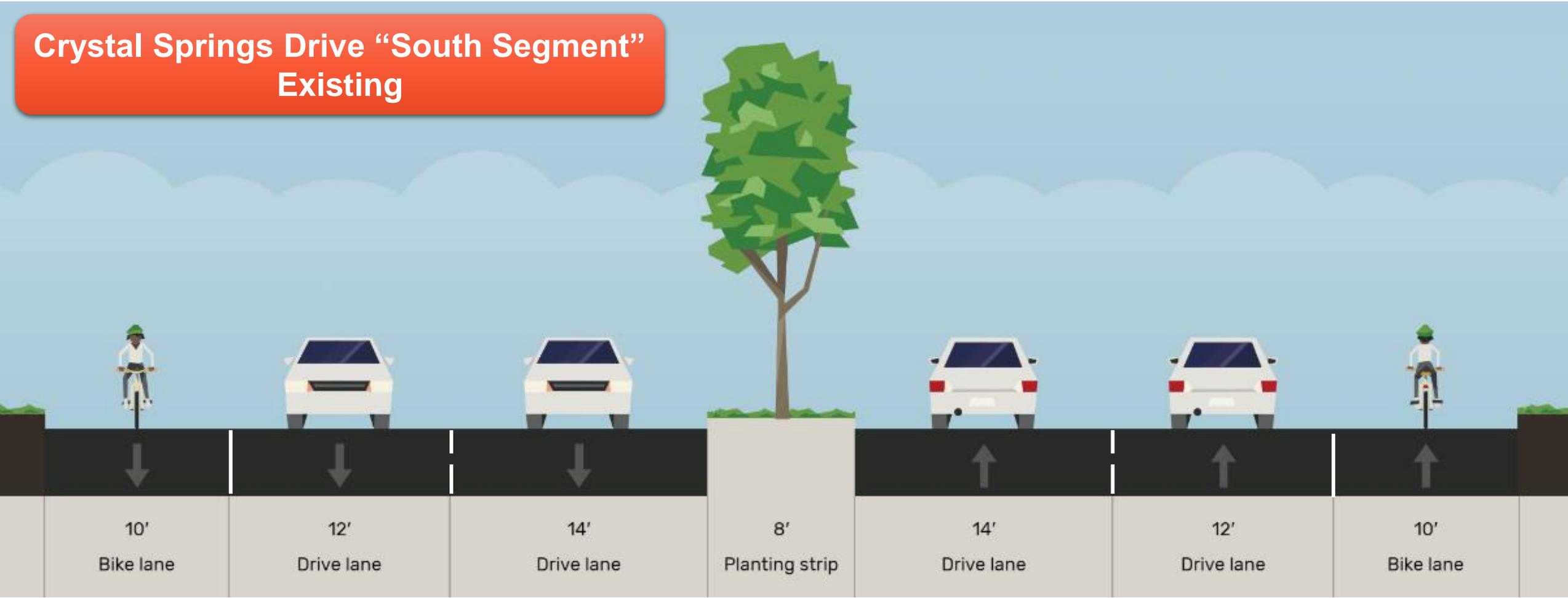


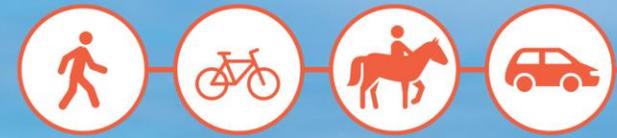
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# Phase 6 Recommendations – Long-Term

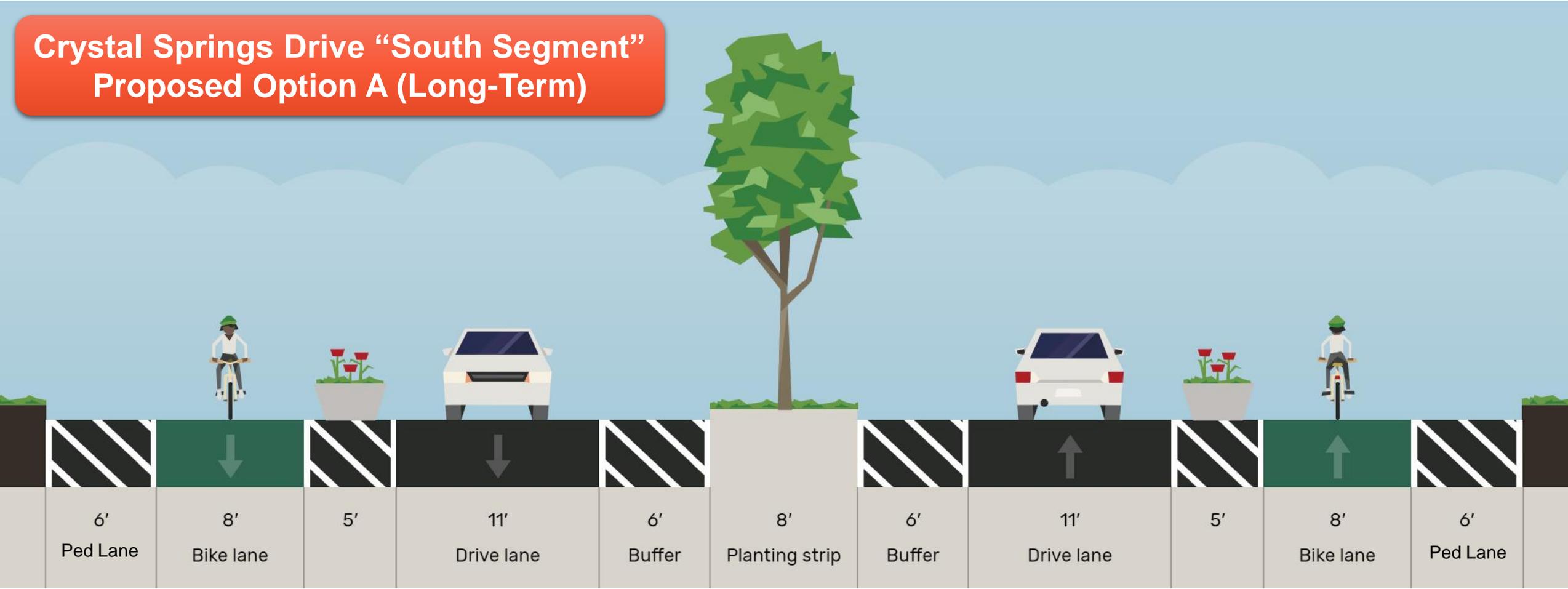
Crystal Springs Drive “South Segment”  
Existing





# Phase 6 Recommendations – Long-Term

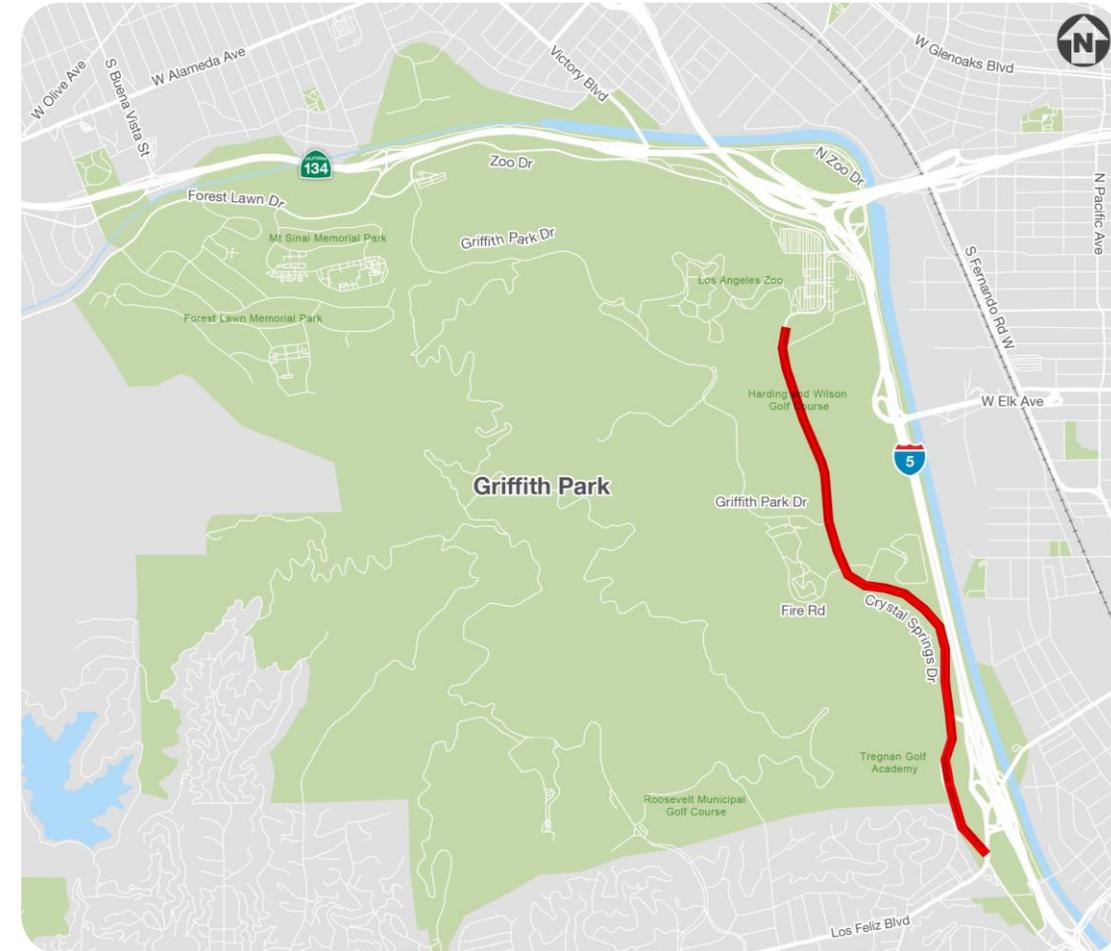
Crystal Springs Drive “South Segment”  
Proposed Option A (Long-Term)

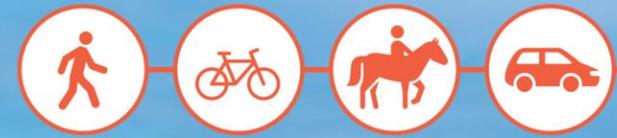




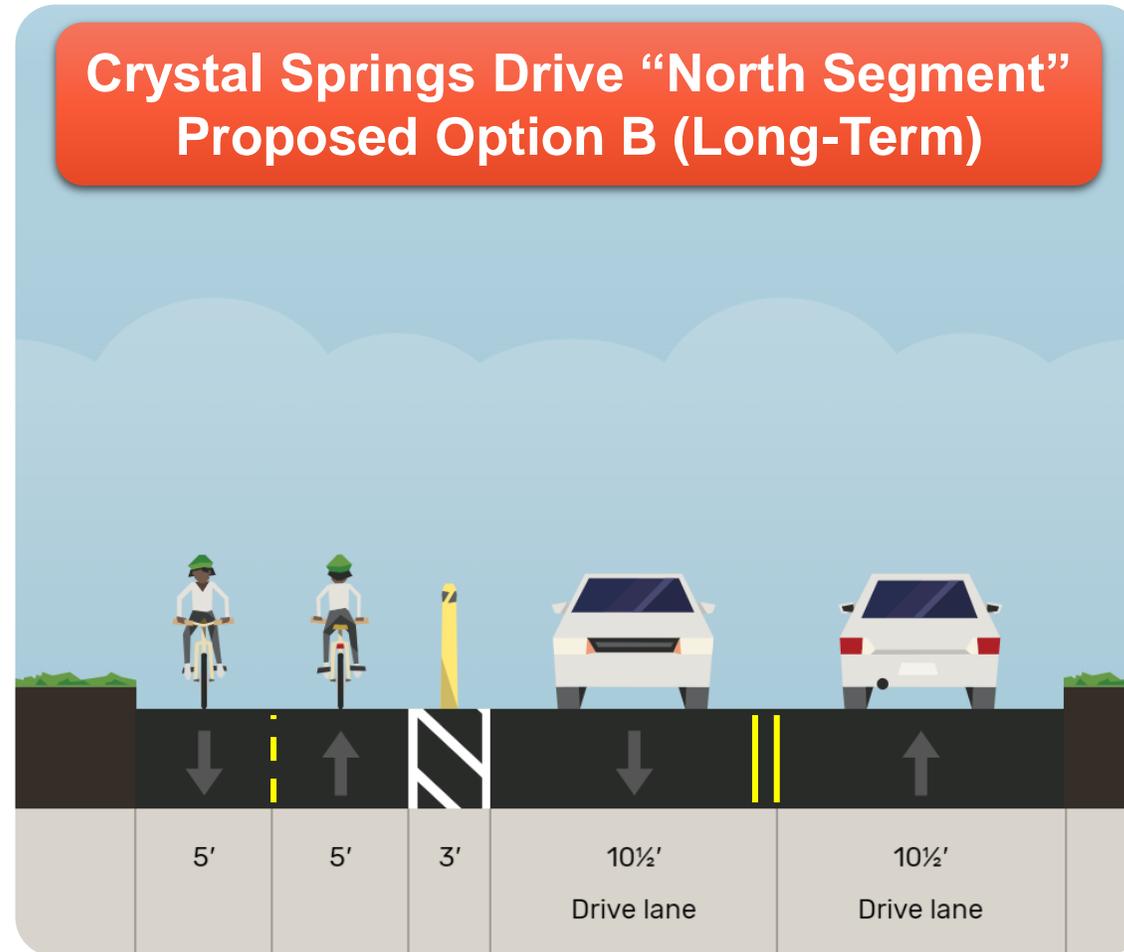
## Phase 6 Recommendations – Long-Term

- Active Transportation Improvements Option A
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  - South Segment
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- Active Transportation Improvements Option B
  - North Segment
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  - South Segment
    - Convert “upper” CSD to active transportation roadway and “lower” CSD to general-purpose roadway
- Modifications at CSD/Los Feliz Blvd
- Install raised crosswalks

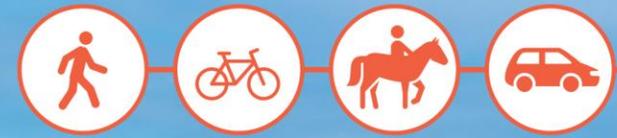




# Phase 6 Recommendations – Long-Term

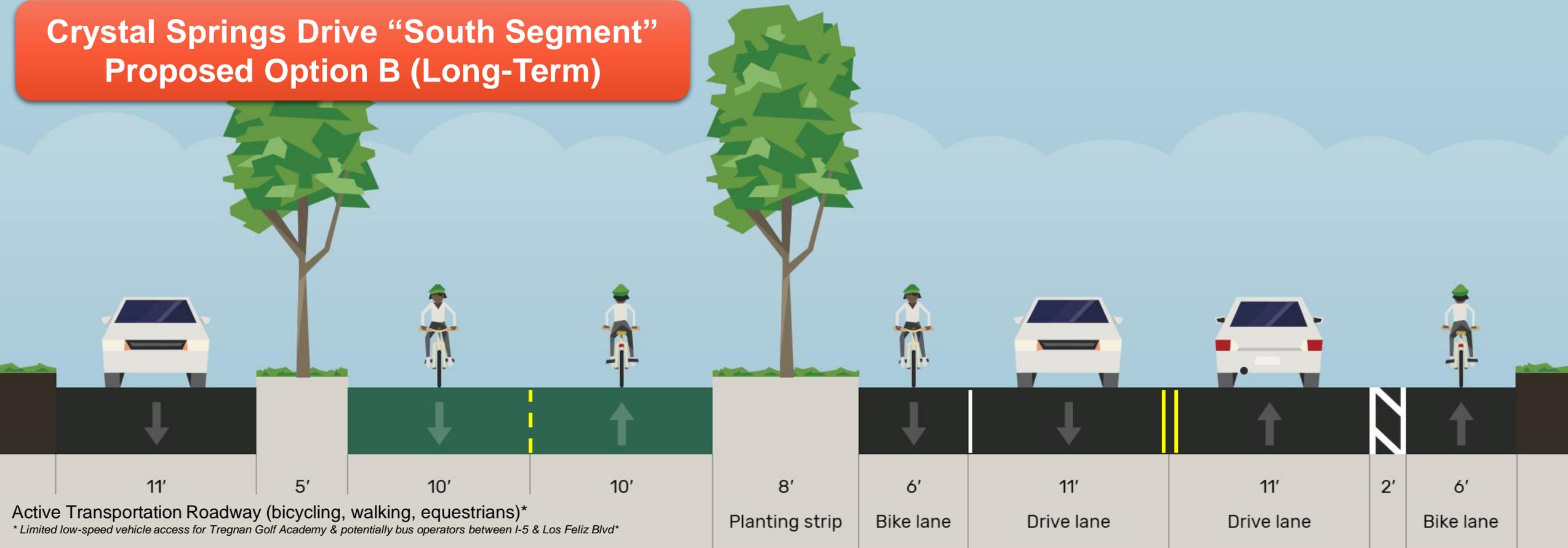


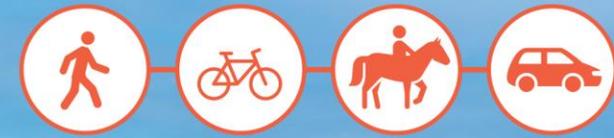
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# Phase 6 Recommendations – Long-Term

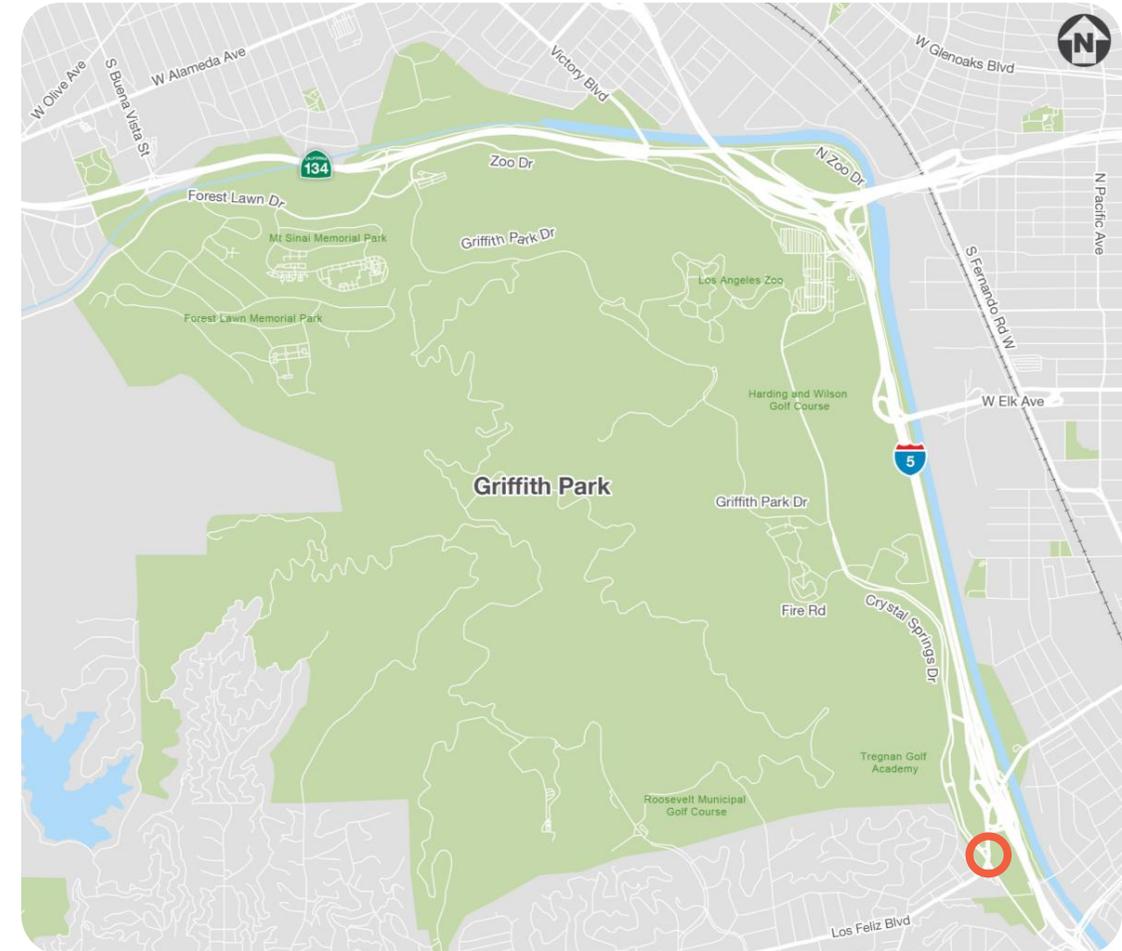
Crystal Springs Drive “South Segment”  
Proposed Option B (Long-Term)

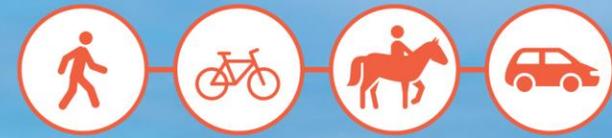




## Phase 6 Recommendations – Long-Term

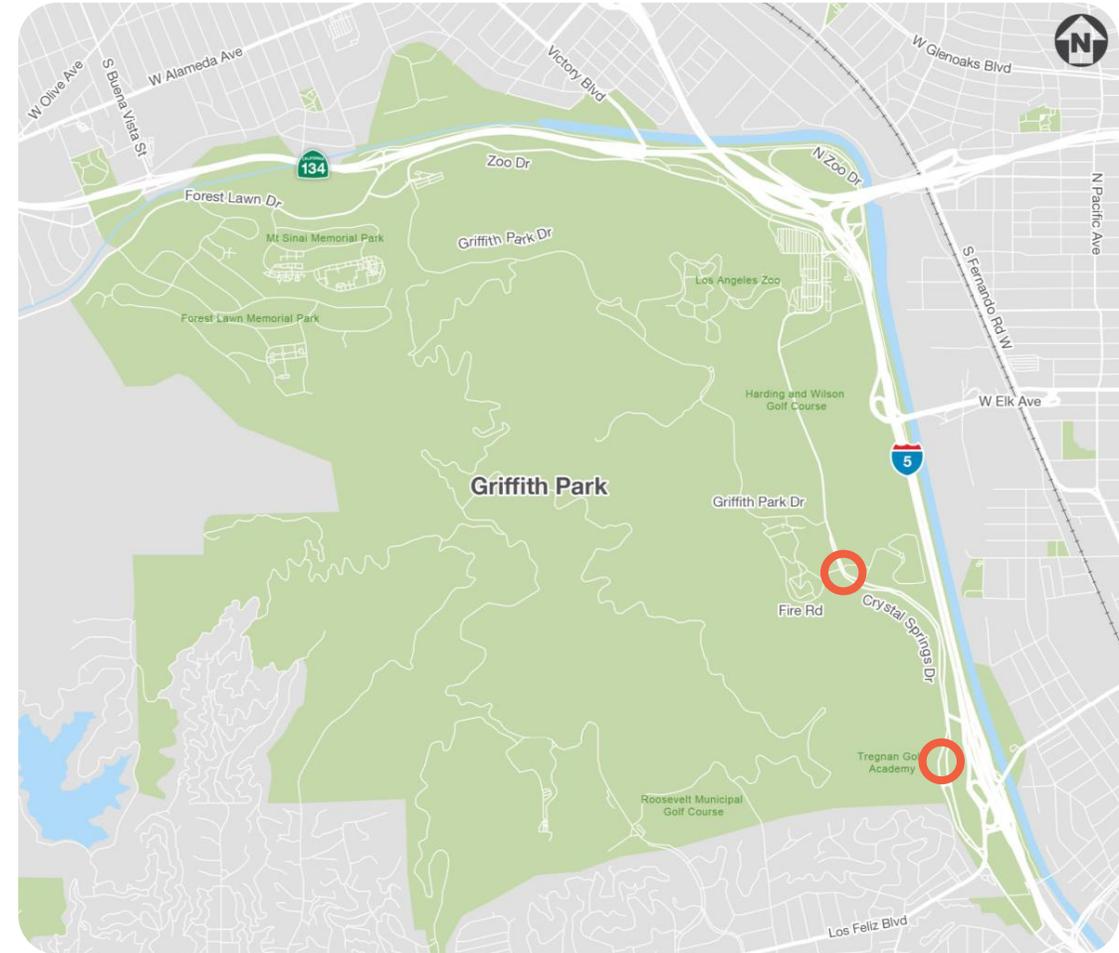
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- Active Transportation Improvements Option B
  - North Segment
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    - Convert “upper” CSD to active transportation roadway and “lower” CSD to general-purpose roadway
- Modifications at CSD/Los Feliz Blvd
- Install raised crosswalks

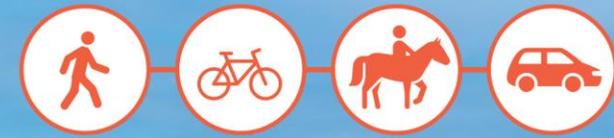




## Phase 6 Recommendations – Long-Term

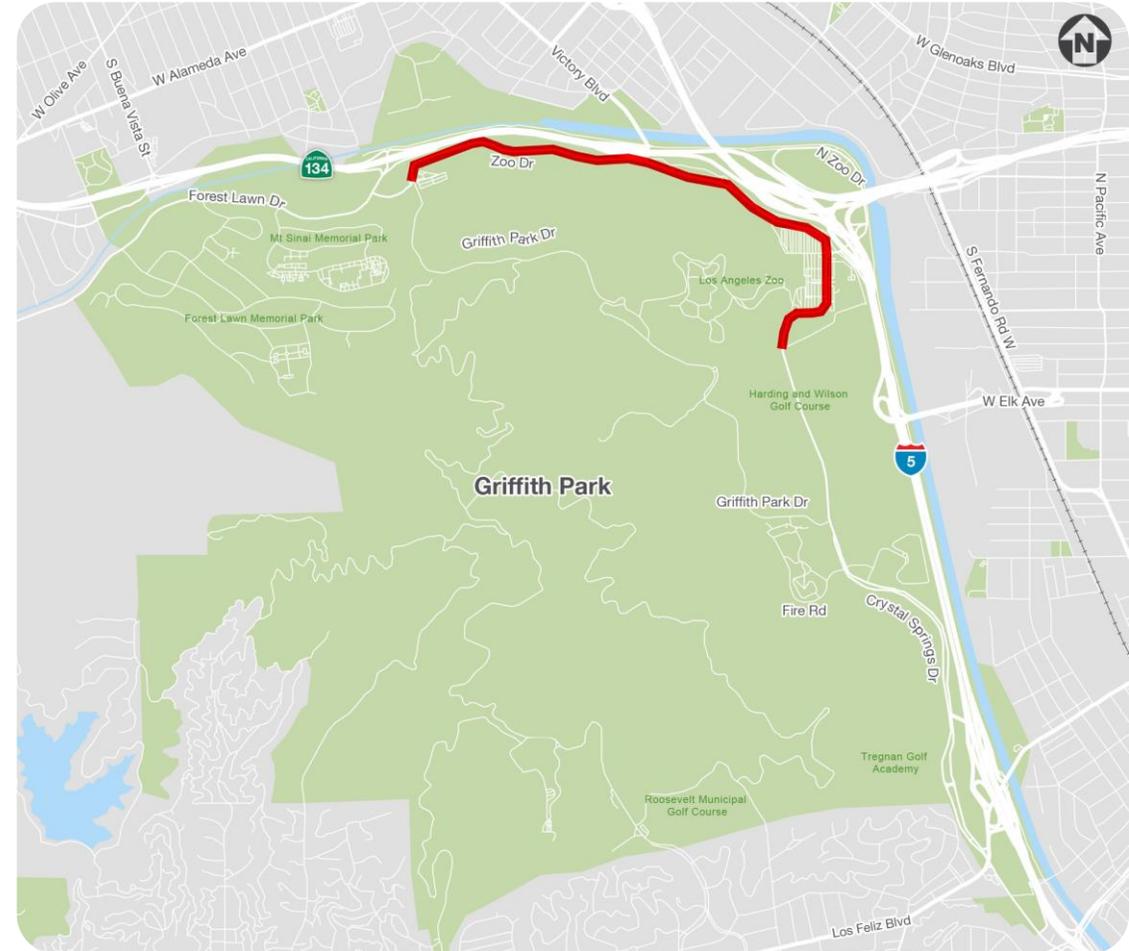
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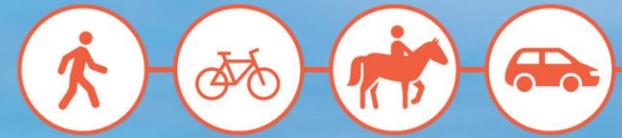




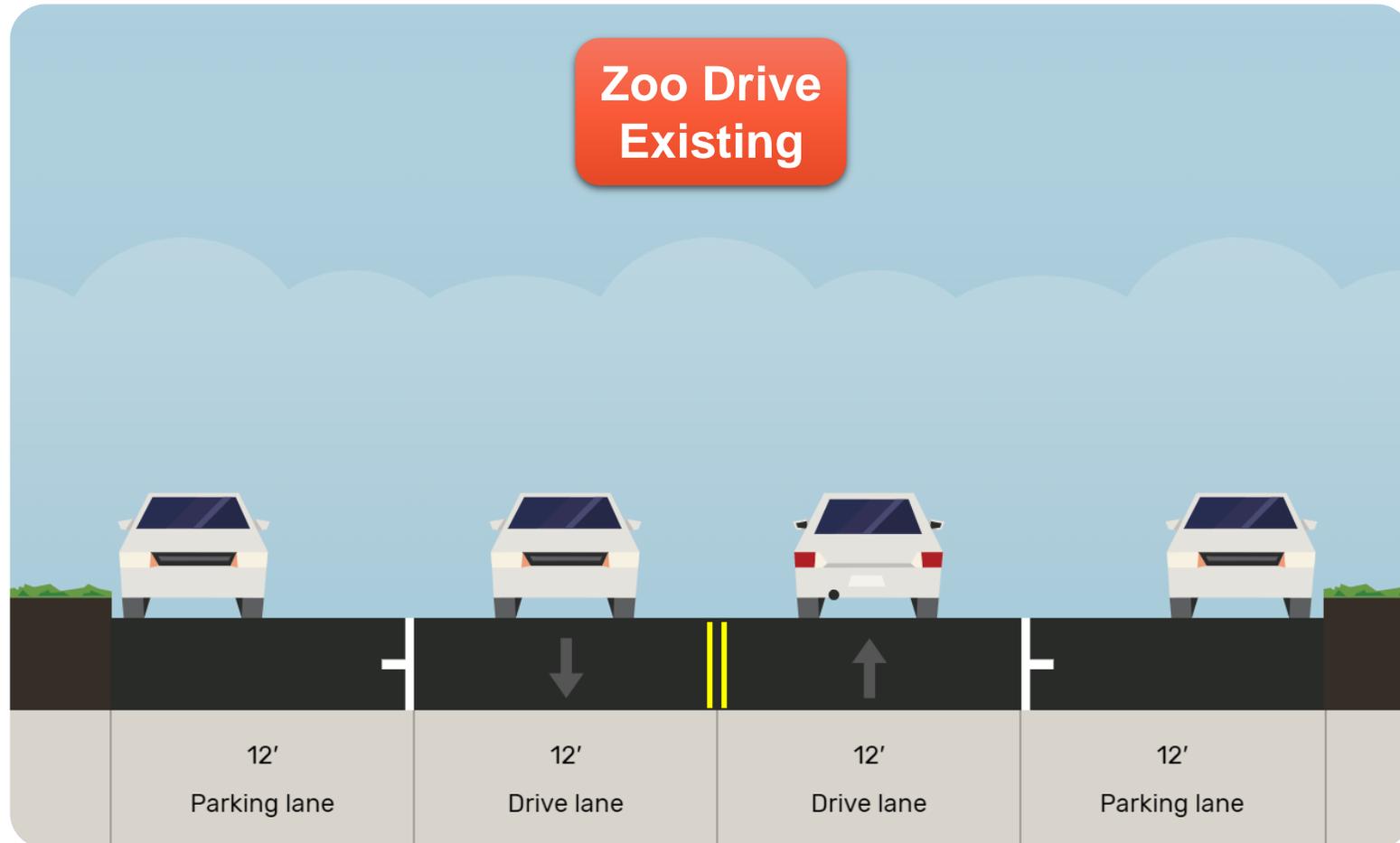
## Phase 6 Recommendations – Long-Term

- Zoo Drive/Western Heritage Way
  - Option A: Enhance existing Class II bike lanes with physical protection
  - Option B: Install two-way cycle track
- LA River Path Connections
  - Riverside Drive
  - North Zoo Drive
  - Tunnel One
  - Los Feliz Boulevard
- Other Connections
  - Griffith Park Boulevard to CSD
- Install wayfinding signage

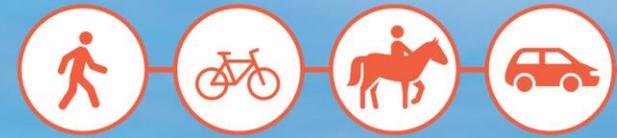




## Phase 6 Recommendations – Long-Term



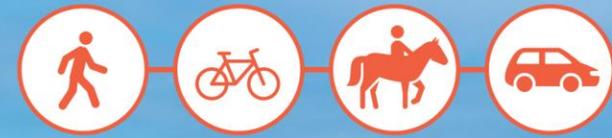
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# Phase 6 Recommendations – Long-Term

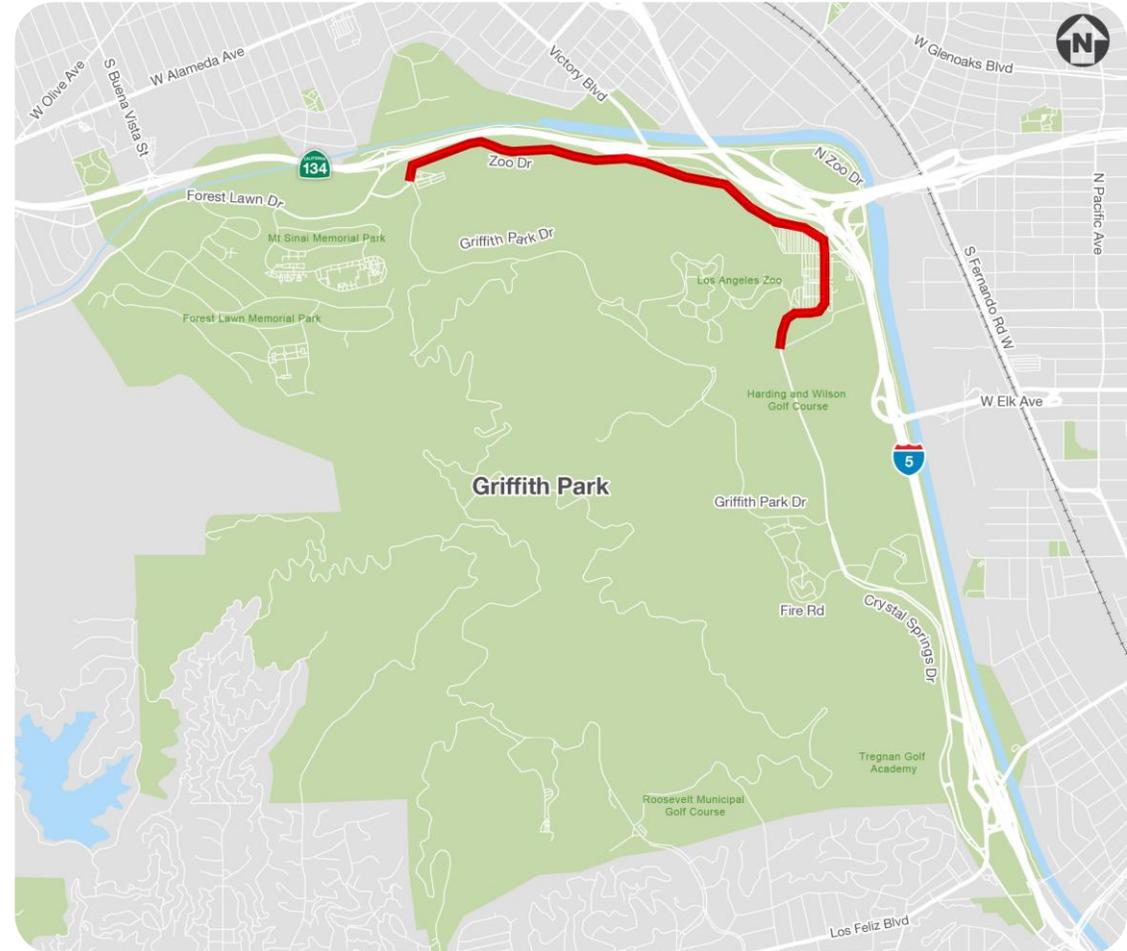


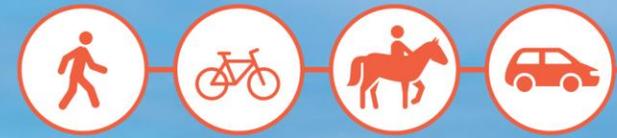
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## Phase 6 Recommendations – Long-Term

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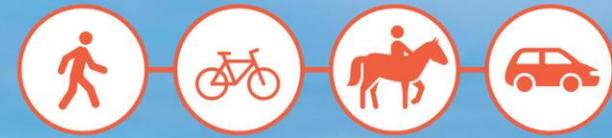




# Phase 6 Recommendations – Long-Term

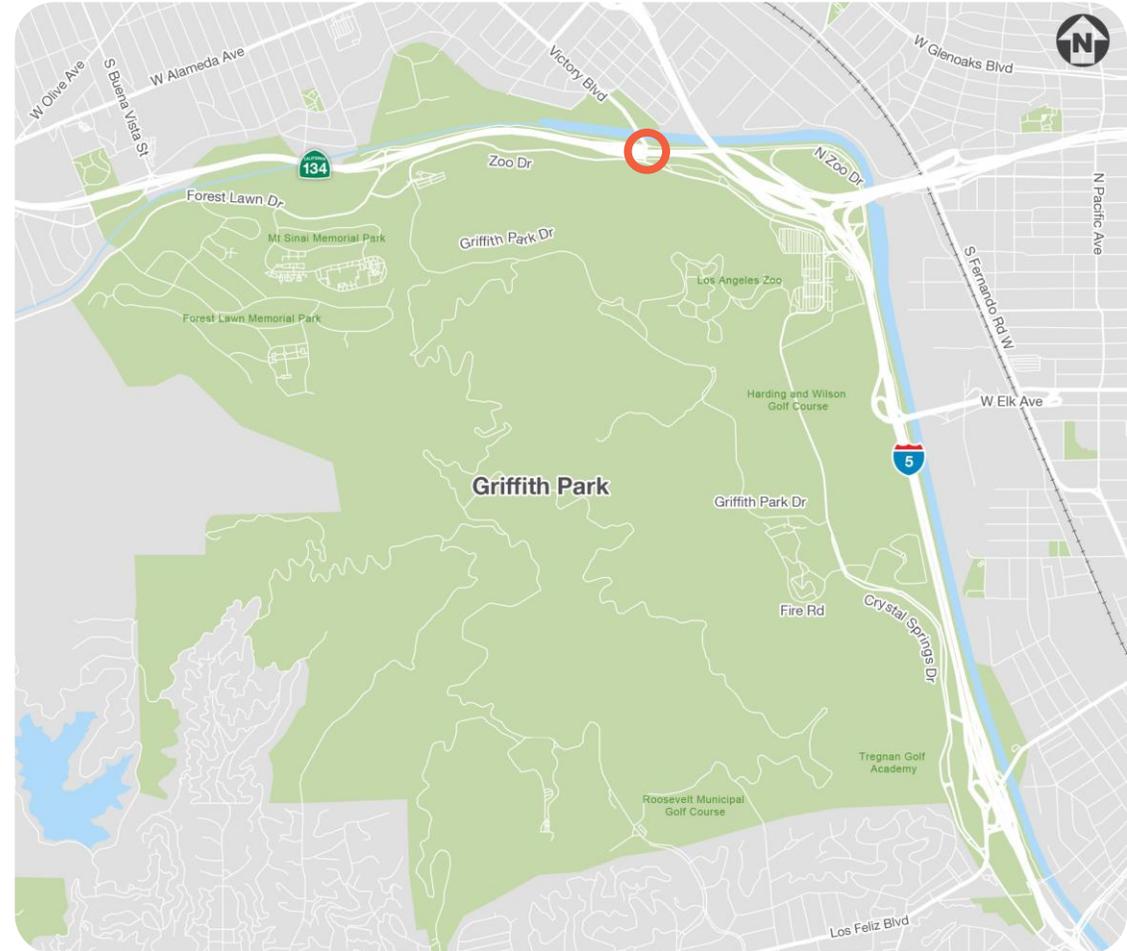


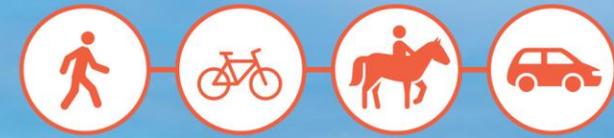
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## Phase 6 Recommendations – Long-Term

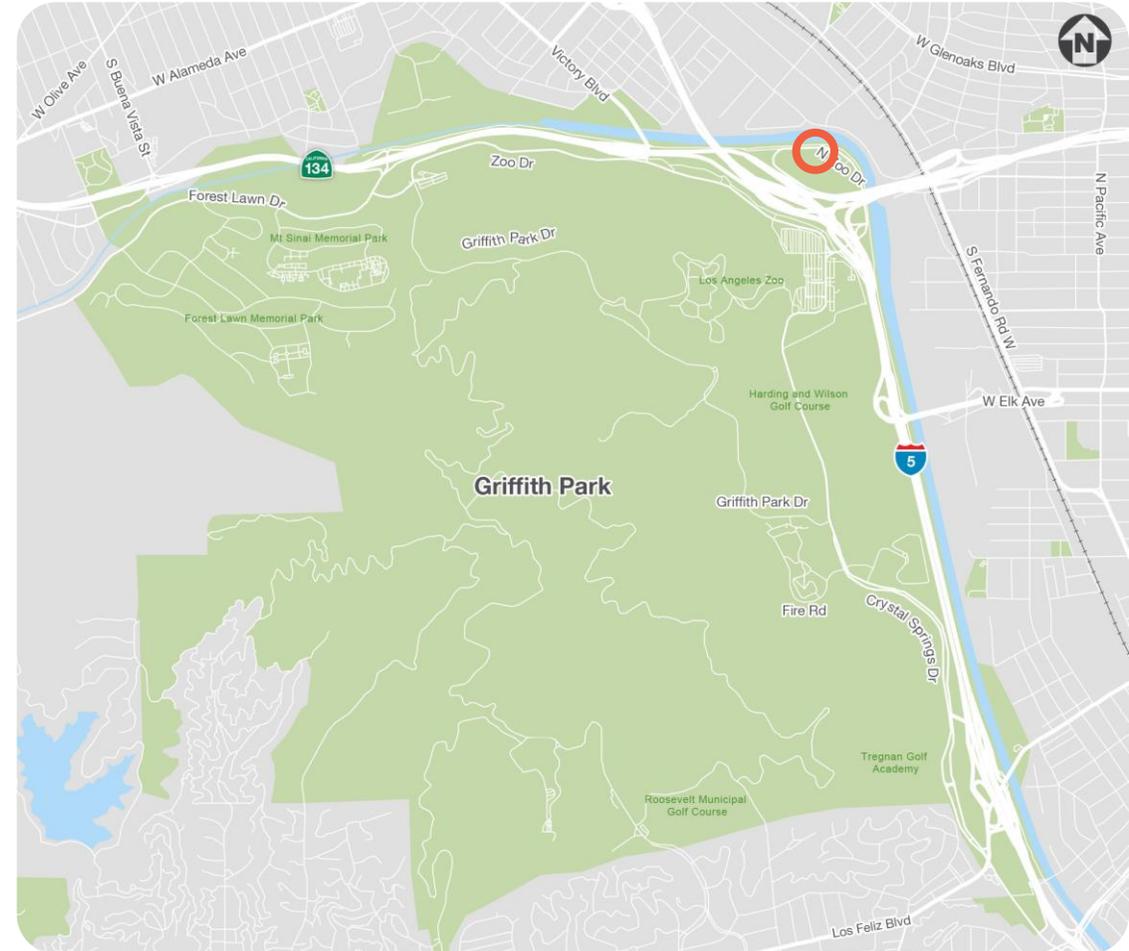
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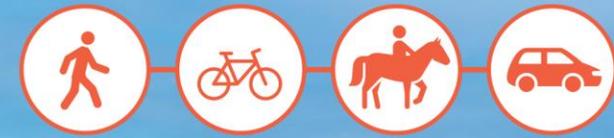




## Phase 6 Recommendations – Long-Term

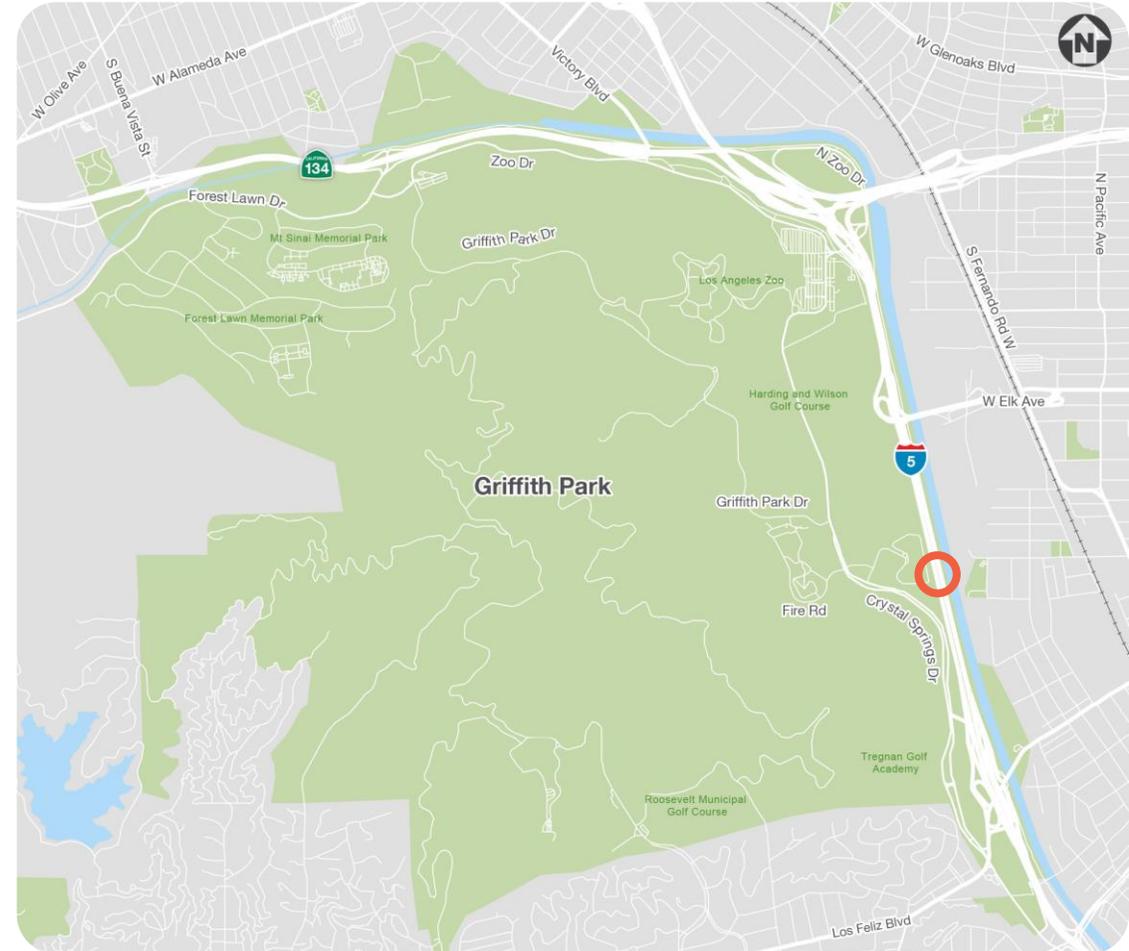
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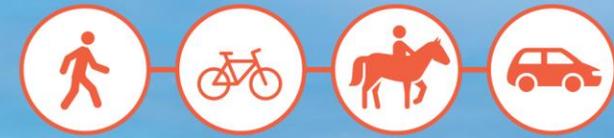




## Phase 6 Recommendations – Long-Term

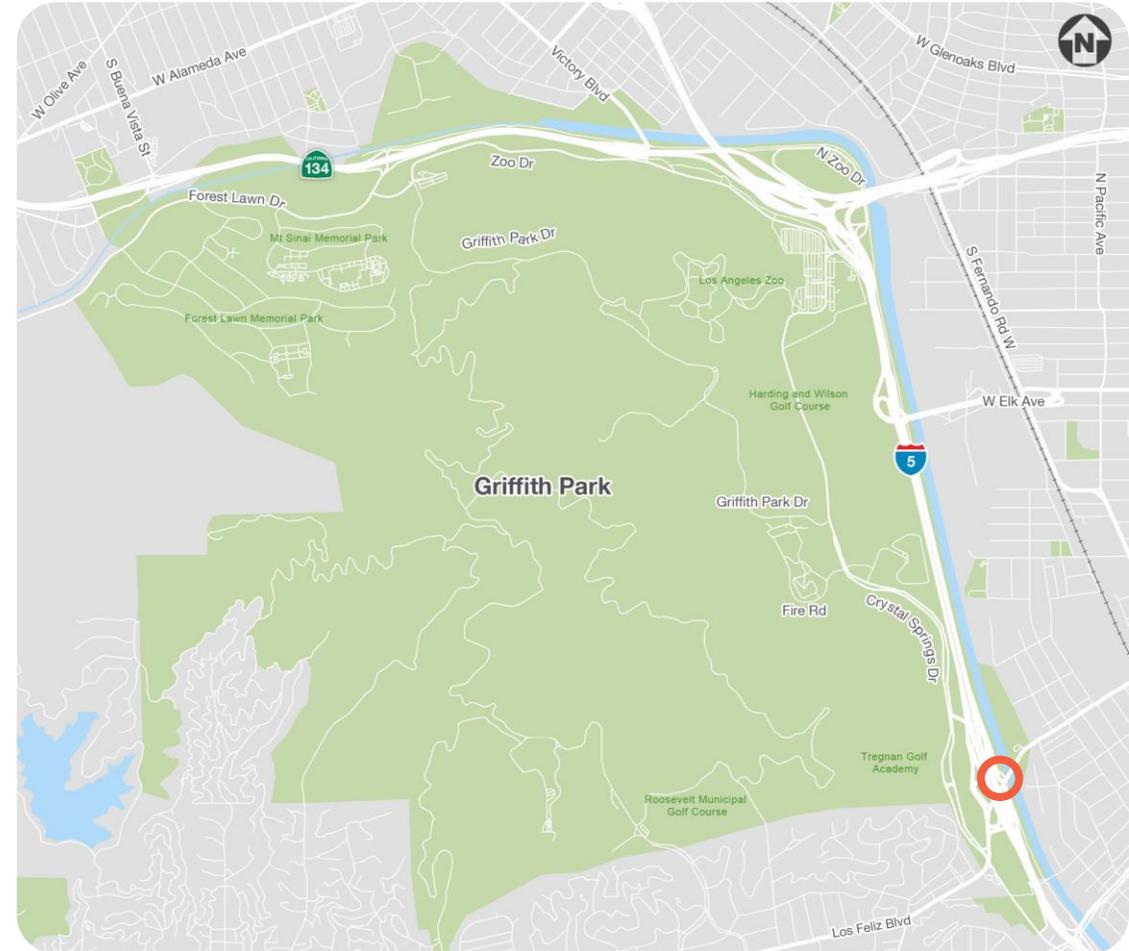
- Zoo Drive/Western Heritage Way
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  - Option B: Install two-way cycle track
- LA River Path Connections
  - Riverside Drive
  - North Zoo Drive
  - **Tunnel One**
  - Los Feliz Boulevard
- Other Connections
  - Griffith Park Boulevard to CSD
- Install wayfinding signage

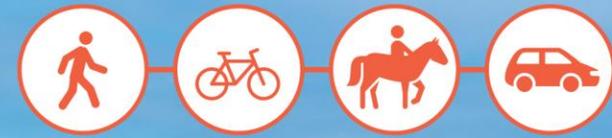




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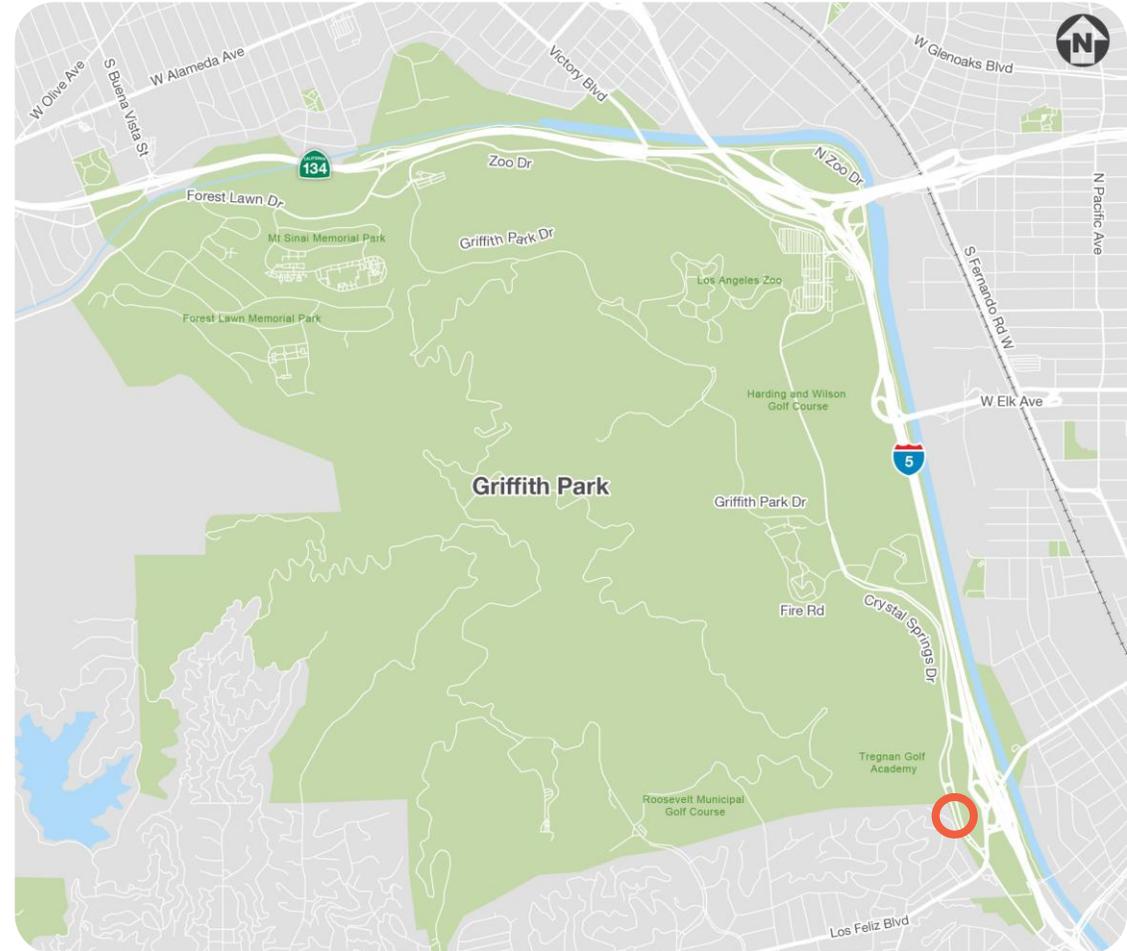
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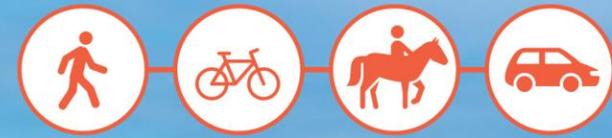




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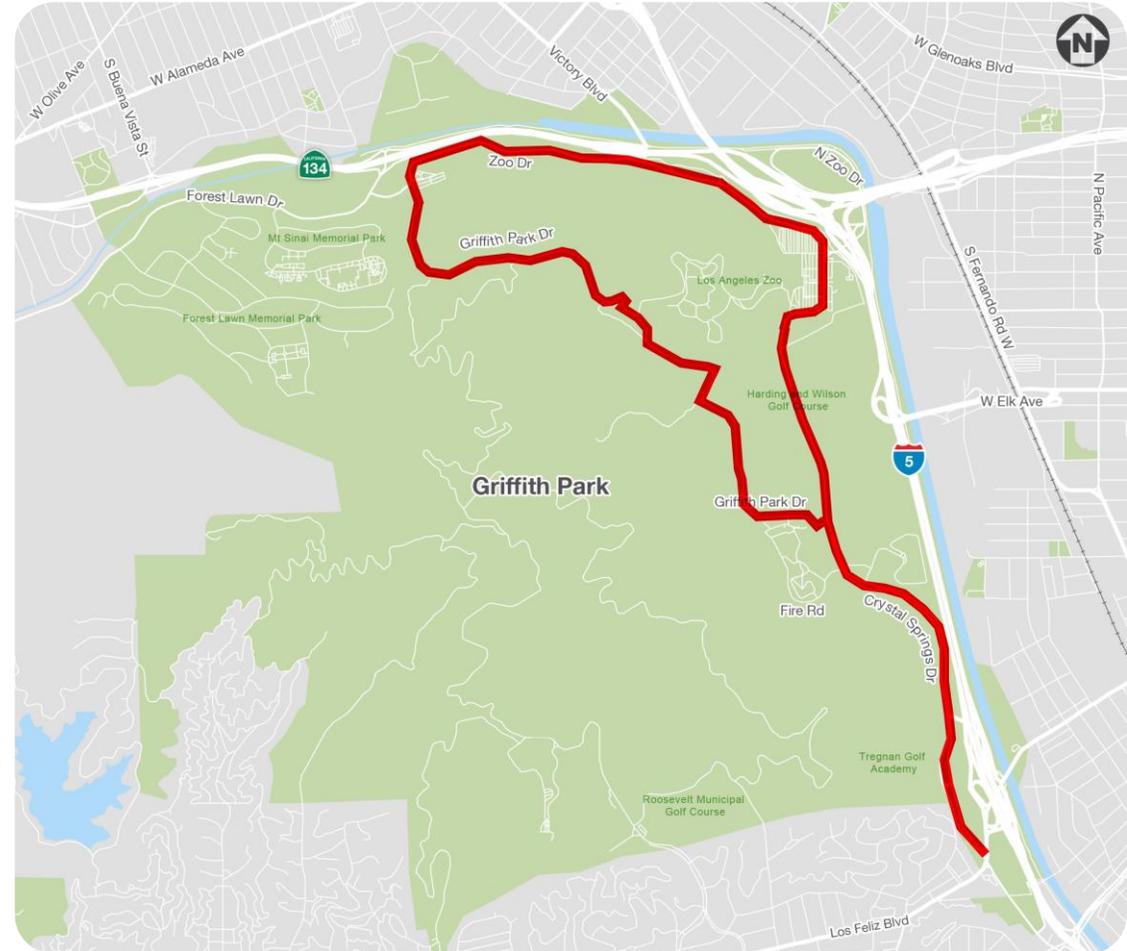
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## Phase 6 Recommendations – Long-Term

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  - Option B: Install two-way cycle track
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  - Griffith Park Boulevard to CSD
- Install wayfinding signage





# Crystal Springs Drive & Griffith Park Drive Safety and Active Transportation Improvements Project

July 28, 2022

# Thank You!



STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0043  
(916) 319-2043  
FAX (916) 319-2143

DISTRICT OFFICE  
300 EAST MAGNOLIA BOULEVARD, SUITE 504  
BURBANK, CA 91502  
(818) 558-3043  
FAX (818) 558-3042

E-MAIL  
Assemblymember.Friedman@assembly.ca.gov

# Assembly California Legislature



**LAURA FRIEDMAN**  
ASSEMBLYMEMBER, FORTY-THIRD DISTRICT

COMMITTEES  
CHAIR: TRANSPORTATION  
ARTS, ENTERTAINMENT, SPORTS,  
TOURISM, AND INTERNET MEDIA  
BUDGET  
NATURAL RESOURCES  
WATER, PARKS AND WILDLIFE

August 1<sup>st</sup>, 2022

Board of Recreation and Park Commissioners  
221 N Figueroa Street  
Los Angeles, CA 90012

## Re: Griffith Park Safety & Mobility Feasibility Study & Griffith Park Drive Closure

Dear Commissioners,

As the Assemblymember representing the 43<sup>rd</sup> District, which includes Griffith Park, I write to express my gratitude and support for both the Griffith Park Safety & Mobility Feasibility Study and the Griffith Park Drive pilot closure to private vehicles between Travel Town and Mt Hollywood Drive.

As Chair of the California Assembly Transportation Committee, it is a priority of mine to invest in active transportation infrastructure, including opportunities for pedestrians, cyclists, hikers, and equestrians to safely travel throughout our communities. The pilot closure and study is a step in the right direction to improve both access and safety within the park while reducing pollution.

Griffith Park is an incredible asset for our region, welcoming millions of Angelenos and tourists seeking access to nature, outdoor recreation, and all of the amenities that the park has to offer. This project will help us thoughtfully work towards a safer park for all to enjoy, and I encourage the Board to not only make this closure permanent, but also continue your work towards a more sustainable future.

Sincerely,

A handwritten signature in black ink that reads "Laura Friedman".

**LAURA FRIEDMAN**  
Assemblymember, 43<sup>rd</sup> District

CC:

Jimmy Kim, General Manager | Recreation and Parks (RAP)  
AP Diaz, Executive Officer | RAP  
Matt Rudnick, Assistant General Manager | RAP  
Cathie Santo Domingo, Assistant General Manager | RAP  
Stefanie Smith, Superintendent | RAP, Griffith Region



**NITHYA  
RAMAN**

Los Angeles  
City Councilmember  
4th District

July 29, 2022

Board of Recreation and Park Commissioners  
221 N Figueroa Street  
Los Angeles, CA 90012

**Re: My Support for Griffith Park Safety & Mobility Feasibility Study & Griffith Park Drive Closure to Cut-Through Traffic**

Dear Commissioners,

I write to you in strong support of the ongoing Griffith Park Safety & Mobility Feasibility Study and the Griffith Park Drive pilot closure to private vehicles between Travel Town and Mt Hollywood Drive. I strongly support making these two closure points permanent through the installation of gates / physical barriers.

The closure has led to no discernable increase in vehicular traffic on Zoo Drive or Crystal Springs Drive, while succeeding in eliminating park cut-through traffic. What we have gained from this closure is grand: making this park street safer for recreational uses for people walking, rolling, jogging, running, biking, and on horseback.

Park access and safety is one of my key priorities as Councilmember of the 4th District, and I thank Rec & Park leadership for moving quickly and thoughtfully to create a safer, more inclusive, and sustainable Griffith Park.

Sincerely,

Nithya Raman  
Councilmember, 4th District  
City of Los Angeles

CC: Jimmy Kim, General Manager | Recreation and Parks (RAP)  
AP Diaz, Executive Officer | RAP  
Matt Rudnick, Assistant General Manager | RAP  
Cathie Santo Domingo, Assistant General Manager | RAP  
Stefanie Smith, Superintendent | RAP, Griffith Region



## **Griffith Park Advisory Board**

*Community Stewards of LA's Largest Park & Great Urban Wilderness*  
Department of Recreation and Parks, City of Los Angeles  
[www.laparks.org/griffithpark/advisory](http://www.laparks.org/griffithpark/advisory)

August 2, 2002

LA Board of Recreation and Parks Commissioners

Dear Commissioners:

Every day, Griffith Park draws countless visitors from near and far. For many, it is a vast urban wilderness and an essential regional park. For others, however, it is simply a freeway bypass. Given the resulting traffic congestion and urgent safety concerns, we have been heartened to see the speed and seriousness with which Recreation & Parks staff have engaged experts to study and recommend improvements for road safety and active transportation access.

After conducting a thorough study, including the pilot closure of an interior park road often used as a cut-through route, the engineering firm Kimley-Horn has presented an impressive array of findings and recommendations. Their data-driven approach and thoughtful analysis align with the Griffith Park Advisory Board's mission statement, which advocates a significant reduction of private vehicles in the park.

**As such, we support the RAP staff proposal to permanently close Griffith Park Drive to vehicular traffic from Travel Town to the compost facility, with the exception of limited access for vehicles authorized by the City of Los Angeles.**

This closure – the first of six Kimley-Horn recommendations – would effectively extend a successful pilot program that has received a groundswell of community support from a wide array of user groups; cyclists, equestrians, hikers, runners and others have welcomed the increased access to active recreation and the reduction in cut-through traffic.

Importantly, this closure does not deny access to any park amenity (though in some cases it requires a slightly longer drive), and Kimley-Horn finds that it has not led to an increase in traffic on other roads inside the park. In fact, Kimley-Horn reports that the pilot has led to reduced vehicle counts on nearby roads such as Zoo Drive and Crystal Springs Drive.

*BOARD MEMBERS: Chair – Jason Greenwald; Vice Chair – Michelle Cramés; Secretary – Chris Laib; Aida Ashouri; Aaron Chung; Alex Crow; Gene Gilbert; Alex Phillips; Karen Thornton*

We hope the permanent closure of this section of Griffith Park Drive will be seen as a necessary and important first step in beginning to better address traffic congestion and safety issues within Griffith Park. We salute the excellent work by Kimley-Horn and the lightning-fast action by RAP staff, and we look forward to supporting further roadway safety improvements and traffic mitigation proposals in partnership with RAP, Council District 4 and park stakeholders.

Sincerely,

A handwritten signature in black ink, consisting of a series of loops and a wavy line, representing the name Jason Greenwald.

Jason Greenwald  
Chair, Griffith Park Advisory Board

cc: RAP: Jimmy Kim, AP Diaz, Matt Rudnick, Cathie Santo Domingo, Darryl Ford, Stefanie Smith  
CD4: Helene Rotolo, Xanthe Scheps



**Friends of Griffith Park**

P.O. Box 27573  
Los Angeles, CA 90027-0573  
friendsofgriffithpark.org

August 2, 2022

Board of Recreation and Park Commission  
Attn: President Sylvia Patsouras  
200 N. Spring Street  
Los Angeles, CA 90012

RE: Permanent Road Closure, Griffith Park Drive - Support

Dear President Patsouras and Commissioners,

Friends of Griffith Park (FoGP) has closely followed the progress of the Safety and Active Transportation Improvements Project currently being conducted by Kimley-Horn. FoGP is grateful that RAP's Griffith Section staff, particularly Stefanie Smith and Tracy James, have listened and responded to the issues of speeding and freeway by-passing, which have significant consequences on the safety of park patrons and their recreational enjoyment – not to mention Park wildlife.

FoGP fully-supports the proposed road closure on Griffith Park Drive to private vehicles, excluding those which are officially sanctioned, such as emergency agencies, RAP, LASAN, and LADWP personnel, and other vehicles with valid permitting or Right of Entry. We expect this closed road will be regularly maintained for safe travel and multi-use passive recreation, including bicycling, hiking and running.

Additionally, closing this section of Griffith Park Drive is important for the safety of equestrians who frequent two major crossings to and from the web of unpaved trails they share with hikers.

For many years, FoGP has been concerned about the numerous wildlife – such as coyotes, deer, snakes – that have been hit and killed along this road. This closure will allow wildlife better connectivity across their habitat – and will save lives.

As we saw with the closure of Mt. Hollywood Drive and Vista del Valle in 1992, people quickly adopt to closed roads seeing them as safe havens for recreation. Just as in that

scenario, FoGP stresses that all users respect and share the privilege of private-vehicle-free roads with others and abide by posted signage, speed limits, and safely yield the right-of-way to others.

We view the closure of Griffith Park Drive as the first of many measures that will continue to enhance road safety throughout Griffith Park, while encouraging access for all. We look forward to supporting RAP and Kimley-Horn's good work and the next steps.

Sincerely,



Gerry Hans  
President

*About Friends of Griffith Park:*

*Friends of Griffith Park (FoGP) is a California non-profit 501(c) (3) dedicated to preserving and protecting Griffith Park's natural habitat, biodiversity, and historic features, for current and future generations. FoGP is committed to ensuring that Griffith Park, a public park and Los Angeles' largest Historic-Cultural Monument, remain open, natural, and free to all citizens of Los Angeles.*



**INVESTING**  
*in* **PLACE**

1 August 2022

Board of Recreation and Park  
Commissioners  
221 N Figueroa Street  
Los Angeles, CA 90012

**LOS**  
**ANGELES**  
**WALKS**



Support for Griffith Park Safety & Mobility Feasibility Study & Griffith Park Drive Closure to Cut-Through Traffic

Dear Commissioners,

In 1896 Griffith and his wife Mary Agnes Christine (Tina) donated over 3,000 acres to the City of Los Angeles **“to be used as a public park for purposes of recreation, health, and pleasure, for the use and benefit of inhabitants of the said City of Los Angeles, forever.”** Now at 4,310 acres, Griffith Park is the crown jewel of the Los Angeles park system and is one of the largest urban parks in the entire United States.

Currently, on an average day, more people use Griffith Park as a thoroughfare to drive through than those who use it for its intended purpose of “recreation, health, and pleasure.” Its use as a thoroughfare both endangers those who want to enjoy Griffith Park safely and perverts the original intention of Mr. Griffith when the park was given to the City of Los Angeles.

As organizations, we care and advocate for health, safety, active transportation, social justice, fair housing, human rights, and the general improvement of Los Angeles. We are writing to you in strong support of the ongoing Griffith Park Safety & Mobility Feasibility Study and the Griffith Park Drive pilot closure to private vehicles between Travel Town and Mount Hollywood Drive. We strongly support making these two closure points permanent through the installation of gates / physical barriers and the improvement of this stretch of road for the benefit of people walking, rolling, jogging, running, biking, and on horseback. We need more space without private vehicles in Griffith Park. With the permanent closure of this section of Griffith Park Drive, Griffith Park takes one major step back to its intended purpose — a park for the community, not the car commuters.

Sincerely,

Damian Kevitt  
Executive Director  
Streets Are For Everyone

David Diaz, MPH  
Executive Director  
Active San Gabriel Valley

Jessica Meaney  
Executive Director  
Investing in Place

John Yi  
Executive Director  
Los Angeles Walks

Michael Schneider  
Executive Director  
Streets for All

Eli Kaufman  
Executive Director  
Los Angeles County Bicycle Coalition

Pastor Patricia Strong-Fargas  
Snr Pastor  
Mt Salem Church

Marissa Shepard  
President  
Youth for Human Rights CA

Jocelyn Gross  
President  
CCHR Los Angeles



City of Los Angeles Bicycle Advisory Committee

**To:**

Mehmet Berker, mehmet.berker@lacity.org  
Connie Llanos, connie.llanos@lacity.org  
Crystal Killian, crystal.killian@lacity.org  
Tracy James, tracy.james@lacity.org  
Stefanie Smith, stefanie.smith@lacity.org  
Pamella Lee, pamella.lee@lacity.org  
Charlie Ho, charlie.ho@lacity.org

August 2, 2022

Dear City of Los Angeles Leaders,

**Re Griffith Park bikeway safety and road closures**

Thank you for your prompt action last month implementing a pilot closure of a portion of Griffith Park Drive to discourage cut-through traffic in the park. We strongly support this closure and urge that it be made permanent. While we applaud this initial step, it is clear that much more will be needed to make the park roads safe, inviting and equitable for all road users and park visitors. To that end the Bicycle Advisory Committee voted to approve the following recommendations:

1. Make the closure of Griffith Park Drive permanent.
2. Implement a pilot closure of upper Crystal Springs Drive from Los Feliz Blvd. to the merry go round parking areas, designating it for horses, golf carts, pedestrians, bikes and park vehicles only and making the lower segment two-way for motorized traffic.
3. Implement a pilot closure of the segment of Crystal Springs Drive from Western Heritage Way to Griffith Park Drive, permitting only horses, golf carts, pedestrians, and bikes to pass through the closure points as well as park-approved vehicles such as shuttles, maintenance vehicles, etc.

Thank you,

A handwritten signature in black ink, appearing to read 'E.A. Kaufman', with a long horizontal line extending to the right.

Eli Akira Kaufman  
City of Los Angeles Bicycle Advisory Committee, Mayoral Appointee and Chairperson

Los Angeles Equine Advisory Committee

**STEFANIE SMITH**  
CHAIR

**JEFFREY REWALD**  
DISTRICT 2

**JILL HABER**  
DISTRICT 3

**LISA HANAWALT**  
DISTRICT 4

**DAVID RAMEY, DVM**  
DISTRICT 5  
PRESIDENT

**MARY BENSON**  
DISTRICT 6

**DALE GIBSON**  
DISTRICT 7  
VICE PRESIDENT

City of Los Angeles  
California



**ERIC GARCETTI**  
MAYOR

**KEVIN ATKINS**  
DISTRICT 8

**TODD LA VERGNE**  
DISTRICT 10

**LARRY WATTS**  
DISTRICT 11  
SECRETARY

**STACIA CRANE**  
DISTRICT 12

**GENE GILBERT**  
DISTRICT 13

**SABRINA SILVER**  
DISTRICT 15

**SCOTT PEREZ**  
MAYOR'S REPRESENTATIVE

August 2, 2022

TO: Los Angeles Board of Recreation and Parks Commissioners  
FROM: Los Angeles Equine Advisory Committee  
RE: Road Closures in Griffith Park

Dear Commissioners:

The Los Angeles Equine Advisory Committee (LAEAC) is writing in support of the proposal that recent closure of Griffith Park Drive to car traffic be made permanent. The trail crossings adjacent to Travel Town and the Composting Facility have always been a danger. Cars and motorcycles have always cut through the park too quickly to safely give way to pedestrians and equestrian traffic. During the temporary closure, these trails are reported to be much safer and more enjoyable for equestrians and hikers alike. This stretch of the park has also been quieter, less polluted, and the presence of wildlife has increased. The decrease in car traffic helps the park feel more like a park.

The LAEAC urges the city to make the closure of Griffith Park Drive permanent and also to consider expanding the closures to include other hazardous areas where roads intersect with trails. For example, the Condor Trail crosses Griffith Park Drive near Mineral Wells. It is on a blind turn where many speeding motorists encounter hikers and equestrians. This crossing is a deadly accident waiting to happen.

The LAEAC also supports the construction of raised crosswalks and improved signage to further discourage speeding. The recent addition of speed feedback signs along Crystal Springs has been very helpful in reminding drivers to slow down.

Respectfully submitted,

David W. Ramey, DVM  
President, Los Angeles Equine Advisory Committee



PARK PROUD LA



**LEGEND**

-  Study Area
-  Expanded Study Area
-  Griffith Park Dr. Closure
-  Locations of Interest

L.A. Live Steamers  
Railroad Museum

Travel Town Museum

Mineral Wells  
Picnic Area

L.A. Zoo

Harding and Wilson  
Golf Courses

Griffith Park  
Merry-Go-Round

Tregnan Golf  
Academy

Pony Rides  
and  
Petting Zoo

Autry Museum

Griffith Park  
and Southern  
Railroad

W Olive Ave  
S Buena Vista St  
W Alameda Ave

Victory Bl.

W Glenoaks Blvd

Forest Lawn Dr

Zoo Dr

Griffith Park Dr

N Zoo Dr

S Fernando Rd W

N Pacific Ave

W Elk Ave

Griffith Park

Griffith Park Dr

Fire Rd

Crystal Springs Dr

Los Feliz Blvd

