

APPROVED

APR 04 2021

BOARD OF RECREATION AND PARK COMMISSIONERS

BOARD REPORT

NO. 24-077

DATE April 04, 2024

C.D. 4

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: GRIFFITH PARK - APPROVAL OF SCOPE OF WORK AND ACCEPTANCE OF CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION FUNDING FOR THE GRIFFITH PARK SAFETY AND ACTIVE TRANSPORTATION IMPROVEMENTS PROJECT - PHASE III (PRJ21772) - CATEGORICAL EXEMPTION FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 19, SECTION 15301(c) [OPERATION, REPAIR, MAINTENANCE OR MINOR ALTERATION OF EXISTING HIGHWAYS AND STREETS, STREETS THAT DO NOT CREATE ADDITIONAL AUTOMOBILE LANES, INCLUDING THE ADDITION OF BIKE LANES] OF CALIFORNIA CEQA GUIDELINES AND ARTICLE III, SECTION 1, CLASS 1(3) OF CITY CEQA GUIDELINES.

| | | | |
|------------|-----------|------------------|-------|
| B. Aguirre | <u>BA</u> | M. Rudnick | _____ |
| B. Jones | _____ | C. Santo Domingo | _____ |
| B. Jackson | _____ | N. Williams | _____ |



 General Manager

Approved X Disapproved _____ Withdrawn _____

RECOMMENDATIONS

1. Approve the acceptance of One-Million Seven-Hundred Fifty-Two Thousand Dollars (\$1,752,000.00) from the City of Los Angeles Department of Transportation to the Department of Recreation and Parks (RAP) for use in the construction of the Griffith Park Safety and Active Transportation Improvement Project - Phase III (PRJ21772) (Project), as further detailed in this Report;
2. Approve the Scope of Work and total budget for the Project as described in the Summary of this Report;
3. Authorize the expenditure of the One-Million Seven-Hundred Fifty-Two Thousand Dollars (\$1,752,000.00) from Fund No. 302, Department No. 89, APPR No. 270K Sub Account TBD for the construction of the Project as further detailed in this Report;
4. Approve the proposed Project to be bid and constructed through RAP's list of pre-qualified on-call contractors;

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5. 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;
6. Determine that the proposed Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article 19, Section 15301(c) [Operation, repair, maintenance or minor alteration of existing highways and streets, streets that do not create additional automobile lanes, including the addition of bike lanes] of California CEQA Guidelines and Article III, Section 1, Class 1(3) of City CEQA Guidelines and direct staff to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the California Office of Planning and Research;
7. 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; and,
8. Authorize RAP's General Manager, Chief Accounting Employee, or designee to make technical corrections as necessary, consistent with the intent of this Report.

SUMMARY

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 has been working to mitigate over the last decade. Since 2016 RAP has focused on alleviating traffic congestion and increasing accessibility at Griffith Park, with the primary focus being the roads leading to and around the Greek Theater and the Griffith Observatory (Observatory). Recently RAP's efforts have focused on improving traffic congestion on the east side of the park which includes Crystal Springs Drive.

RAP has been working in close coordination with the Office of Council District 4 (CD4) to pursue a variety of active transportation improvements to enhance safety and reduce speeding/cut-through traffic in Griffith Park. On April 16th, 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

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engagement process, and develop a series of recommendations and plans for short, mid, and long-term countermeasures for the City's consideration (Report No. 22-216)

As of now, two phases of Kimley-Horn's recommendations have been completed. Phase I consisted of the successful closure of Griffith Park Drive to private vehicles from Zoo Drive to the Griffith Park Composting Facility. This closure has reduced cut through vehicle traffic along Griffith Park Drive and within the park as a whole. Active transportation along this stretch is now safer and has also impacted the wildlife in a positive way. Phase II consisted of the installation of speed feedback signs placed at multiple locations along Crystal Springs and Griffith Park Drive to show drivers how fast they are traveling and encourage them to slow down and obey the speed limit.

ACTIVE TRANSPORTATION IMPROVEMENTS PROJECT - PHASE III

Crystal Springs Drive is primarily a north-south roadway that runs along the east side of Griffith Park and serves as an entry and key access point to numerous destinations in the park - Griffith Park and Southern Railroad, Tregnan Golf Academy, Crystal Springs Picnic area, Pote Field, Griffith Park Merry-Go-Round, Los Angeles Zoo and the Autry Museum. It also serves as a path of travel to Glendale, Burbank, and the eastern San Fernando Valley to the north and to Los Feliz to the south. It is heavily used by people biking for transportation and free recreation.

Current conditions of Crystal Springs Drive include wide travel lanes, no official bicycle lanes and poor connectivity to existing bicycle facilities. In addition, Crystal Springs Drive is heavily used as a cut-through route for commuters avoiding vehicle traffic on SR-134 and I-5.

RAP has involved internal stakeholders and provided community engagement throughout the process of the Project. Phase III will be entirely funded thanks to CD4 and Assembly Member Laura Friedman who obtained a \$4M state earmark for safety and mobility improvement in and around Griffith Park.

Letters of support for the proposed Project are attached to this Report (Attachments Nos. 2, 3, 4, 5, and 6). CD4 is in full support of the continued road improvements of this segment of Crystal Springs Drive.

PROJECT SCOPE

The proposed Griffith Park Safety and Active Transportation Improvement Project - Phase III (PRJ21772) (Project) includes the following scope of work: installation of speed humps, asphalt resurfacing, road markings, pedestrian pavement markings, installation of Jersey Barriers and delineators along sections of Crystal Springs Drive to provide a buffer between vehicles and the bicycle lane and new and additional traffic signage.

PROJECT FUNDING

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Upon approval of this Report, a maximum of One-Million Seven-Hundred Fifty-Two Thousand Dollars (\$1,752,000.00) in funds from Fund No. 302, Department No. 89, APPR No. 270K Sub Account TBD 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. These funds are being transferred from the City’s Department of Transportation to RAP to fund the construction of this Project. It is anticipated that the following pre-qualified on-call contract and budget contingency amount will be used for the proposed Project.

| On-Call Contract | Contingency Amount |
|----------------------------|---------------------------|
| Park Facility Construction | \$350,000 |

PROJECT CONSTRUCTION

Staff has determined that sufficient funding has been identified for the Project. See below the anticipated Project schedule:

| Phase | Duration |
|-------------------|-----------------|
| Bid and Award | May 01, 2024 |
| Construction | June 01, 2024 |
| Post Construction | August 01, 2024 |

TREES AND SHADE

At this time, it is anticipated that the proposed Project will have no impact on the existing trees.

ENVIRONMENTAL IMPACT

The proposed Project consists of minor alterations of existing highways and streets that do not create additional automobile lanes, including the addition of bike lanes.

According to the parcel profile report retrieved on March 21, 2024, this area resides in a liquefaction zone. The construction of this Project will not create conditions that could lead to liquefaction. This site is not within a coastal or methane zone, so there is no reasonable possibility that the proposed Project may impact on an environmental resource of hazardous or critical concern or have a significant effect due to unusual circumstances. No other known projects would involve cumulatively significant impacts, and no future projects would result from the proposed Project. As of March 21, 2024, the State Department of Toxic Substances Control (DTSC) (Envirostor at 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 1,000 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. The proposed Project is located within Griffith Park a Historic Cultural Monument (HCM# 942), but the restriping of the existing road and the addition of a bike lane will not cause a substantial adverse change in the significance of any historical resource.

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

FISCAL IMPACT

The approval of this Report will have no fiscal impact on RAP's General Fund. The estimated costs for the design, development, and construction of the proposed park improvements are anticipated to be funded by funding sources other than RAP's General Fund. The maintenance of the proposed park improvements can be performed by current staff with minimal impact to existing maintenance service at this facility.

STRATEGIC PLAN INITIATIVES AND GOALS

Approval of this Board Report advances RAP's Strategic Plan by supporting:

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

LIST OF ATTACHMENTS/EXHIBITS

- 1) Kimley- Horn design plans for Phase III
- 2) Letter of Support from Councilmember, 4th District
- 3) Letter of Support from Griffith Park Advisory Board
- 4) Letter of Support from Friends of Griffith Park
- 5) Letter of Support from Safe Streets Are for Everyone

GRIFFITH PARK

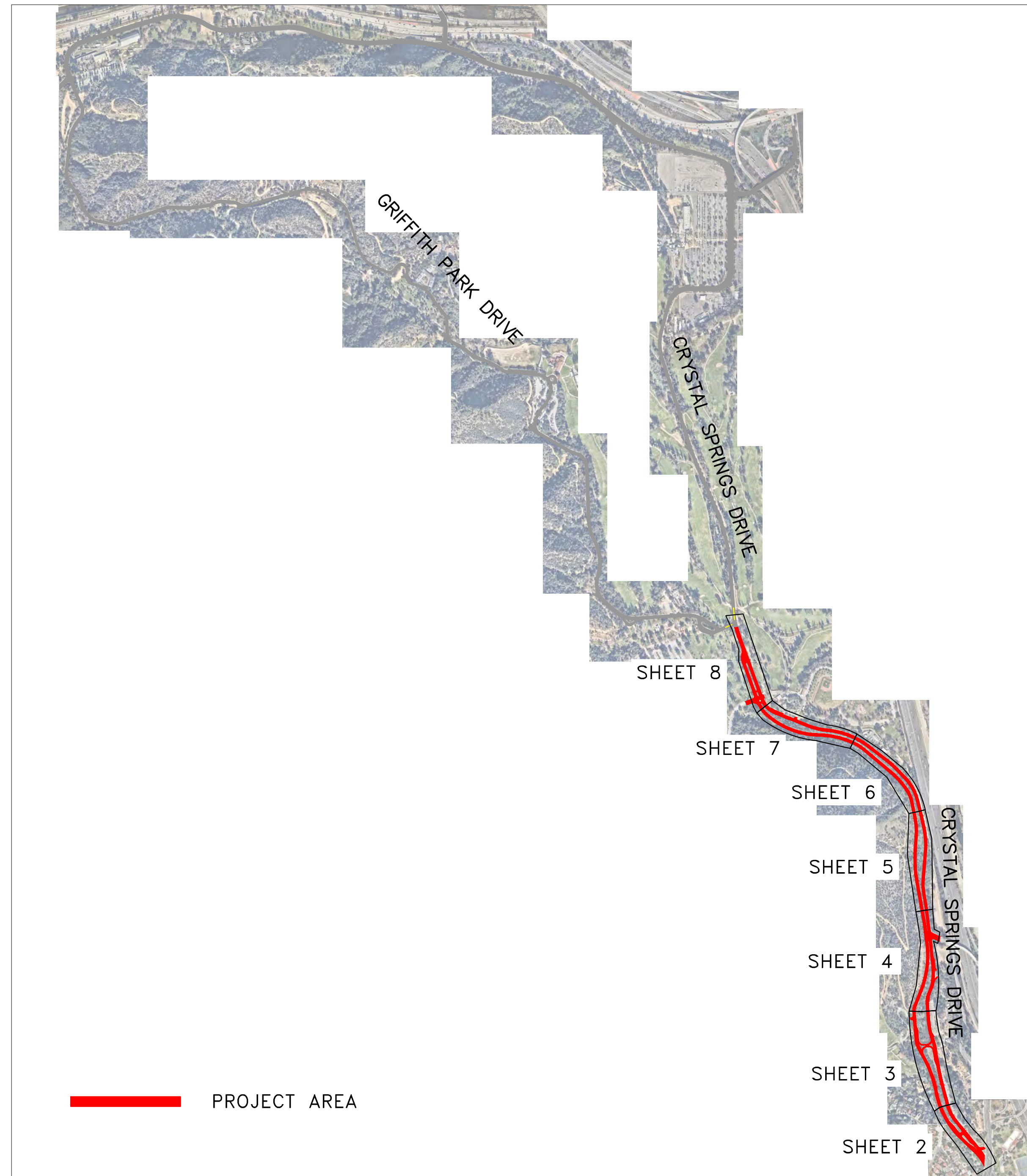
SAFETY AND ACTIVE TRANSPORTATION IMPROVEMENTS PROJECT

CRYSTAL SPRINGS DRIVE

PHASE 3

SIGNING AND STRIPING NOTES

- 1 REPLACE EXISTING SIGN WITH NEW RETROREFLECTIVE SIGN PER PLAN.
- 2 INSTALL NEW SIGN ON EXISTING POST PER PLAN.
- 3 REMOVE SIGN.
- 4 INSTALL 40 FT JERSEY BARRIERS WITH 10 FT GAPS.
- 5 INSTALL TYPE R ONE-WAY RED RETROREFLECTIVE MARKERS ON OUTERMOST LIMIT LINE PER CALTRANS STD. PLAN A20G.
- 6 INSTALL TYPE C TWO-WAY RED-CLEAR RETROREFLECTIVE MARKERS ALONG SKIP LINE AS SHOWN IN CALTRANS STD. PLAN A20G.
- 7 INSTALL TYPE RY TWO-WAY RED-YELLOW RETROREFLECTIVE MARKERS AT 24 FT SPACING WITHIN 120 FT OF STOP BAR PER CALTRANS STD. PLAN A20G.
- 8 INSTALL NEW SIGN AND POST PER PLAN.
- 9 RESTRIPE EXISTING CROSSWALK.
- 10 INSTALL TYPE I SPEED HUMP AND ASSOCIATED PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE PLAN AND PER LADOT STANDARD DRAWING S-483.0.
- 11 REMOVE SIGN AND POST PER PLAN.
- 12 INSTALL NEW SIGN ON EXISTING STREET LIGHT.
- 13 RESURFACE ROADWAY. GRIND 2" AND OVERLAY 2".
- 14 INSTALL WHITE PAVEMENT LEGEND, SYMBOL, NUMBERS OR ARROW (TYPE IV UNLESS OTHERWISE NOTED) PER CALTRANS STD. A24A, A24C, AND A24D (TYPE PER PLAN).
- 15 INSTALL SOLID WHITE YIELD LINE PER CALTRANS STD. PLAN A24G.
- 16 INSTALL 6" SKIP WHITE LANE LINE PER CALTRANS STD. PLAN A20A, DETAIL 9.
- 17 INSTALL 6" DOUBLE YELLOW CENTER LINE PER CALTRANS STD. PLAN A20A, DETAIL 22.
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- 19 INSTALL 6" SOLID BIKE LANE LINE PER CALTRANS STD. PLAN A20D, DETAIL 39.
- 20 INSTALL 6" SKIP BIKE LANE LINE PER CALTRANS STD. PLAN A20D, DETAIL 39A.
- 21 INSTALL 6" WHITE CHANNELIZING LINE PER CALTRANS STD. PLAN A20D, DETAIL 38.
- 22 INSTALL 6" WHITE CHEVRONS, SPACING SHOWN ON PLAN.
- 23 INSTALL 6" WHITE DIAGONALS, SPACING SHOWN ON PLAN.
- 24 INSTALL GREEN CONFLICT STRIPING PER DETAIL C.
- 25 INSTALL WHITE TYPE IX U-TURN ARROW PER CALTRANS STD. PLAN A24H.
- 26 INSTALL PEDESTRIAN PAVEMENT MARKING PER DETAIL A.
- 27 INSTALL 6" WHITE RIGHT EDGE LINE PER CALTRANS STD. PLAN A20B, DETAIL 27B.
- 28 INSTALL WHITE TYPE I 10' ARROW PER CALTRANS STD. A24A.
- 29 GRIND AND REMOVE EXISTING STRIPING.
- 30 CONSTRUCT RAISED MEDIAN AND MATCH TO EXISTING (HEIGHT, WIDTH, AND TYPE).
- 31 INSTALL 12" SOLID WHITE LINE.
- 32 INSTALL K71 BOLLARDS AS SHOWN PER PLAN.
- 33 INSTALL 2' WHITE CONTINENTAL CROSSWALK PER CALTRANS STD. PLAN A24F.
- 34 INSTALL 6" DOUBLE YELLOW MEDIAN PER CALTRANS STD. PLAN A20B, DETAIL 29.
- 35 INSTALL 6" YELLOW CENTERLINE EXTENSION PER CALTRANS STD. A20D, DETAIL 41.
- 36 INSTALL 6" SOLID WHITE LINE.
- 37 INSTALL 6" YELLOW DIAGONALS, SPACING SHOWN ON PLAN.
- 38 INSTALL WHITE "HORSE" PAVEMENT MARKING PER DETAIL D.



| SHEET INDEX | |
|-----------------------|--------------|
| SHEET TITLE | SHEET NUMBER |
| TITLE SHEET | 1 |
| CRYSTAL SPRINGS DRIVE | 2 |
| CRYSTAL SPRINGS DRIVE | 3 |
| CRYSTAL SPRINGS DRIVE | 4 |
| CRYSTAL SPRINGS DRIVE | 5 |
| CRYSTAL SPRINGS DRIVE | 6 |
| CRYSTAL SPRINGS DRIVE | 7 |
| CRYSTAL SPRINGS DRIVE | 8 |

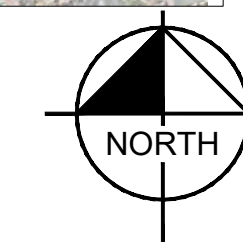
LEGEND

- EXISTING SIGN, PROTECT IN PLACE
- PROPOSED SIGN
- EXISTING PAVEMENT MARKING, LEAVE AS-IS
- PROPOSED PAVEMENT MARKING
- EXISTING STRIPING, LEAVE AS-IS
- PROPOSED STRIPING
- PAVEMENT REHABILITATION AREA (REFER SIGNING AND STRIPING NOTE 13)

GENERAL NOTES

1. ALL STRIPING SHALL BE PAINT.
2. ALL CONFLICTING STRIPING AND PAVEMENT MARKINGS ARE TO BE REMOVED.
3. ALL SIGNS SHALL BE RETROREFLECTIVE.
4. INSTALL DELINEATORS AT 20 FT SPACING IN MIDDLE OF BUFFER BETWEEN VEHICLE AND BIKE LANE. DO NOT INSTALL DELINEATORS WITHIN 50 FT OF BUS STOPS OR WITHIN 5 FT OF FIRE HYDRANTS.
5. ALL STRIPING AND PAVEMENT MARKINGS SHALL COMPLY WITH LATEST EDITION OF CALTRANS STANDARD PLANS, CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), AND LADOT STANDARD DRAWINGS.
6. REFRESH ALL RED CURBS.
7. LOCATION OF PROPOSED SIGN POLES IS APPROXIMATE. CONTRACTOR TO POTHOLE AND VERIFY SIGN LOCATION IN FIELD TO AVOID UTILITY CONFLICTS.

KEY MAP



Kimley-Horn
©2023 KIMLEY-HORN AND ASSOCIATES, INC.
660 S. Figueroa Street, Suite 2050
Los Angeles, California 90017

C. Saomy
REGISTERED CIVIL ENGINEER
DATE 09/27/2023

DESIGN SC/MS Prepared for:

DRAWN VW

CHECKED SC/MS

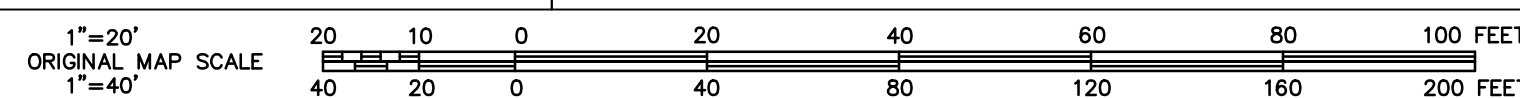
PHASE 3 FINAL
SIGNING AND STRIPING PLANS
TITLE SHEET

DIAL TOLL FREE
8 1 1

Know what's below. AT LEAST TWO DAYS BEFORE YOU DIG

Call before you dig.

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

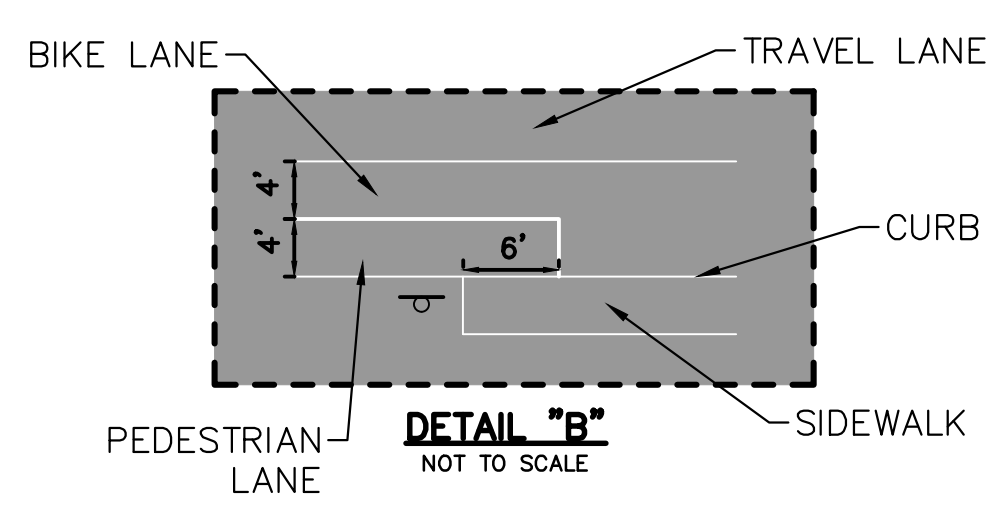


SHEET 1 OF 8

| NO. | REVISION DESCRIPTION | DATE | REVIEWED | | |
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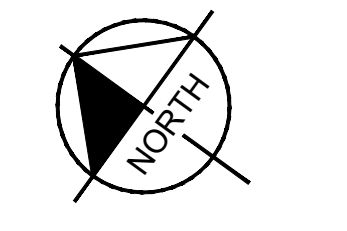
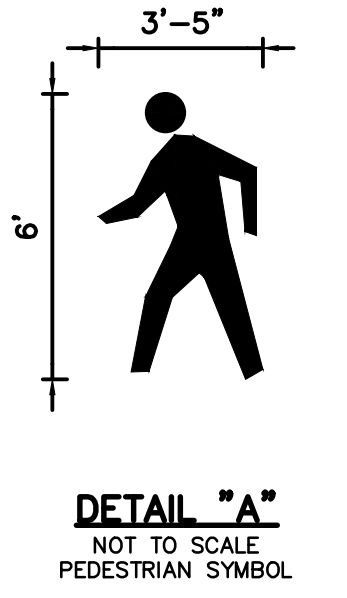
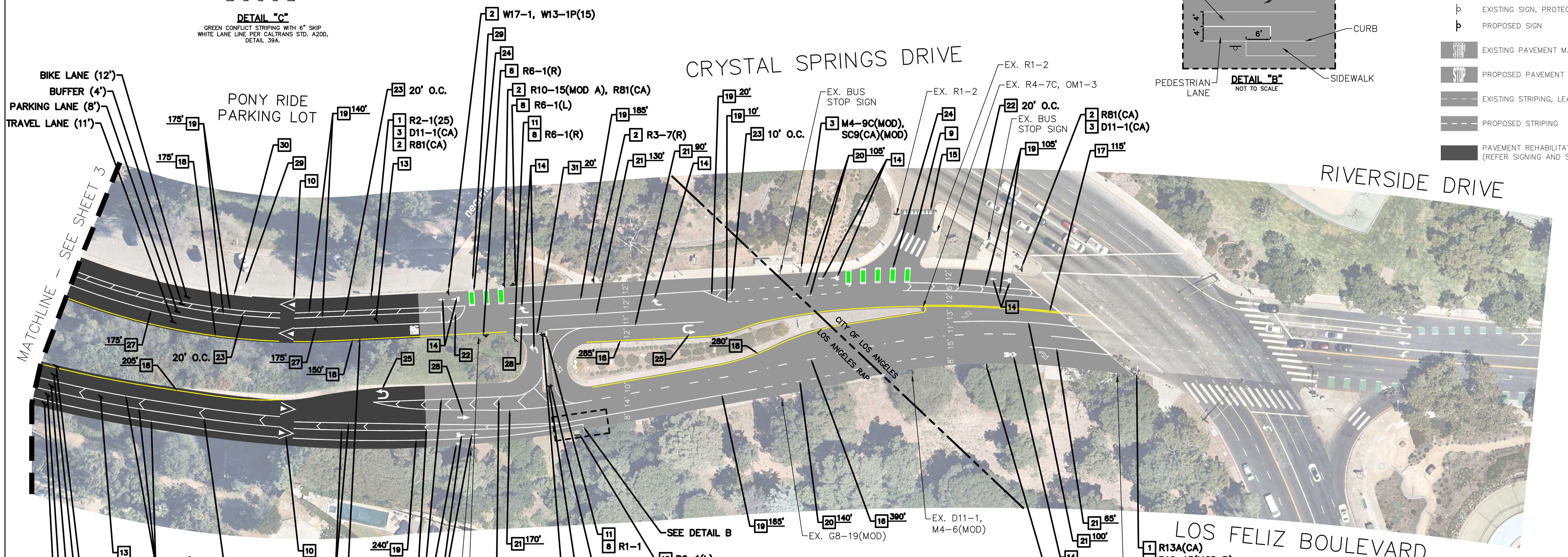
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| | | | | | | | | | |
| R1-1 (30" X 30") | R1-2 (36" X 36" X 36") | R2-1(25) (24" X 30") | R3-7(R) (30" X 30") | R5-1 (30" X 30") | R6-1(R) (54" X 18") | R6-1(L) (54" X 18") | R10-15(MOD A) (30" X 30") | R10-15(MOD B) (30" X 36") | R13A(CA) (18" X 30") |
| | | | | | | | | | |
| R81(CA) (12" X 8") | W13-1P(15) (18" X 18") | W17-1 (30" X 30") | M4-9C(MOD) (EXISTING) | SC9(CA)(MOD) (EXISTING) | R4-7C (EXISTING) | OM1-3 (EXISTING) | D11-1(CA) (EXISTING) | M4-6(G) (EXISTING) | G8-19(MOD) (EXISTING) |

DETAIL "C"
GREEN CONFLICT STRIPING WITH 6" SKIP
WHITE LANE LINE PER CALTRANS STD. A20D,
DETAIL 39A.



LEGEND

| | |
|--|--|
| | EXISTING SIGN, PROTECT IN PLACE |
| | PROPOSED SIGN |
| | EXISTING PAVEMENT MARKING, LEAVE AS-IS |
| | PROPOSED PAVEMENT MARKING |
| | EXISTING STRIPING, LEAVE AS-IS |
| | PROPOSED STRIPING |
| | PAVEMENT REHABILITATION AREA (REFER SIGNING AND STRIPING NOTE 13) |



SIGNING AND STRIPING NOTES

- 1 REPLACE EXISTING SIGN WITH NEW RETROREFLECTIVE SIGN PER PLAN.
- 2 INSTALL NEW SIGN ON EXISTING POST PER PLAN.
- 3 REMOVE SIGN.
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- 10 INSTALL TYPE I SPEED HUMP AND ASSOCIATED PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE PLAN AND PER LADOT STANDARD DRAWING S-483.0.
- 11 REMOVE SIGN AND POST PER PLAN.
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- 31 INSTALL 12" SOLID WHITE LINE.

Kimley»Horn
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Los Angeles, California 90017

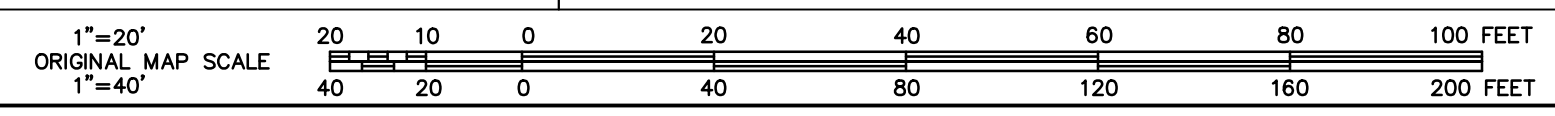
C. Saomy
REGISTERED CIVIL ENGINEER
DATE 09/27/2023

DESIGN SC/MS
DRAWN VW
CHECKED SC/MS






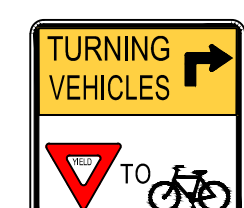


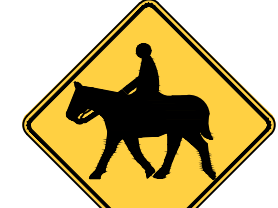














Prepared for:
REC & PARKS

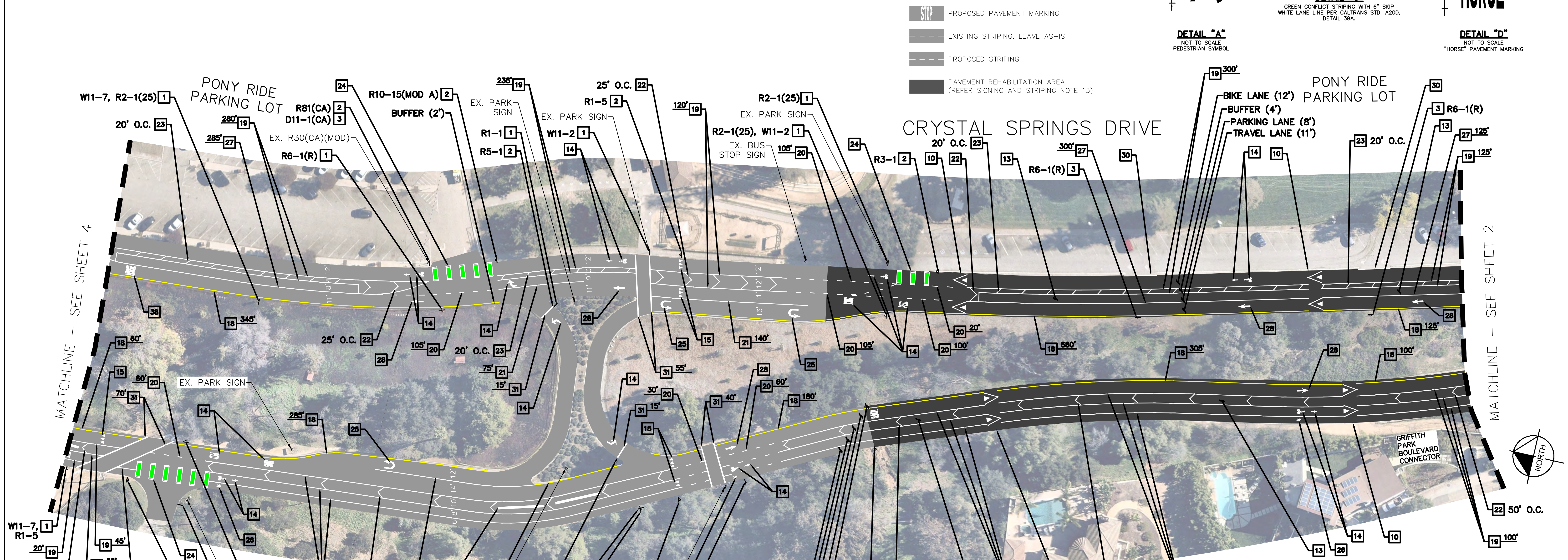
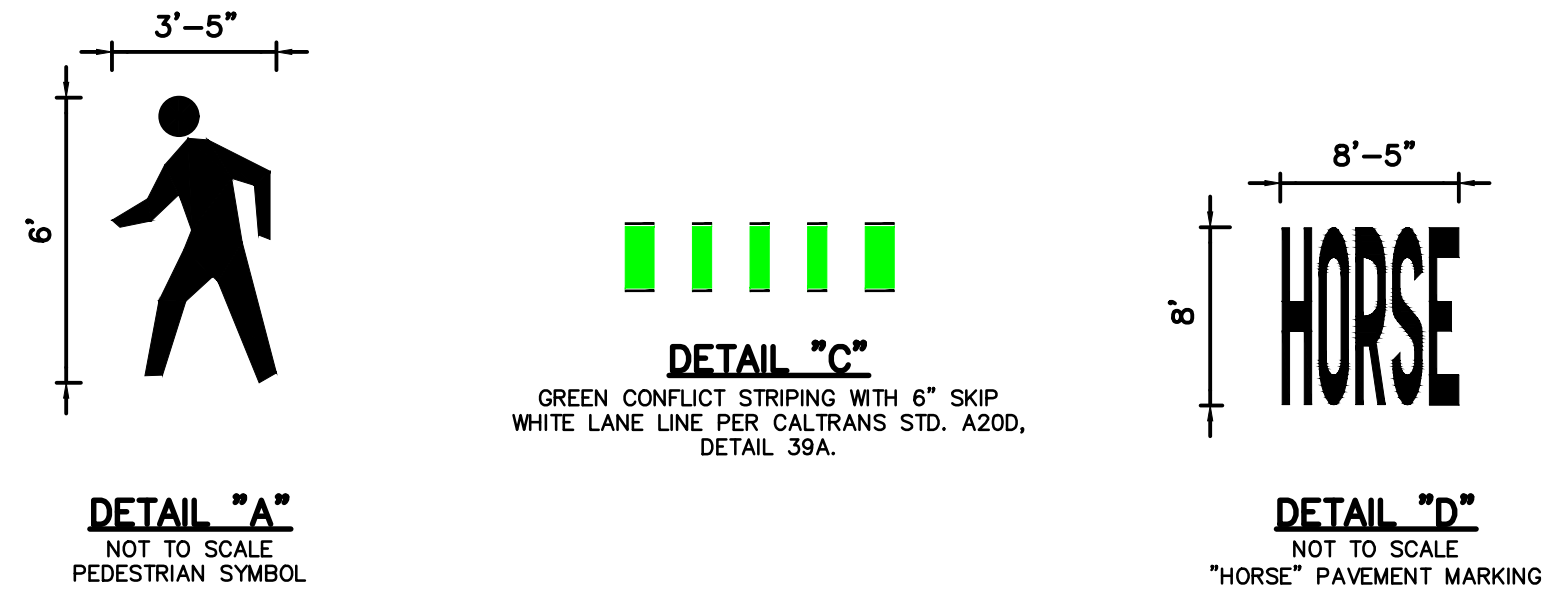
**PHASE 3 FINAL
SIGNING AND STRIPING PLANS
CRYSTAL SPRINGS DRIVE**

811
DIAL TOLL FREE
8 1 1
Know what's below.
Call before you dig.
AT LEAST TWO DAYS BEFORE YOU DIG.
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



| NO. | REVISION DESCRIPTION | DATE | | | DATE | | |
|-----|----------------------|------|------|------|------|------|------|
| | | BY | T.E. | S.E. | T.E. | S.E. | DATE |
| | | | | | | | |


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|  R1-1 (30" X 30") |  R2-1(25) (24" X 30") |  R3-1 (24" X 24") |  R6-1(R) (54" X 18") |  R6-1(L) (54" X 18") |  R10-15(MOD A) (30" X 30") |  R81(CA) (12" X 8") |  W11-2 (30" X 30") |  W11-7 (30" X 30") |  W13-1P(15) (18" X 18") |
|  W17-1 (30" X 30") |  R1-5 (30" X 30") |  R10-15(MOD B) (30" X 36") |  R5-1 (30" X 36") |  D11-1 (24" X 18") |  R30(CA)(MOD) (EXISTING) | LEGEND  EXISTING SIGN, PROTECT IN PLACE  PROPOSED SIGN  EXISTING PAVEMENT MARKING, LEAVE AS-IS  PROPOSED PAVEMENT MARKING  EXISTING STRIPING, LEAVE AS-IS  PROPOSED STRIPING  PAVEMENT REHABILITATION AREA (REFER SIGNING AND STRIPING NOTE 13) | | | |



SIGNING AND STRIPING NOTES

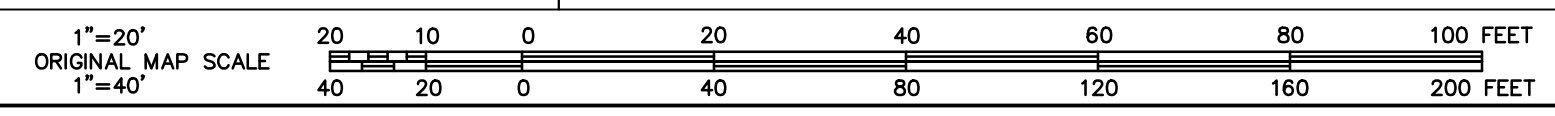
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- 24 INSTALL GREEN CONFLICT STRIPING PER DETAIL C.
- 25 INSTALL WHITE TYPE IX U-TURN ARROW PER CALTRANS STD. PLAN A24H.
- 26 INSTALL PEDESTRIAN PAVEMENT MARKING PER DETAIL A.
- 27 INSTALL 6" WHITE RIGHT EDGE LINE PER CALTRANS STD. PLAN A20B, DETAIL 27B.
- 28 INSTALL WHITE TYPE I 10' ARROW PER CALTRANS STD. A24A.
- 30 CONSTRUCT RAISED MEDIAN AND MATCH TO EXISTING (HEIGHT, WIDTH, AND TYPE).
- 31 INSTALL 12" SOLID WHITE LINE.
- 38 INSTALL WHITE "HORSE" PAVEMENT MARKING PER DETAIL D.

Kimley-Horn
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 Los Angeles, California 90017
 No. C83100
 REGISTERED CIVIL ENGINEER
 DATE 09/27/2023

DESIGN SC/MS
 DRAWN VW
 CHECKED SC/MS
 Prepared for:


**PHASE 3 FINAL
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 CRYSTAL SPRINGS DRIVE**

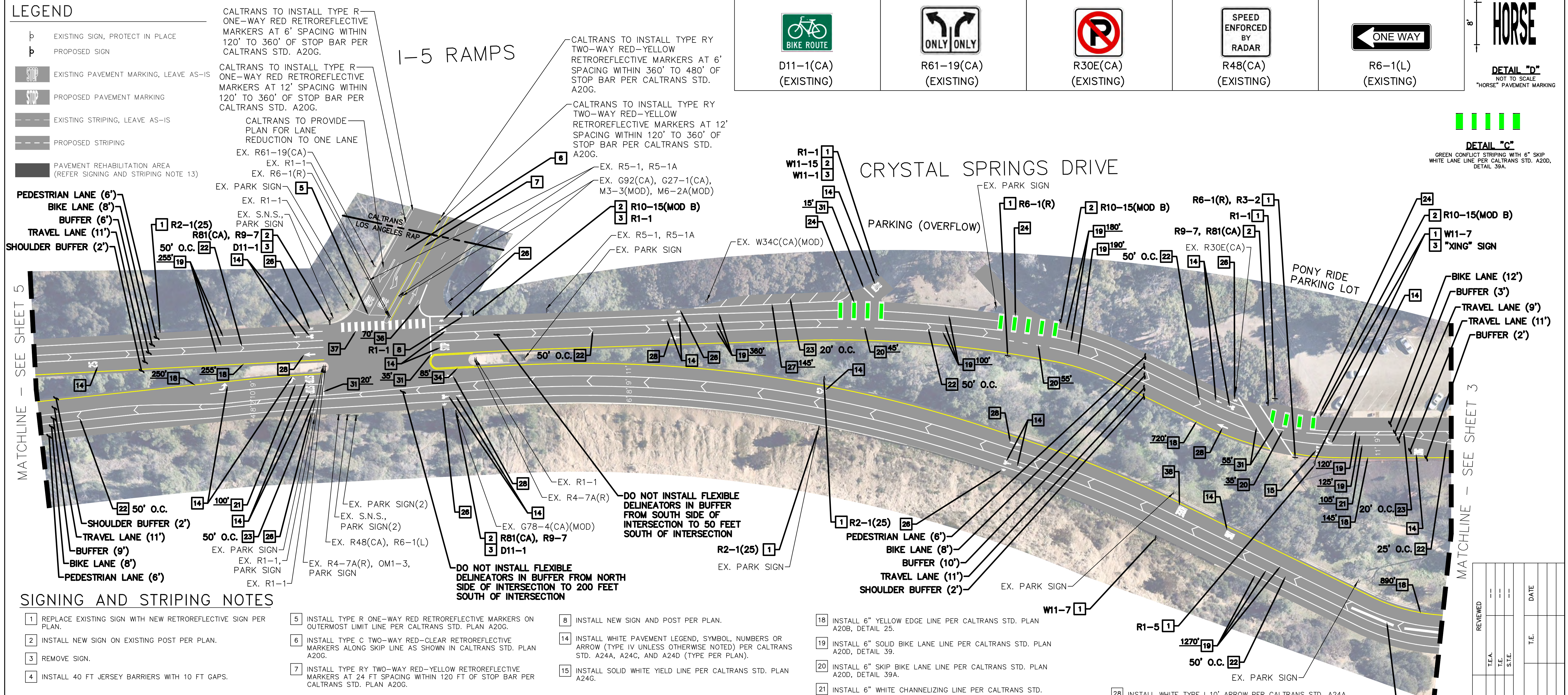
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| | | BY | DATE | REVIEWED | DATE | REVIEWED | DATE |
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|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | 6' DETAIL "A" NOT TO SCALE PEDESTRIAN SYMBOL 8'-5" 6' DETAIL "D" NOT TO SCALE "HORSE" PAVEMENT MARKING |
| | | | | | | | | | | |
| | | | | | | | | | | |

- LEGEND**
- EXISTING SIGN, PROTECT IN PLACE
 - PROPOSED SIGN
 - EXISTING PAVEMENT MARKING, LEAVE AS-IS
 - PROPOSED PAVEMENT MARKING
 - EXISTING STRIPING, LEAVE AS-IS
 - PROPOSED STRIPING
 - PAVEMENT REHABILITATION AREA (REFER SIGNING AND STRIPING NOTE 13)



- SIGNING AND STRIPING NOTES**
- REPLACE EXISTING SIGN WITH NEW RETROREFLECTIVE SIGN PER PLAN.
 - INSTALL NEW SIGN ON EXISTING POST PER PLAN.
 - REMOVE SIGN.
 - INSTALL 40 FT JERSEY BARRIERS WITH 10 FT GAPS.
 - INSTALL TYPE R ONE-WAY RED RETROREFLECTIVE MARKERS ON OUTERMOST LIMIT LINE PER CALTRANS STD. PLAN A20G.
 - INSTALL TYPE C TWO-WAY RED-CLEAR RETROREFLECTIVE MARKERS ALONG SKIP LINE AS SHOWN IN CALTRANS STD. PLAN A20G.
 - INSTALL TYPE RY TWO-WAY RED-YELLOW RETROREFLECTIVE MARKERS AT 24 FT SPACING WITHIN 120 FT OF STOP BAR PER CALTRANS STD. PLAN A20G.
 - INSTALL NEW SIGN AND POST PER PLAN.
 - INSTALL WHITE PAVEMENT LEGEND, SYMBOL, NUMBERS OR ARROW (TYPE IV UNLESS OTHERWISE NOTED) PER CALTRANS STD. A24A, A24C, AND A24D (TYPE PER PLAN).
 - INSTALL SOLID WHITE YIELD LINE PER CALTRANS STD. PLAN A24G.
 - INSTALL 6" YELLOW EDGE LINE PER CALTRANS STD. PLAN A20B, DETAIL 25.
 - INSTALL 6" SOLID BIKE LANE LINE PER CALTRANS STD. PLAN A20D, DETAIL 39.
 - INSTALL 6" SKIP BIKE LANE LINE PER CALTRANS STD. PLAN A20D, DETAIL 39A.
 - INSTALL 6" WHITE CHANNELIZING LINE PER CALTRANS STD. PLAN A20D, DETAIL 38.
 - INSTALL 6" WHITE CHEVRONS, SPACING SHOWN ON PLAN.
 - INSTALL 6" WHITE DIAGONALS, SPACING SHOWN ON PLAN.
 - INSTALL GREEN CONFLICT STRIPING PER DETAIL C.
 - INSTALL PEDESTRIAN PAVEMENT MARKING PER DETAIL A.
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 - INSTALL WHITE TYPE I 10' ARROW PER CALTRANS STD. A24A.
 - INSTALL 12" SOLID WHITE LINE.
 - INSTALL 6" DOUBLE YELLOW MEDIAN PER CALTRANS STD. PLAN A20B, DETAIL 29.
 - INSTALL 6" SOLID WHITE LINE.
 - INSTALL 6" YELLOW DIAGONALS, SPACING SHOWN ON PLAN.
 - INSTALL WHITE "HORSE" PAVEMENT MARKING PER DETAIL D.

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C. Saouma
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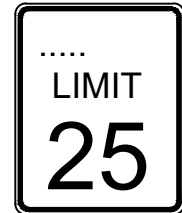
DESIGN SCMS
DRAWN VW
CHECKED SCMS

1"=20'
ORIGINAL MAP SCALE
1"=40'

20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SHEET 4 OF 8

| NO. | REVISION DESCRIPTION | DATE | BY | T.E. | S.T.E. | DATE |
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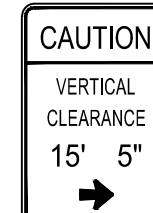
R2-1(25)
(24" X 30")



R9-7
(12" X 18")



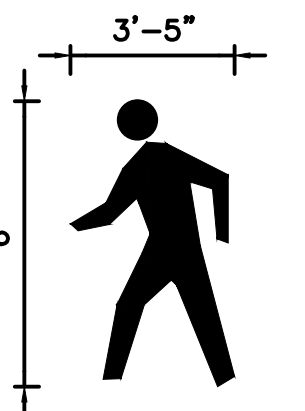
R81(CA)
(12" X 8")



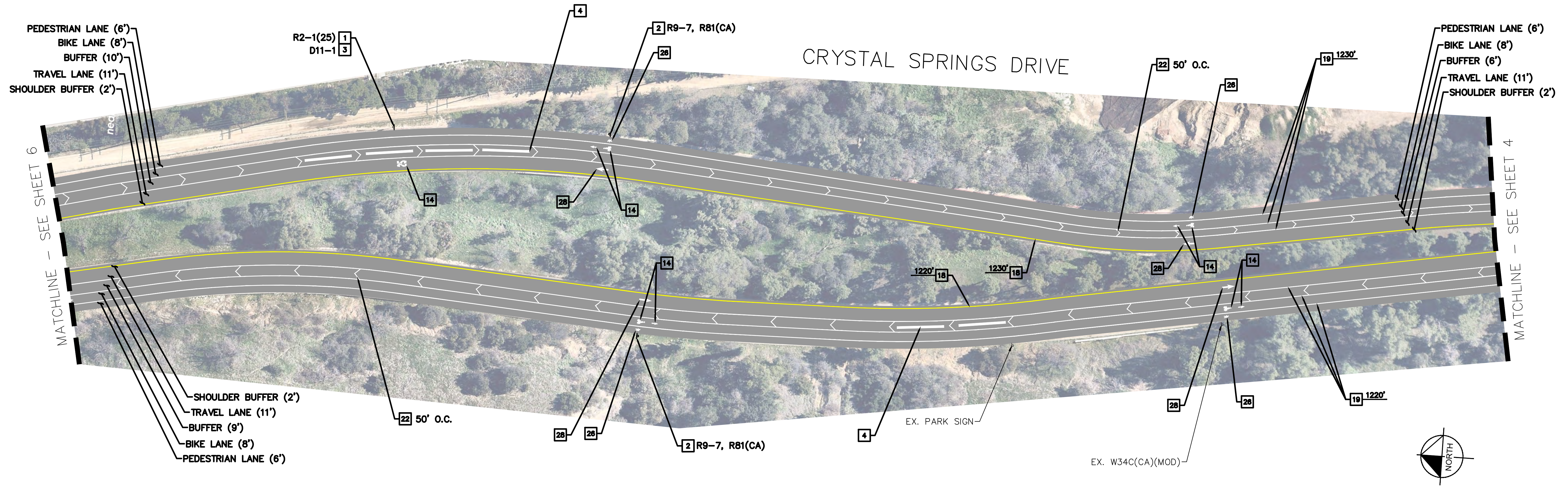
W34C(CA)(MOD)
(EXISTING)



D11-1(CA)
(EXISTING)



DETAIL "A"
NOT TO SCALE
PEDESTRIAN SYMBOL



SIGNING AND STRIPING NOTES

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- 22 INSTALL 6" WHITE CHEVRONS, SPACING SHOWN ON PLAN.
- 26 INSTALL PEDESTRIAN PAVEMENT MARKING PER DETAIL A.
- 28 INSTALL WHITE TYPE I 10' ARROW PER CALTRANS STD. A24A.

LEGEND

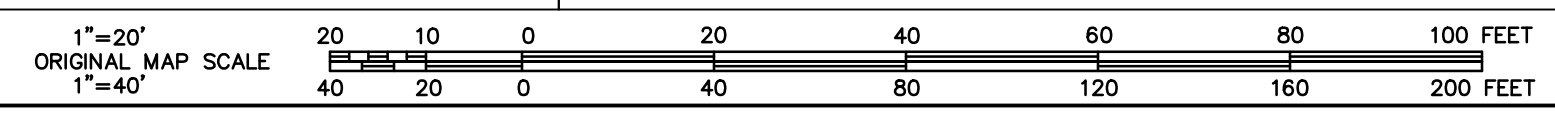
- EXISTING SIGN, PROTECT IN PLACE
- PROPOSED SIGN
- EXISTING PAVEMENT MARKING, LEAVE AS-IS
- PROPOSED PAVEMENT MARKING
- EXISTING STRIPING, LEAVE AS-IS
- PROPOSED STRIPING
- PAVEMENT REHABILITATION AREA (REFER SIGNING AND STRIPING NOTE 13)

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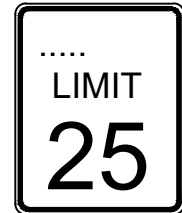
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K:\LDT_TPT0\099012005 - Griffith Park Engineering Services\Design\CADD\Currents\Short-Term\02 - Phase 3 Short Term Recommendations.dwg 9-27-23-7:00 PM



R2-1(25)
(24" X 30")



R9-7
(12" X 18")



R81(CA)
(12" X 8")



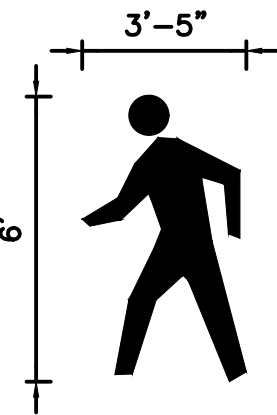
W13-1P(15)
(18" X 18")



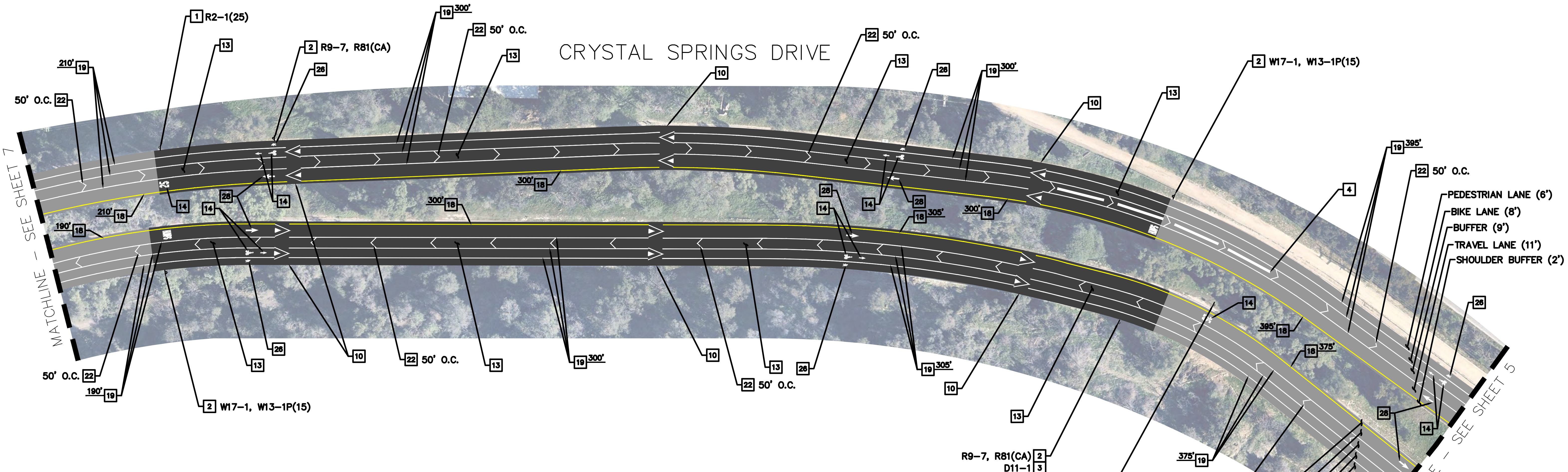
W17-1
(30" X 30")



D11-1(CA)
(EXISTING)



DETAIL "A"
NOT TO SCALE
PEDESTRIAN SYMBOL



LEGEND

- EXISTING SIGN, PROTECT IN PLACE
- PROPOSED SIGN
- EXISTING PAVEMENT MARKING, LEAVE AS-IS
- PROPOSED PAVEMENT MARKING
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- 2 INSTALL NEW SIGN ON EXISTING POST PER PLAN.
- 3 REMOVE SIGN.
- 4 INSTALL 40 FT JERSEY BARRIERS WITH 10 FT GAPS.
- 10 INSTALL TYPE I SPEED HUMP AND ASSOCIATED PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE PLAN AND PER LADOT STANDARD DRAWING S-483.0.
- 13 RESURFACE ROADWAY. GRIND 2" AND OVERLAY 2".
- 14 INSTALL WHITE PAVEMENT LEGEND, SYMBOL, NUMBERS OR ARROW (TYPE IV UNLESS OTHERWISE NOTED) PER CALTRANS STD. A24A, A24C, AND A24D (TYPE PER PLAN).
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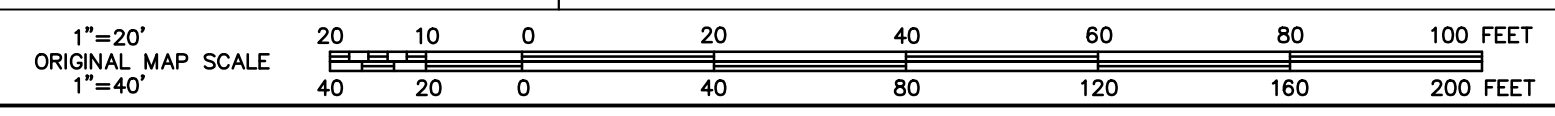
C. Saomy
REGISTERED CIVIL ENGINEER
DATE 09/27/2023

DESIGN SC/MS
DRAWN VW
CHECKED SC/MS

Prepared for:
REC & PARKS

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SHEET 6 OF 8

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| | | T.E. | DATE |
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R1-1
(30" X 30")



R3-5(R)
(30" X 36")



R5-1
(30" X 30")



R5-1A
(36" X 24")



R6-1(R)
(54" X 18")



R9-7
(12" X 18")



R10-15(MOD B)
(30" X 36")



R81(CA)
(12" X 8")



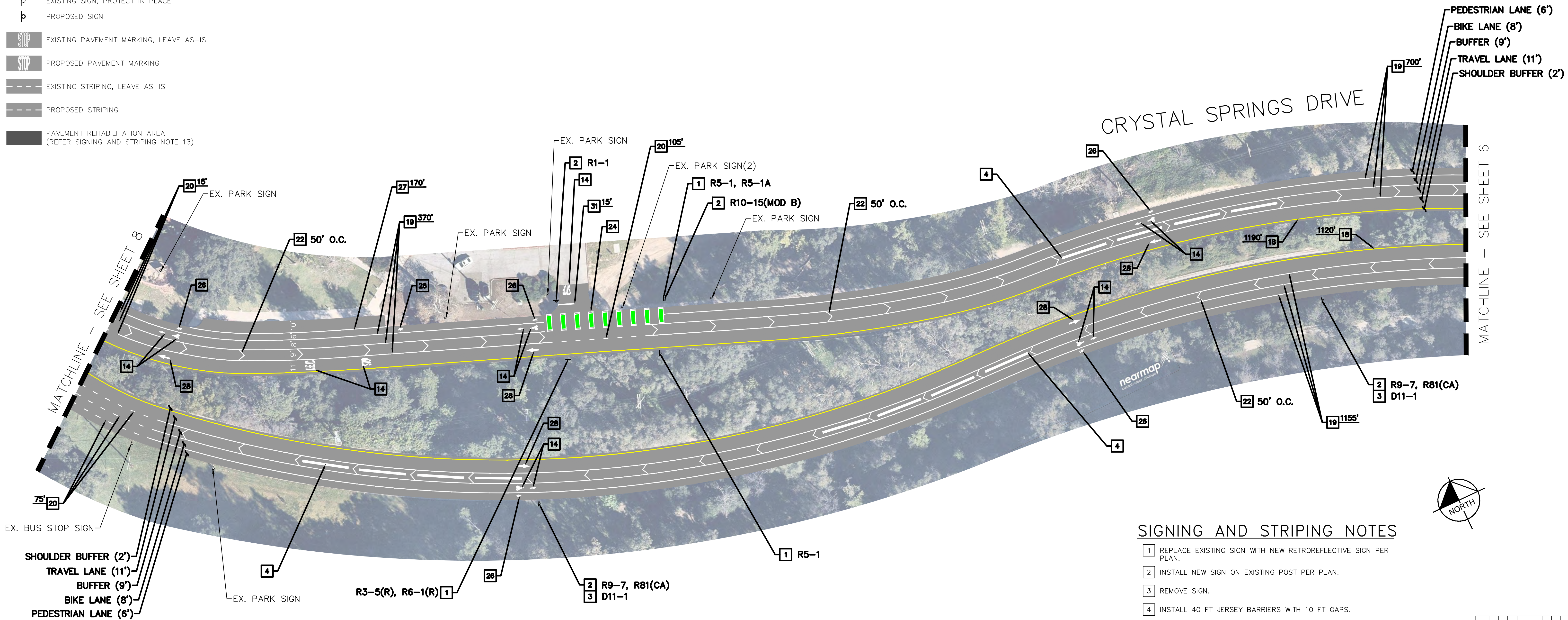
D11-1(CA)
(EXISTING)



R5-11 (MOD)
(30" X 15")

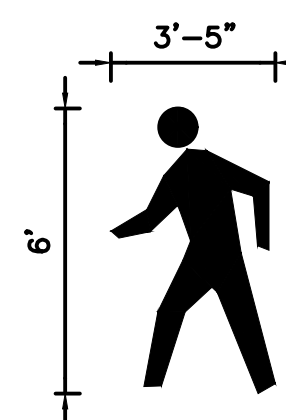
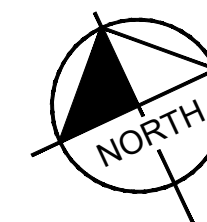
LEGEND

- ⊞ EXISTING SIGN, PROTECT IN PLACE
- ⊞ PROPOSED SIGN
- EXISTING PAVEMENT MARKING, LEAVE AS-IS
- PROPOSED PAVEMENT MARKING
- EXISTING STRIPING, LEAVE AS-IS
- PROPOSED STRIPING
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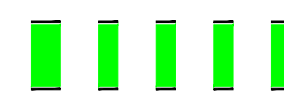


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- 28 INSTALL WHITE TYPE I 10' ARROW PER CALTRANS STD. A24A.
- 31 INSTALL 12" SOLID WHITE LINE.



DETAIL "A"
NOT TO SCALE
PEDESTRIAN SYMBOL



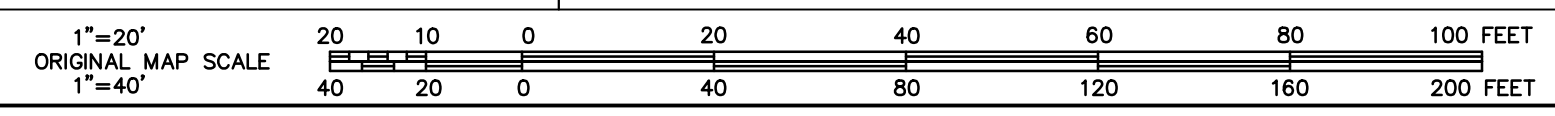
DETAIL "C"
GREEN CONFLICT STRIPING WITH 6" SKIP
WHITE LANE LINE PER CALTRANS STD. A20D,
DETAIL 39A.

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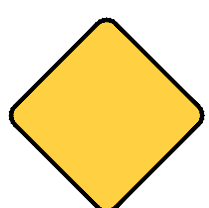

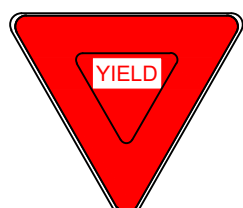

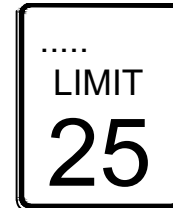

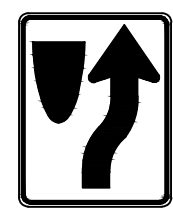




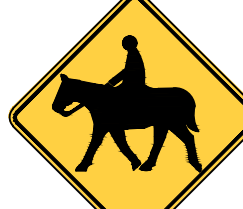




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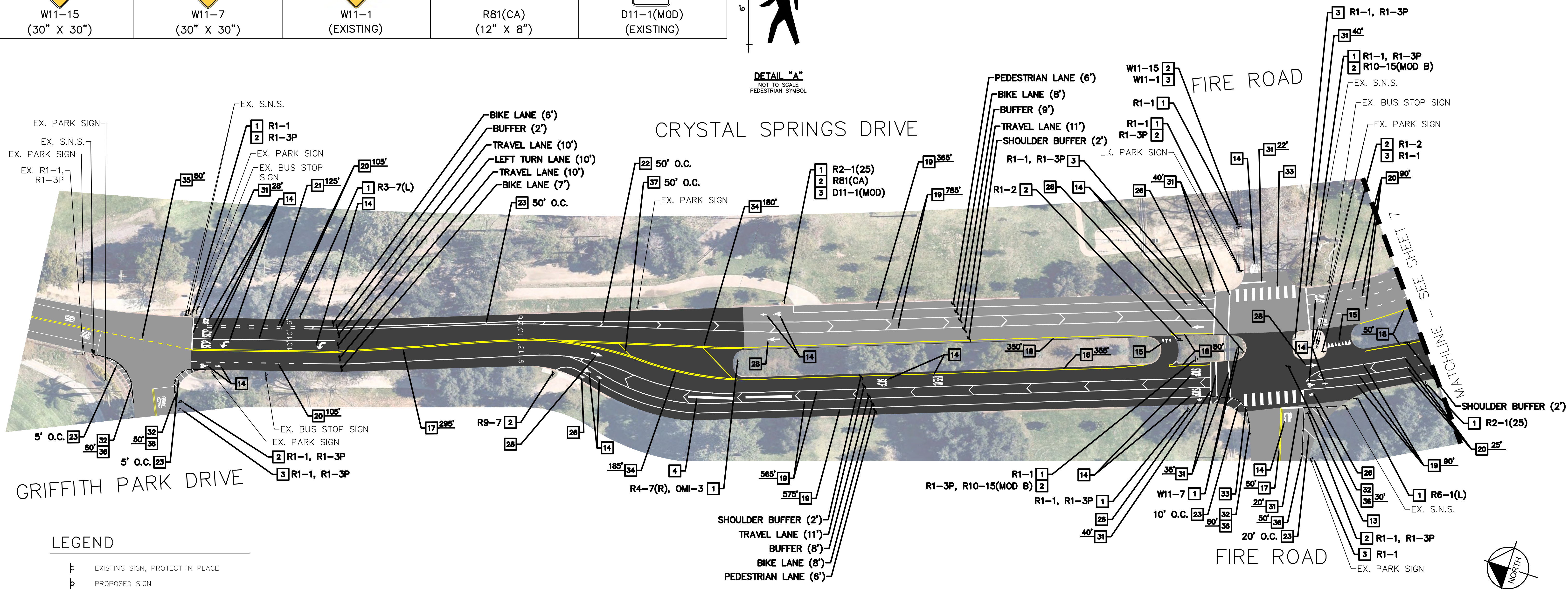


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| | | BY | DATE | T.E. | DATE |
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K:\LDT_TPTO\099012005 - Griffith Park Engineering Services\Design\CADD\Currents\Short-Term\02 - Phase 3 Short Term Recommendations.dwg 9-27-23-7:01 PM

| | | | | | | | | | |
|--|---|---|---|---|---|--|---|---|--|
|  OMI-3 (18" X 18") |  R1-1 (30" X 30") |  R1-2 (36" X 36" X 36") |  R1-3P (18" X 6") |  R2-1(25) (24" X 30") |  R3-7(L) (30" X 30") |  R4-7(R) (24" X 30") |  R6-1(L) (54" X 18") |  R9-7 (12" X 18") |  R10-15(MOD B) (30" X 36") |
|  W11-15 (30" X 30") |  W11-7 (30" X 30") |  W11-1 (EXISTING) |  R81(CA) (12" X 8") |  D11-1(MOD) (EXISTING) |  3'-5" 6" | | | | |

DETAIL "A"
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- INSTALL WHITE TYPE I 10' ARROW PER CALTRANS STD. A24A.
- INSTALL 12" SOLID WHITE LINE.
- INSTALL K71 BOLLARDS AS SHOWN PER PLAN.
- INSTALL 2' WHITE CONTINENTAL CROSSWALK PER CALTRANS STD. PLAN A24F.
- INSTALL 6" DOUBLE YELLOW MEDIAN PER CALTRANS STD. PLAN A20B, DETAIL 29.
- INSTALL 6" YELLOW CENTERLINE EXTENSION PER CALTRANS STD. A20D, DETAIL 41.
- INSTALL 6" SOLID WHITE LINE.
- INSTALL 6" YELLOW DIAGONALS, SPACING SHOWN ON PLAN.

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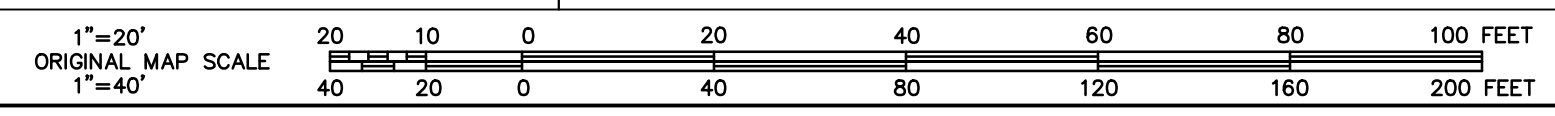
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| | | | T.E.A. | T.E. | S.T.E. | |
| | | | | | | |
| | | | | | | |



**NITHYA
RAMAN**

| Los Angeles
City Councilmember
★
| 4th District

February 12th, 2024

Los Angeles City Recreation and Parks Department Board of Commissioners
221 N. Figueroa St, Ste 300
Los Angeles, CA 90012

Re: Council District 4 Support for Griffith Park Safety and Active Transportation Improvements Project – Phase 3 – Crystal Springs Drive

Dear Commissioners,

I write to you as the Councilmember for the Fourth District, and as the Councilmember representing Griffith Park. I urge you to support the staff recommendations regarding the awarding of a contract to implement Phase 3 of the Griffith Park Safety and Active Transportation Improvements Project (SATIP). These improvements will right-size and reconfigure Crystal Springs Drive to facilitate extensive existing active transportation usage and will make biking, walking, rolling, jogging, riding horseback, and driving, safer.

The Griffith Park SATIP was initiated after the tragic killing of Andrew Jelmert in April of 2022 while training for the AIDS/LifeCycle along Crystal Springs Drive by a negligent driver. I was incredibly grateful for the swift support Department of Recreation and Parks (RAP) and Department of Transportation staff provided my office to immediately take action. In particular I want to single out the dedicated support of Tracy James, Stefanie Smith, and Matt Rudnick, who worked with alacrity to identify funding opportunities and a project delivery mechanism to begin the Griffith Park SATIP.

Following prior guidance from *A Vision For Griffith Park, Urban Wilderness Identity*, commonly known as the Griffith Park Vision Plan, and existing priorities of the Griffith Park Advisory Board to increase the access and safety of active transportation in Griffith Park, my office worked hand-in-glove with RAP staff and the consulting staff from Kimley-Horn to outreach with Griffith Park stakeholders and the wider community to draft, and finalize the Griffith Park SATIP.

So far two phases out of a projected six Griffith Park SATIP phases have been completed. Phase 1 was the highly successful closure of Griffith Park Drive to private vehicles from Zoo Drive to the Griffith Park Composting Facility. This closure has reduced cut through vehicle traffic along the rest of Griffith Park Drive and within the park as a whole, and has made active transportation in the area safer. It has also been a boon for wildlife in the area: before his untimely death, P-22 was spotted crossing the newly-closed road. Phase 2 included the installation of a number of moveable radar speed feedback signs, which are meant to be used tactically by RAP staff to monitor speeding hot-spots in Griffith Park.



As mentioned earlier, Phase 3 will involve the reconfiguration of Crystal Springs Drive from Los Feliz Boulevard into the park and up to Griffith Park Drive. By reallocating one auto-only lane in each direction, we will be able to create biking and walking lanes to improve the safety of the large number of people already using the road in this manner and adding better overall connectivity and safety for active transportation between the Crystal Springs Drive entrance and Park Center and points beyond. Phase 3 implementation will also include adding physical separation and protection in the form of plastic bollards and concrete dividers, including to the curve where Andy was hit two years ago, protecting current people biking from meeting the same sad fate.

Phase 3 will be entirely funded thanks to the strong partnership between myself and Assemblymember Laura Friedman. She and her team worked hard under a very tight timeline to obtain a \$4M state earmark for safety and mobility improvements in and around Griffith Park. That earmark will bolster the impact of Phase 3 through complementary safety and mobility improvements, including new and improved bicycle lanes on Zoo Drive to close existing gaps in the network.

I believe that, similar to the Griffith Park Drive closure, the implementation of Phase 3 will represent another positive paradigm shift for Griffith Park, facilitating a calmer, more accessible space. It will ensure that vehicle travel along Crystal Springs Drive is lower, slower, and overall more suited to the posted 25 mph signs and needs of the park, and it will certainly ensure a higher level of safety and access for people recreating and traveling on foot, by bike, or by horseback.

I therefore strongly urge you to support the staff recommendations. Any questions can be sent to my Director of Transportation, Infrastructure and Public Space, Mehmet Berker at mehmet.berker@lacity.org or 818-925-0465.

Sincerely,

Nithya Raman
Councilmember, Fourth District
City of Los Angeles



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

March 29, 2024

Los Angeles City Recreation and Parks Department Board of Commissioners
221 N. Figueroa St, Ste 300
Los Angeles, CA 90012

Re: Griffith Park Advisory Board Support for Griffith Park Safety and Active Transportation Improvements Project – Phase 3 – Crystal Springs Drive

Dear Commissioners:

For decades, policy-makers have struggled with questions surrounding roadway safety and transportation in and around Griffith Park. Yet in recent years there has been a remarkable degree of focus, consideration and tangible progress in addressing these issues.

From the start, the Griffith Park Safety and Active Transportation Improvements Project has shown great promise in fundamentally re-shaping how people interact with Griffith Park: reducing cut-through traffic, improving safety for pedestrians and cyclists, and better connecting the park with surrounding neighborhoods. For these reasons and more, our board has enthusiastically supported the work of the Kimley-Horn consulting team, acting under direction of RAP staff, who have provided clear guidance and a visionary approach.

Now, thanks to leadership from Assemblymember Laura Friedman and Councilmember Nithya Raman, Phase 3 improvements are fully funded and ready to move forward. We are writing in strong support of these changes, which will transform Crystal Springs Drive from a highway-like roadway into a more appropriate gateway for our city's greatest park. Given our mission to increase access while reducing private vehicles in Griffith Park, we are delighted to see these improvements and will heartily cheer their progress.

Sincerely,

K Thornton

Karen Thornton
Chair, Griffith Park Advisory Board

BOARD MEMBERS: Chair – Karen Thornton; Vice Chair – Alex Crow; Secretary – Chris Laib; Jane Carlson; Aaron Chung; Jason Greenwald; Billy Griffin; Alex Phillips



Friends of Griffith Park

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

March 19, 2024

Board of Recreation and Park Commissioners
221 N. Figueroa St, Ste 300
Los Angeles, CA 90012

**Re: Griffith Park Safety and Active Transportation Improvements Project
Support for Phase 3 – Crystal Springs Drive / Zoo Drive; Board Report 24-065**

Dear President Renata Simril and Commissioners,

Friends of Griffith Park (FoGP) strongly supports staff recommendations towards implementing Phase 3 of the Griffith Park Safety and Active Transportation Improvements Project (SATIP). The reconfiguration of Crystal Springs Drive is consistent with FoGP's values, as well as those of the Park's guiding document, *A Vision for Griffith Park*.

The protection and safety of all Park user groups warrants high priority. With completion of this project, auto traffic within the Park will become more compatible with hiking, skating, bicycling, horse riding, and other park activities. Lives will be saved. And Griffith Park will have more "park-like" roads. Crystal Springs Drive and Zoo Drive are currently used excessively as shortcut routes for commuters, often in a hurry.

The proposed project is to be funded with \$4m earmarked for safety and mobility improvements, per California Assemblymember Laura Friedman. The previous two phases have proved to be successful, both the closure of a portion of Griffith Park Drive and speed feedback signage which utilizes radar.

In addition to elevating the level of safety for park patrons, many other mammals will also benefit, along with reptiles, amphibians, and birds. Wildlife "road kill" is a major challenge in Griffith Park on many roads.

The proposed project will implement a "road buffet," one lane in each direction, leaving adequate width for lanes to accommodate both bicycle and pedestrian modes of transport. The proposed project will also improve crosswalks, and introduce traffic calming measures at the Los Feliz entrance. On Zoo Drive, bicycle lanes will be added to better protect bikers.

We thank Council District Office 4, especially Mehmet Berker, and RAP staff members, including Stefanie Smith and Tracy James, for swiftly initiating work with Kimley-Horn to develop the

phased Griffith Park SATIP. We are also grateful to Assemblymember Laura Friedman for finding the funding.

The heartbreaking and unnecessary loss of bicyclist Andrew Jelmert in 2022, due to a careless driver, set off determination to make Griffith Park roads less dangerous. Friends of Griffith Park strongly supports Phase 3, an important step forward for Griffith Park.

We look forward to future efforts to enhance road safety throughout Griffith Park, while encouraging access for all.

Gratefully,

A handwritten signature in blue ink, appearing to read "Gerry H.", with a long horizontal flourish extending to the right.

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.



Streets Are For Everyone

1110 Virgil Ave, Suite 353
Los Angeles, CA 90029
Phone: (844) 88-4-SAFE

February 23rd, 2024

Los Angeles City Recreation and Parks Department Board of Commissioners
221 N. Figueroa St, Ste 300
Los Angeles, CA 90012

Re: Streets Are For Everyone's Support for Griffith Park Safety and Active Transportation Improvements Project – Phase 3 – Crystal Springs Drive

Dear Commissioners,

[Streets Are For Everyone](#) (SAFE) is pleased to support recommendations regarding awarding a contract to implement Phase 3 of the Griffith Park Safety and Active Transportation Improvements Project (SATIP). These improvements will right-size and reconfigure Crystal Springs Drive to facilitate extensive, existing active transportation usage, and make biking, walking, rolling, jogging, riding horseback, and driving, safer.

The Griffith Park SATIP was initiated after the tragic killing of Andrew Jelmert in April of 2022. Jelmert was training for the AIDS/LifeCycle fundraiser along Crystal Springs Drive when he was hit by a negligent driver doing 80 MPH through Griffith Park. This is not far from where I was also a victim of a hit-and-run crash in 2013, which had me dragged under a car from the streets of Griffith Park, onto and down Interstate 5 for nearly a quarter mile. I founded Finish The Ride (www.FinishTheRide.org) a year after my vicious hit-and-run crime, and a year after that, [Streets Are For Everyone](#) was formed to advocate for street safety and to raise awareness of an epidemic of hit-and-run crimes in Los Angeles.

So far, two phases have been completed out of a projected six Griffith Park SATIP phases. Phase 1 was the highly successful closure of Griffith Park Drive to private vehicles from Zoo Drive to the Griffith Park Composting Facility. This closure has reduced cut-through vehicle traffic along the rest of Griffith Park Drive and has made active transportation in the area safer. It has also been a boon for wildlife in the area: before his untimely death, P-22 was spotted crossing the newly closed road. Phase 2 included installing several moveable radar speed feedback signs at the following locations: 1. Crystal Springs Drive between the 5 freeway and ranger station, 2. Griffith Park Drive, right before the stop sign near the entrance to the 5 freeway, and lastly, 3. On Crystal Springs Drive in between the

Wilson/Harding Gold course. All radar speed feedback



Streets Are For Everyone

1110 Virgil Ave, Suite 353

Los Angeles, CA 90029

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signs are meant to be used tactically by RAP staff to monitor speeding hot spots in Griffith Park. As mentioned earlier, Phase 3 will involve the reconfiguration of Crystal Springs Drive from Los Feliz Boulevard into the park and up to Griffith Park Drive. By reallocating one auto-only lane in each direction, we will be able to create biking and walking lanes to improve the safety of a large number of people already using the road in this manner and add better overall connectivity and safety for active transportation between the Crystal Springs Drive entrance and Park Center and points beyond. Phase 3 implementation will also include adding physical separation and protection in the form of plastic bollards and concrete dividers, including to the curve where Andy was hit two years ago, protecting current people biking from meeting the same sad fate.

Phase 3 will be entirely funded, thanks to the strong partnership between Nithya Ramen and Assemblymember Laura Friedman. Laura and her team obtained a \$4M state earmark for safety and mobility improvements in and around Griffith Park. That earmark will bolster the impact of Phase 3 through complementary safety and mobility improvements, including new and improved bicycle lanes on Zoo Drive to close existing gaps in the network.

Like the Griffith Park Drive closure, I believe implementing Phase 3 will represent another positive paradigm shift for Griffith Park, facilitating a calmer, more accessible space. It will ensure that vehicles traveling along Crystal Springs Drive drive slower. It will certainly ensure a higher level of safety and access for people recreating and traveling on foot, by bike, or by horseback.

I therefore strongly urge you to support the staff recommendations.

Sincerely,

Executive Director,

SAFE (Streets Are For Everyone), Los Angeles