

MOBILITY

As Adopted January 8, 2007

This Chapter addresses the ways in which Griffith Park is accessed and navigated. It discusses the infrastructure that serves its motorized and non-motorized users as well as the safety, security and maintenance issues arising from its transportation modes. It also addresses the information and wayfinding systems necessary to serve the Park's visitors.

Its findings and recommendation are based on two key elements:

1. For the past two decades, increased density in housing and commercial development has been authorized by City officials and the various planning and development agencies and departments of the City of Los Angeles. This has been predicated on the notion that increasing population, and changing economic and environment conditions will require Angelenos to transition from individually owned automobiles to public transit as their primary mode of transportation.

Planning for Griffith Parks' next 25 years should be aligned with his vision. Priority should be given to promoting bus, light rail, subway and alternative transportation to and from the Park. To move visitors through the Park who arrive by public modes, steps should be taken to implement a shuttle system that will service its most popular facilities and major attractions.

2. Mobility solutions should support the Park's identity as the City's great Urban Wilderness. Access and transportation policies and practices should be implemented that emphasize, instead of blur, the difference between the Park and its urban milieu. For example, in the City at large, priority is given to speeding the flow of traffic to benefit commuters, but in the

Park emphasis should be placed on moderating speed and discouraging through-driving. In the City, buses, bus shelters and benches are considered advertising mediums, but in the Park, buses, shuttles and their attendant street furniture should eschew commercialization. Whereas asphalt, concrete and other impermeable parking lot surfaces are preferable in a city setting, natural and permeable surfaces are better attuned to the Park's identity.

In keeping with these key elements – the need to promote public and alternative transportation in the face of rising density and the Park's identity as an Urban Wilderness – priority should be placed on encouraging the least polluting, most energy-efficient and quietest mobility modes, establishing linkages to this multi-modal transportation system at major Park centers, and similar steps to reduce dependence on automobiles.

I. MOTORIZED VEHICLE ACCESS AND CIRCULATION

A. Definition

Motorized vehicle access and circulation as used in this Chapter encompass the roadway system leading into and circulating within and through the Park, the automobiles, buses, service and safety vehicles utilizing those roadways, the available and projected public transportation into and within the Park, and the management and maintenance of its roadways.¹

B. Entrances and Exits

Motorized vehicles enter Griffith Park through four primary gateways: Los Feliz Boulevard/Riverside Drive, Crystal Springs/Griffith Park Drive, North Zoo Drive, and Forest

¹ Consistent with the City Ordinance, Los Angeles Municipal Code Section 63.44 B16 governing wheeled vehicles, in this Chapter "cyclists" include all wheeled vehicles. Nothing in this Master Plan would change the terms of the City Ordinance and, to the contrary, the provisions of the existing Code, prohibiting cycles and vehicles, whether powered by a motor or human power from being driven on anything other than a path, road or drive designated for that purpose must be maintained.

Lawn Drive.² Secondary locations are located at Vermont Canyon, Western Canyon (Fern Dell), Victory Boulevard and Bronson Canyon.³ Park users can enter the Park on public transportation through Route 96 of the Metro Line which includes stops within the Park at the Pony and Train rides, Park Center, and the L.A. Zoo. Regrettably, there is currently no public transportation into the Park in the North and Northwest portions of the Park where Travel Town, L.A. Live Steamers, Martinez Arena, Mineral Wells, Headworks and the north picnicking areas are found.

Entrances to the Park should immediately distinguish it from its urban milieu. Consistent with the Urban Wilderness Identity, structures should be modest in scale and surrounding hardscape left to a minimum. If self-contained kiosks with interpretative panels are used, they should be cleaned and maintained on a regular basis since they not only create the first impressions of the Park, they also set behavioral expectations for individuals visiting the Park.

C. Roads

There are thirty-eight (38) miles of paved roads in the Park. Griffith Park Drive is the main entrance to the Park from Los Feliz Boulevard and Riverside Drive. It passes the pony and train rides, and the Ranger Headquarters and Los Feliz Adobe before turning left at its junction with Crystal Springs Drive and continuing through the Park past Mineral Wells Picnic Area to Travel Town and a junction with Zoo Drive. Zoo Drive enters the Park at Victory Boulevard and Riverside Drive and continues around the perimeter of the Park until it becomes the Western

² The lack of an exit from the southbound I-5 serving the northeast corner of the Park substantially increases traffic on Los Feliz Boulevard and Griffith Park Drive. Any reconfiguration of entrances and exits to the Park should give priority to an entrance from the southbound I-5.

³ Although Commonwealth Avenue is not a gateway to the Park, it is an access point for Commonwealth Service Yard and Municipal Nursery, serves as a controlled entrance and exit for Greek Theater events, and is a designated emergency route into the Park for firefighters and law enforcement.

Heritage Way in front of the Autry and then Crystal Springs Drive beyond the Autry. Vermont Canyon Road enters the Park at the end of Vermont Avenue and continues through the Park past the Greek Theater until it comes to the tunnel where it branches into the West Observatory Road and East Observatory Road. Fern Dell Drive enters the Park at Western Avenue and Los Feliz Boulevard and continues into the Park until it ends at the junction with Western Canyon Road which proceeds to the Observatory.⁴

There are currently two major paved roads in the Park that are closed to motorized traffic: (1) Mount Hollywood Drive (closed to motorized traffic just beyond Observatory tunnel area); and (2) Vista del Valle Drive (closed at Commonwealth Canyon Drive). These roads wind into the Park's central core where they ultimately connect with each other or Griffith Park Drive, the Park's through road for motorized vehicles. In the mid-1990s, the decision to permanently close these mountain roads to all but official and emergency vehicles opened up a new automobile free zone for recreationists in the Park's interior. Pedestrians, equestrians and bicyclists benefitted at once from the change. The action multiplied significantly the number of auto free routes useable by recreationists. Wide enough to reduce the chance of collisions between bicyclists and pedestrians, these scenic, winding roads allow peaceful coexistence between users.

For numerous reasons, it is recommended that these roads remain closed: (1) They fail to meet the standards of the Department of Transportation; (2) Upgrading the roads would require massive investment; (3) Park Rangers, police and fire fighters support keeping the roads closed for safety and security reasons; (4) The roads operate as valuable hiking, equestrian and bicycling resources; and (5) The roads in the Park that are open to motorized vehicles satisfactorily service the existing Park traffic.

⁴ A complete map of the existing paved roads can be found at Appendix ____.

In addition to Mount Hollywood and Vista Del Valle Drives, the loop road connection between the Old Zoo entrance from Griffith Park Drive and the Merry-Go-Round parking lot is also closed and there is no pressing need to reopen it to daily general use. Consideration should be given to bringing the Merry-Go-Round loop road connection up to standards necessary to provide a temporary alternative route for traffic within the Park when major special events preclude access to and from Griffith Park Drive.

D. Through Auto Traffic

Morning and evening rush hour use of the Zoo Drive, Crystal Springs, Griffith Park Drive corridor as an alternative route by commuters from the eastern San Fernando Valley to the Los Feliz/Hollywood area is a chronic problem. While there are no studies documenting the number of private vehicles using the Park as an alternative to the I-134 and I-5 Freeways, it is widely recognized that it is so used. In addition to disrupting the purpose and tranquility of the Park, many commuters travel at speeds well in excess of the 25 mile per hour posted limit. This presents a safety hazard for recreationists and visitors who share and cross this corridor. Cyclists, equestrians, hikers, runners, picnickers, users of play areas adjacent to the roads, and golf cart passengers are placed at risk and wildlife corridors are negatively impacted and, too often, road kill is the consequence.

Measures should be put in place to mitigate the use of the Park as an alternative route. Consistent with the Urban Wilderness Identity of the Park, innovative thinking and planning is necessary to design systems that will control and slow this traffic. Monitored and controlled speed limits, forced stops at frequent intervals, and other traffic calming methods should be considered.

E. Public Transit

Griffith Park lags behind the City's vision for, and aggressive promotion of, an increasingly dense metropolis whose traffic impacts are mitigated by public transportation. Although MTA buses serve Los Feliz Boulevard stops at the Park's Western Canyon and Riverside gateways, as of this writing, MTA Route 96 is the only bus line entering the Park. It enters and exits the Park at Los Feliz Boulevard and Riverside Drive, makes three stops along the Park's eastern corridor, and enters and exits the Park at Victory Boulevard traveling toward Alameda Avenue and the City of Burbank.

More, and more frequent, MTA bus routes should be established to bring visitors to Griffith Park. Correspondingly, the DASH connections serving the greater Los Feliz area should be extended to bring visitors to the Vermont Canyon and Western Canyon areas of the Park, and new DASH connections established linking the Park to the Vermont Avenue and Western Avenue subway stops. On the Park's east, linkages to Metrorail service should be explored. In the long term, the viable way to enable visitors to access the Park would be through a subway stop located near the Zoo and Autry. Such a stop would permit users to access the Park and simultaneously reduce traffic on surrounding streets as well as greenhouse gas emissions.

As these new modes are implemented, a free in Park shuttle system should be phased in to move visitors to the Park's most popular facilities and major venues. The first routes established should travel the Griffith Park/Crystal Springs/Zoo Drive corridor making intermediate stops at popular areas and a Vermont Canyon/Western Canyon loop delivering visitors to the Observatory/Mount Hollywood trail area and Fern Dell.

The shuttle system must be without cost to users, fully accessible, environmentally responsible and otherwise consistent with the Park's identity as an Urban Wilderness. Features

such as overhead windows to facilitate views of the Park would enhance the visitors' pleasure and support the Urban Wilderness experience. Gear storage areas and exterior bicycle racks should also be available for those using the shuttle system.⁵

F. Parking

According to counts provided by Myer Mohaddes and Associates Transportation Planners, Park attractions such as the Zoo, Greek Theater, and Equestrian Center, as well as the Recreation and Parks Department, there are approximately 10,000 spaces for car parking within the Park. Approximately seventy percent (70%) of these spaces are in dedicated surface lots, twenty percent (20%) are curbside parking areas, and ten percent (10%) are temporary spaces at special event venues such as the Greek Theatre.⁶ To the extent there are any parking shortages, they are limited to very specific locations or the result of isolated special events. In keeping with the Urban Wilderness Identity, such shortages could be alleviated through a park and ride shuttle system utilizing contingency parking areas.⁷ For a listing of 2005 Park closures and a count of Griffith Park's current parking spaces, please see the table at Appendix ____.

G. Parking Lot

As it has for more than 110 years, parking should remain free in Griffith Park. Priority should be given to resurfacing the Park's existing asphalt and concrete lots with environmentally responsible, water-permeable materials that will reduce the "heat island" effect and enhance the Park's Urban Wilderness Identity. Such an effort is already underway at the Great Los Angeles

⁵ The National Park Service has developed a variety of vehicles for such purposes. The motorized shuttles in Zion National Park are an outstanding example of such vehicles.

⁶ See Parking Appendix ____ attached hereto.

⁷ See Contingency Parking Listing at Appendix ____ attached hereto.

Zoo which is pioneering environmentally responsible improvements through its Master Plan.

These improvements not only promote water capture, they increase the Park's canopy by planting additional trees.⁸

Striping on many of the Park's existing lots is faded or nonexistent which decreases the carrying capacity of the available lots. In addition to resurfacing these lots with environmentally responsible materials, the lots should be re-striped to promote the most effective use of the available space.

H. Parking Structures

Parking structures are manmade intrusions inconsistent with the Park's Urban Wilderness Identity. Such structures introduce noise and light pollution, public safety issues, maintenance problems, and user fees. These qualities, as well as the increased automobile traffic that inevitably occurs in proximity to such structures, materially damages the park-like nature of the picnic areas and recreational facilities that are adjacent to the lots. In future years, if the need should arise for the type of mass, concentrated parking such structures represent, it should be found outside of the Park's boundaries. Candidates for supplementary park and shuttle programs could include the municipal parking structure at Highland and Hollywood and the Park-adjacent Warner Bros Burbank employee parking structure.

I. Special Event And Seasonal Parking

Organized relays and walks benefitting major charities are held annually in Griffith Park. Ample parking exists within the Park for these early-morning events which generally conclude by 10:30 a.m. The exception to this rule is the highly popular Saint John's Health Center 26.2

⁸ See, "Los Angeles Zoo Parking Lot, A California Demonstration Exhibit On Environmental Sustainability" at Appendix ____.

Relay Marathon.⁹ Most participants who arrive by automobile park within the Park, but the marathon's organizers have arranged for overflow parking with free shuttle service to the Park at the Costco complex on Los Feliz Boulevard.

Periodically, Symphony in the Glen concerts are held on Sunday evenings in the Old Zoo Picnic area. General parking is available in the Merry-Go-Round area lots. A free loop shuttle, which operates from the mouth of the Old Zoo Picnic Area, delivers wheelchair visitors, seniors and other concert-goers directly to the performance site.

Ticket holders to the Greek Theater's 2006 season choose from three options: (1) stacked general parking at \$10.00 an event; (2) advance reservation valet parking at \$40.00 an event; and (3) equal access parking. Several years ago, members of the Los Feliz and Griffith Park community participated in a Greek Theater Task Force which recommended that a park and shuttle system be established in the Los Angeles Zoo parking lot. The proposed system would permit concertgoers to take advantage of I-5 and I-134 freeway ramps feeding into the Park and help alleviate traffic congestion on Los Feliz Boulevard and nearby streets before and after concerts. This recommendation has not, but should be, implemented. It should be noted that during the Hollywood Bowl concert season, Hollywood Bowl patrons take advantage of park and ride shuttles located in the Los Angeles Zoo parking lot.

J. Railroads, Aerial Tramways and Funiculars

While short lines like the streetcar at The Grove shopping entertainment complex in the Miracle Mile, funicular systems like the moribund Angel's Flight Railway formerly on Bunker Hill and other fixed rail novelty modes can add vintage gloss to theme parks, historic urban districts and shopping centers, these recreational rail systems are alien features within a natural

⁹ Also known as The Jimmy Stewart Relay.

environment such as Griffith Park. They erode the Park's unique, historic function as a respite from a busy metropolis and undermine the Urban Wilderness Identity.

Recreational rail systems require major staging areas of a type that would only be available in Griffith Park at the expense of green and open space. The Melendrez Draft's proposed aerial tramway in Vermont Canyon, for example, endangers several instances of the exceedingly rare native plant protected by the California Endangered Species Act, *Nervins barberry*. It also runs contrary to the spirit, and potentially violates the letter, of the City's ridge line ordinance. This ordinance was adopted to protect Los Angeles' natural view shed, an aspect of the City's collective heritage that is being rapidly diminished by stepped-up hillside development.

Fixed rail and aerial tram transportation also produces undesirable by-products including: (1) Noise pollution caused by the clatter, bells, braking systems and powerful engines that are part of such systems that will necessarily be amplified and exaggerated in a park and canyon setting; (2) Light pollution caused by the need to brightly illuminate 24 hours a day the staging areas for such recreational rail systems not only for public safety but also to thwart vandalism that such systems attract; and (3) Fees that will be necessary to off set the costs of operating, maintaining and insuring the recreational systems.

Aerial tramways have been proposed for Griffith Park before and have always been resoundingly rejected. In 1968, two competing plans were advanced by two private consortiums to build an aerial tramway leading to a proposed restaurant and museum on Mount Hollywood. Charges of collusion between City officials and developers surfaced and the proposals were ultimately defeated. The two Council members in whose districts Griffith Park was then situated rebuffed the plans, saying that they would inject commercialism into the Park, destroy its

atmosphere and add needless concrete. In a June 1968 editorial entitled “The Fight to Save Griffith Park,” the *Los Angeles Times* editorial board asked “Will Griffith Park . . . be opened up for revenue-producing rides . . . restaurants and attractions a la Coney Island? Or will the City’s efforts be directed toward improving the 4063-acre Park as a place for outdoor recreation and grass, hills, trees and natural wildlife . . . We question whether tram rides and fancy view restaurants belong in the scenic spot which Griffith J. Griffith donated to the City for ‘recreation and rest’ for the masses.”

K. Maps and Information

An accurate visitor brochure should be produced with a plan of the Park’s trails, roads and facilities. The brochure should be available to visitors at the Crystal Springs Drive Visitors Center and the Park’s major attractions. It should be provided in at least Spanish and English and provision should be made for individuals who are blind to receive an appropriately modified version.

L. Road Maintenance

Maintenance of the roadway system, including its curbing and immediately adjacent greenery should be a priority. The curb systems should be upgraded and replaced where necessary in a manner that: (1) Is consistent with the rustic nature of the Park and, (2) Consistent with the Park’s historic linkages to the Civilian Conservation Corps. Surviving examples of CCC craftsmanship in curbs, culverts, and retaining walls are worth preserving and can set a stylistic tone for new construction. The greenery at the edges of the roads should be carefully designed and maintained to emphasize that the road is in a Park and, at the same time, help influence and calm traffic.

II. NON-MOTORIZED ACCESS AND CIRCULATION

A. Definition

For purposes of this section, the term “non-motorized” is defined to include runners, hikers, pedestrians, cyclists and equestrians.

B. Entrances and Exits

In addition to the gateways that serve motorized users, there are a number of points of ingress and egress that are used by non-motorized visitors to the Park. Obvious examples are the bridge and tunnel system that carries equestrians over and under the L.A. River and I-5 Freeway directly to the Park’s trails and the Crystal Springs Bikeway, Northern Bike Route and Los Angeles River Bikeway that funnel bicyclists into the Park. Less obvious are the numerous pedestrian routes into the Park. Many hikers, walkers, runners and others who recreate in the Park on a regular basis enter it on foot from access points on all sides. Others arrive by public transit and choose from various stops that place them near Park boundaries in relatively close proximity to its roads and trail heads.

C. Pedestrian and Equestrian Trails

Griffith Park’s 53 miles of dirt trails are shared by a substantial volume of pedestrians and equestrians. The reasons why people value the trails differ. They are variously seen as a respite from the urban milieu, an opportunity for family and social interaction, a component in a personal fitness program, an opportunity for native plant and wildlife viewing and, on specially permitted occasions such as the Los Angeles Unified School District cross-country meets, a place where athletic competitions can be staged.

i. Trail heads

There are currently no formally identified “trail heads” within the Park. While frequent

trail users have come to recognize areas such as the Merry-Go-Round parking lot as a meeting place to begin a hike, no signage exists providing information as to the trails leading off from a certain location. Some system of formal trail head identification system for major trails, including information as to the grade of the trail in the steeper areas, would be helpful for both the new and experienced Park user and would provide a system for locating individuals who might be lost or otherwise unable to locate themselves within the Park. These locations could also provide information as to whether the trail is open and useable by both pedestrians and equestrians.

ii. Upkeep and Improvements

Landslides and erosion are the trail system's two biggest enemies. The tendency for machine-operators to widen trails in the aftermath of geological events and user caused erosion is an ongoing problem. Both preservation and continued enjoyment of the Park's trails require that they be sensitively maintained by staff and be respected by their users. If not, the resultant dust bowl effect and the loss of flora and habitat will materially diminish the experience for all Park users. An educational program should be initiated to discourage both inadvertent trail widening by maintenance staff and trail cutting by Park users.

iii. Opportunities For Trail Linkages

An initiative to link the City's trails, thereby extending their recreational value, is currently being advanced under the aegis of AB 1516, approved by the California State Legislature in 1989. Its intended result, The Rim of the Valley Trail, is part of California's State Recreational Trails Master plans. The Rim of the Valley Trail will connect riding and hiking trails throughout Greater Los Angeles. Upon completion, it will link trails in the City and Valley

- including Griffith Park trails - creating a unified recreational corridor. Every effort should be made by the Department of Recreation and Parks to cooperate with, and advance, this effort.

D. Bicycle Routes and Lanes

Thanks in part to specific capital improvements made in accordance with the Bicycle Element of the Department of Transportation's Master Plan, there are more than 26 miles of bikeways and bike routes in Griffith Park. Approximately 23 of those miles are auto free.

Capital improvements undertaken specifically for cyclists in recent years include two perimeter bikeways, the Crystal Springs Bikeway and the Northern Bike Route. There is also a striped and signed bicycle lane extending from just north of the Park's Los Feliz Boulevard entrance to Travel Town. In addition, the Los Angeles River Bikeway is a dedicated bike-only route entering the Park south of Los Feliz Boulevard via the Alex Baum elevated bicycle bridge and extending the length of the Park. At various points throughout the Park, cyclists can transition from one route to another.

E. Closed Interior Roads

The decision made in the mid 1990s to permanently close Mount Hollywood Drive and Vista Del Valle Drive to motorized traffic opened up a new automobile free zone for bicyclists in the Park's interior. These paved roads are now used harmoniously by all of the Park's non-motorized users: pedestrians, equestrians and bicyclists.

SPECIFIC GOALS AND OBJECTIVES

- 1. Acknowledge The Need To Make All Decisions Regarding Mobility In The Park In A Manner Consistent With Protecting The Urban Wilderness Identity Of The Park**
 - A. All mobility solutions should support the identity of the Park as an Urban Wilderness by emphasizing the difference between the Park and its urban milieu.
 - B. Consistent with the City's planning for higher density and decreased use of the individual automobile, priority should be given to accessing the Park by means other than the private automobile.
 - C. Public transit should be encouraged to increase the routes going to the Park and providing transportation across the Park.

- 2. Ingress And Egress To The Park Should Support The Urban Wilderness Experience Of The Park**
 - A. Entrances to the Park should emphasize the distinction between the urban milieu and the Park experience.
 - B. Informational signage consistent with the Park's Urban Wilderness Identity should be available at the entrances to the Park. There is no currently apparent need for entrance kiosks.

- 3. Existing Parking Should Be Managed And Maintained In An Environmentally Sound Manner and No New Parking Structures Should Be Introduced**
 - A. Existing parking lots should be resurfaced with environmentally responsible materials.
 - B. Existing parking lots should be appropriately striped and the striping maintained.
 - C. No apparent current need exists for any parking structures and if such parking structures did become necessary, they should be

located immediately outside the boundaries of the Park with an aggressive park and ride shuttle system available to transport Park users into and round the Park.

4. Movement Of Visitors Within The Park Should Be By Environmentally Responsible Shuttle Systems

- A. Any system introduced into the Park to move visitors around the Park should emphasize environmentally sound shuttle systems.
- B. No new recreational rides, such as railroads, aerial tramways or funiculars should be placed in the Park.

5. The Existing Road System Should Be Appropriately Managed And Maintained In A Manner That Supports The Urban Wilderness Identity

- A. The Crystal Springs Corridor should be managed and maintained in a manner that utilizes traffic calming measures and greenery in a manner that discourages speeding and commuters.
- B. With the exception of the loop road between the Old Zoo and Griffith Park Drive, the interior paved roads of the Park that are currently closed should be permanently closed and maintained in a manner that encourages usage by pedestrians, runners, equestrians and cyclists. Consideration should be given to bringing the Merry-Go-Round loop road connection up to standards necessary to provide a temporary alternate route for traffic within the Park when major special events preclude access to and from Griffith Park Drive.

6. The Existing Trails And Roads Utilized By Non-Motorized Vehicles and Pedestrians Must Be Managed And Maintained In A Manner That Preserves The Park's Urban Wilderness Identity.

- A. In consultation with the Park ecologist, the trails and roads must be preserved and managed for pedestrian safety without negatively impacting the Park's natural features.
- B. Before undertaking Park repairs and improvements, consider the impact on trail users' access, safety and tranquility.

- C. For user information and back-country safety, publish an accurate trail map coded to a discreet signage and mileage-marker system, obtainable at the Park Ranger Station.
- D. To promote a safe and positive experience, staff the Park with resident Park Rangers who are knowledgeable about the Park's trail system and focused on the security and quality-of-life issues that arise in a regional park.
- E. Enforce all safety rules and regulations, such as the City's ordinances banning wheels on trails, running of horses, smoking, and disturbing the peace.

7. Maintain And Manage The Park Trails, Roads, And Entrances In A Safe Manner For All Current Park Users.

- A. Maintain and manage closed mountain roads in a manner consistent with the needs of all current Park users. Continue to clear rockslides and fill potholes that occur after heavy rains and ensure that drivers of permitted vehicles, i.e. film location trucks and vans proceed with caution and abide by the speed limit.
- B. Replace maintenance practices for trails and roads that create hazardous surfaces, such as the deep, parallel lines cut with a harrow.
- C. The hazardous deterioration of the woodcrete fencing along bridle trails must be stopped and, wherever necessary, the woodcrete replaced and repaired and added to as appropriate.
- D. Rocks on bridle trails that present hazards for trail users should be regularly removed.
- E. The Zoo Drive Equestrian Staging Area should be officially designated as such an area and provided with an area for horse trailer parking, tie rails, and a small holding corral.
- F. Cooperate with the Citywide Rim of the Valley Trail Initiative and develop linkages that will connect Griffith Park's trails to others in the Valley and Basin.
- G. Build an equestrian bridge over the Los Angeles River

in Atwater Village as a replacement for the dirt crossing that will be lost as the river returns to a natural state.

- H. Establish “safe running routes” for runners that are looping or partially looping and have safe transitional easements at intersections as well as signage and mile markers to encourage the use of the routes.
- I. Provide protection for runners in bike lanes and carefully mark the bike lanes, particularly at intersections.
- J. Improve the drainage in the tunnel under the I-5 access road just North of the Autry so that it can be used without fear of standing water and other debris.
- K. Repeal the ban on 10K routes past the Zoo Parking lot to preserve major race events in Griffith Park and restore the importance they traditionally have held on the Park’s calendar.
- L. Preserve the grassy picnic area north of the Greek Theatre in Vermont Canyon as an assembly area for LAUSD high school cross-country running meets.
- M. On LAUSD cross-country meet days, arrange for Greek Theatre restrooms to be available to students before and after races.
- N. Bring Bikeway gates and transitions into conformity with Department of Transportation standards and improve the maintenance and weed suppression.
- O. Create a better exit and entry solution for cyclists at Victory Boulevard.
- P. Provide environmentally responsible bicycle racks in appropriate Park locations with maps available as to the Park’s approved bicycle routes.