

DATE January 7, 2004

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: APPROVAL OF BIKE PATH JOINT MAINTENANCE MEMORANDUM OF AGREEMENT BETWEEN RECREATION AND PARKS AND DEPARTMENT OF TRANSPORTATION

L. Barth*		B. Lukehart	_____
H. Fujita	_____	F. Mok	_____
J. Kolb	_____	G. Stigile	_____



 General Manager

Approved _____ Disapproved _____ Withdrawn _____

RECOMMENDATION:

That the Board:

- 1) Approve a Joint Maintenance Memorandum of Agreement (MOA), substantially in the form attached, between the Department of Recreation and Parks (Department) and Department of Transportation (DOT) for reimbursement of maintenance expense and equipment for six bike paths: Arroyo Bike Path, Ballona Creek Bike Path, Brown's Creek Bike Path, Harbor Regional Park Bike Path, Los Angeles River Bike Path, and Will Rogers State Beach Bike Path; and
- 2) Direct the Board Secretary to transmit the proposed MOA to the City Attorney for approval as to form; and
- 3) Authorize the General Manager to execute the MOA subsequent to necessary approvals.

SUMMARY:

In February 16, 1999, the Department entered into a Joint Maintenance agreement with DOT that gave the Department maintenance responsibilities for the Los Angeles River Bike Path Phase 1A project, a 3.5 mile bike path from Riverside Drive in Griffith Park to Los Feliz Boulevard. Certain personnel and equipment costs are paid by the Department and reimbursed by DOT through the State of California, Transportation Development Act Article 3 Funds. The Department was reimbursed \$104,557 for services provided in FY 2000 and \$95,893 for services provided in FY 2001.

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The Department proposes entering a new Joint Maintenance MOA, to supercede previous Bike Path agreements with DOT, for the maintenance of the recently completed LA River Bike Path Phase 1B, 1C, and 1D. The agreement also adds five other bike paths which are eligible for reimbursement from State funds and currently maintained by the Department based on informal maintenance agreements with DOT. Except for a portion of the Los Angeles River Bike Path, all paths are located on property not owned by Recreation and Parks.

The annual maintenance cost estimates and descriptions of each bike path are provided below. The maintenance costs vary due to frequency of cleaning, length of the path, and availability of large equipment to expedite the cleaning.

1. Arroyo Bike Path (2003-04 cost \$19,696) -- The path is approximately 2 miles long running north to south in the Arroyo Seco flood control channel from Avenue 64 to Montecito Heights Recreation Center. Maintenance of the path, blowing and sweeping of debris, will be provided three times a week.
2. Ballona Creek Bike Path (2003-04 cost \$13,264) -- The path is approximately 2.5 miles long extending from Lincoln Boulevard to Slauson Avenue. Maintenance of the path will be twice a week which includes a street sweeper, blowing, and sweeping.
3. Brown's Creek Bike Path (2003-04 cost \$35,888) -- The path is approximately 1.5 miles long extending from Independence Avenue near Rinaldi Street and travels along the Brown's Creek wash south-west to Lassen Street. Blowing and sweeping of debris will be provided twice a week.
4. Harbor Regional Park Bike Path (2003-04 cost \$9,063) -- The path is approximately ¼ mile long extending from the corner of Palos Verdes Drive N to Western. Blowing and sweeping of debris will be provided twice a week.
5. LA River Bike Path (2003-04 cost \$153,147) -- The bike path is approximately 4.6 miles long extending from Riverside Drive in Griffith Park through the Alex Baum Bridge and ending at Fletcher Drive. A Gardener Caretaker and Special Program Assistant will be assigned for to maintain the path for four hours a day, five days a week, and a motorized sweeper will clean the hardscape twice a week.
6. Will Rogers State Beach Bike Path (2003-04 cost \$33,988) -- The path is approximately 2.6 miles long extending from Temescal Canyon to Entrada Drive along Pacific Coast Highway. Blowing and sweeping of debris will be provided three times a week.

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Although DOT, using State funds, is able to reimburse RAP fully for these services, the city's hiring freeze may in some cases prevent assigning all staff as contemplated, because maintenance of Park property has priority. In that event, RAP will invoice for, and DOT will reimburse for, only actual costs of services performed.

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