

Glendale Garden River Bridge and LA/DWP LaBonge Headworks Project Update

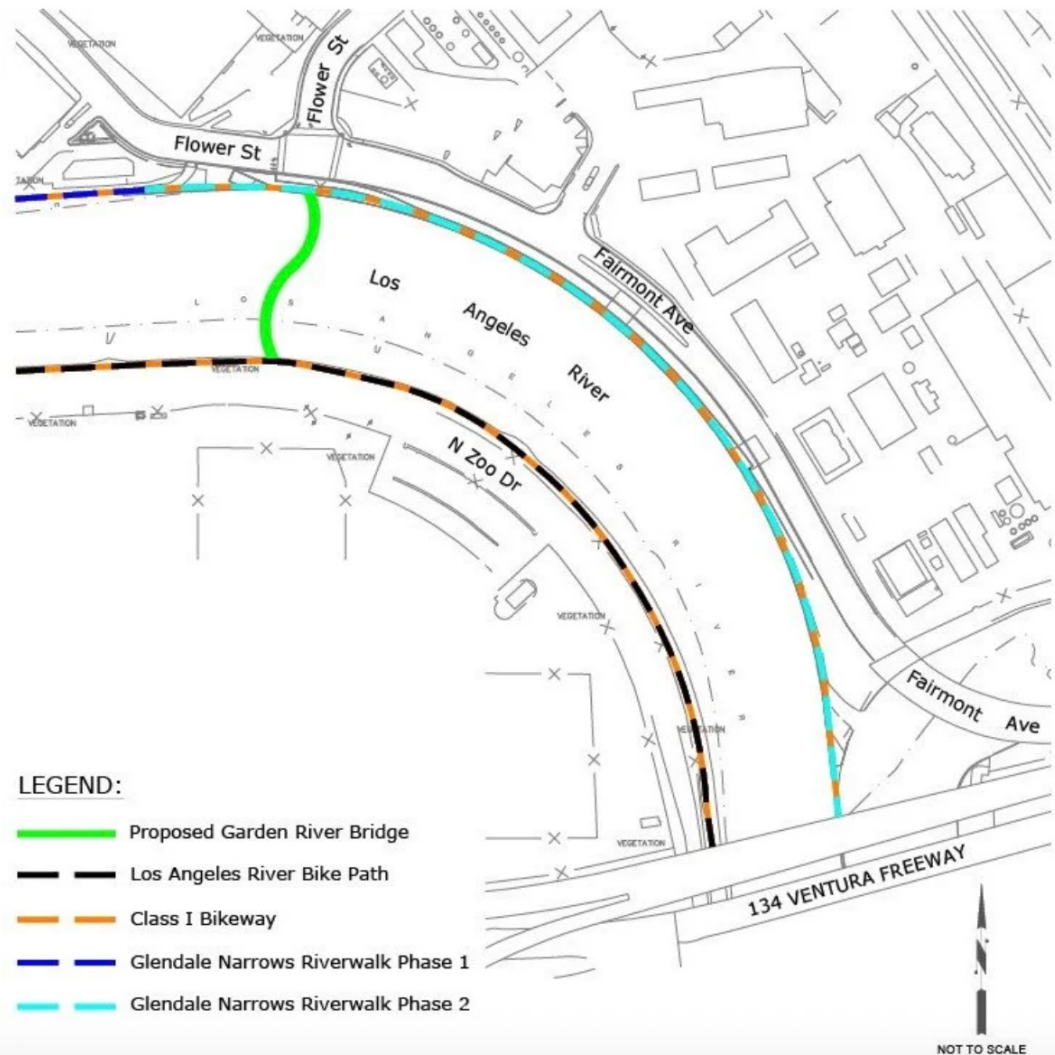
Glendale Garden River Bridge

History

2017 \$20 million was earmarked for the Glendale Narrows Riverwalk

2020-2021 additional funds granted for the project.

June 9, 2026, the Glendale City Council approved CEQA clearance to advance final design and permitting.





Source: OLIN canopy design, August 2023

GLENDAL-LOS ANGELES GARDEN RIVER BRIDGE PROJECT



Site Plan Render

Figure 4

Common Elements | Elementos Comunes

LA/DWP Labonge Headworks Project

- **Park Management By RAP**
Parque Administrado por RAP
- **Facility management by DWP**
Instalación Administrada por el Departamento de Agua y Energía (DWP)

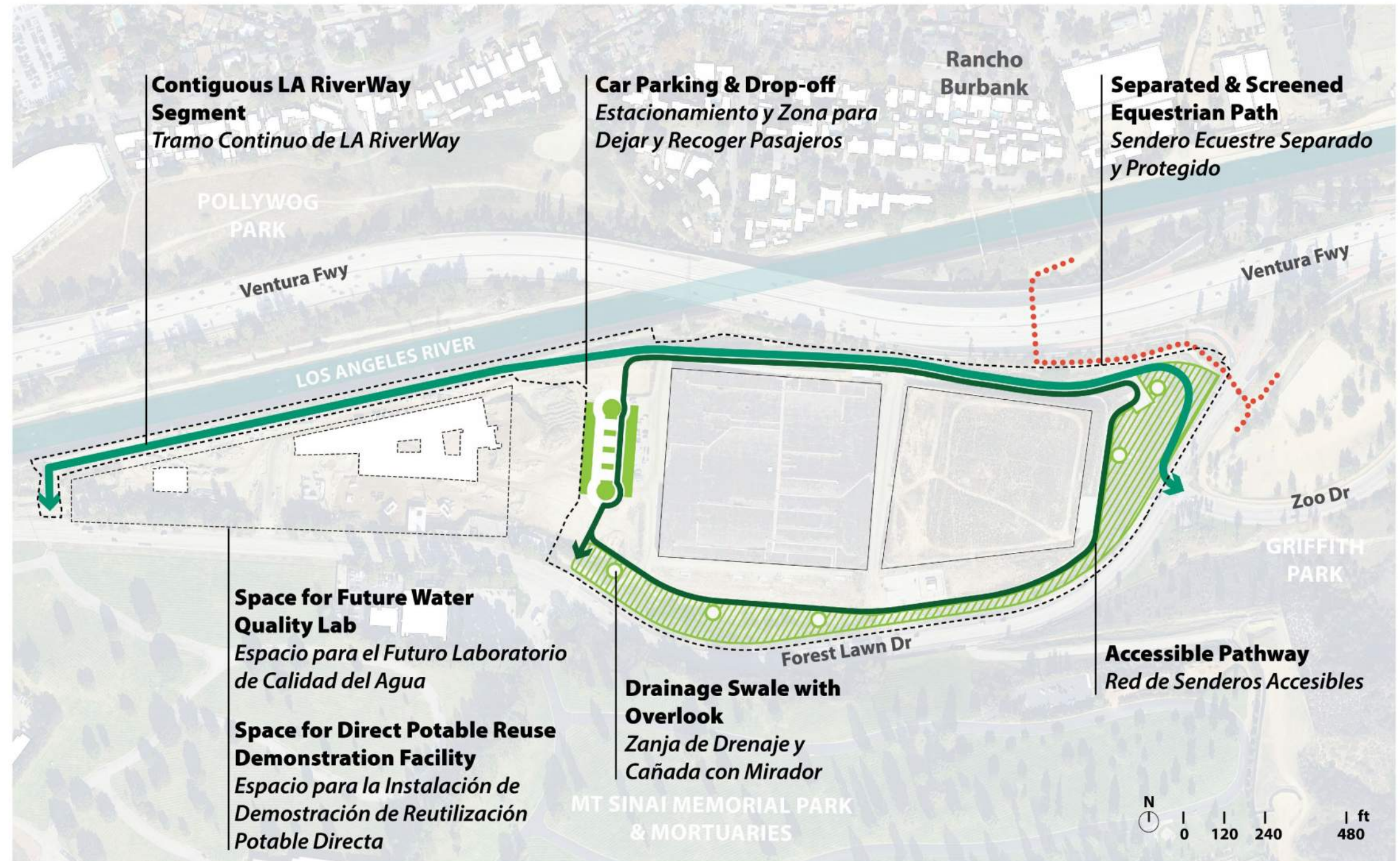
STATUS

CEQA Clearance is complete

Project is at 90-100% Design

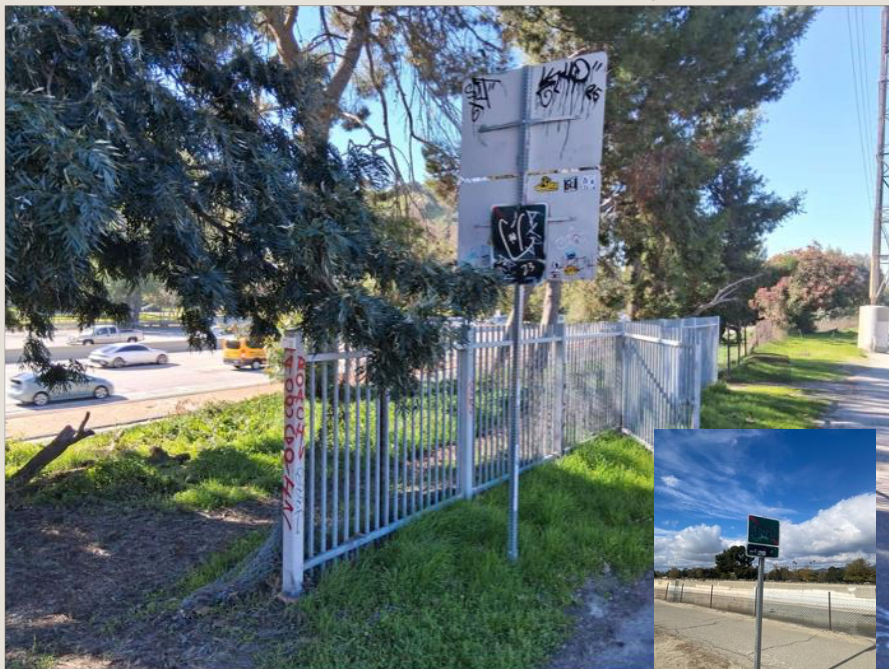
Community Meetings held in Summer 2026

Consistent with the 2017 LA River Valley Greenways Project Feasibility Study



What about Phase IV?

AND HERE IS THE REASON WHY THE BICYCLISTS ALWAYS SAY WHAT SIGN.....CAN'T SEE IT EITHER, GO TO THE NEXT PAGE.....



PHASE IV IS A DEAD END

It hits a "brick wall" where the 134 Freeway crosses over the top of the LA River. There is no long-term solution



Existing Phase III is not maintained

THIS IS WHERE IT SAYS NO BICYCLES ALLOWED AND LISTS THE MUNICIPAL CODE



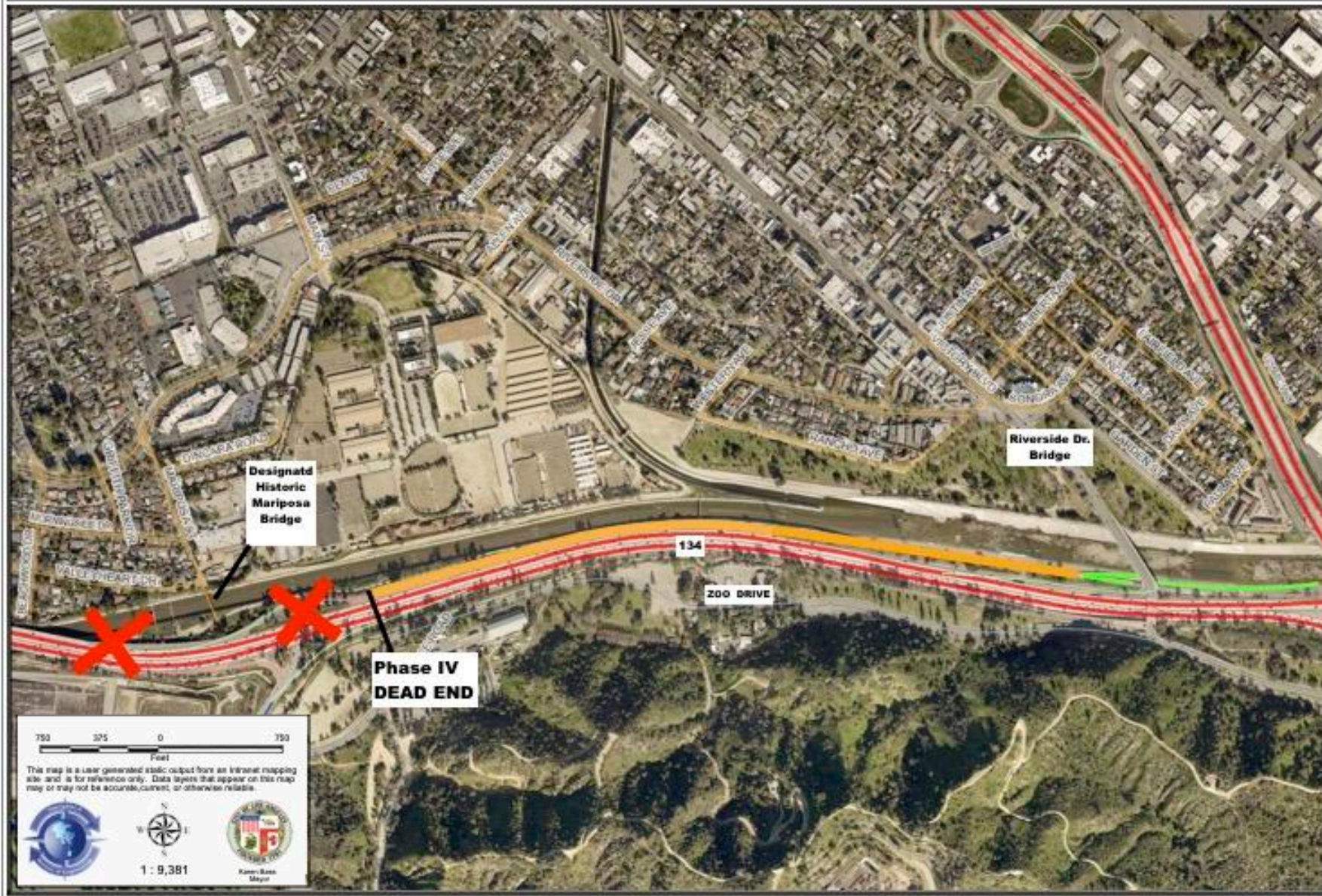
Gates open, lights demolished,
fences cut/stolen, signs
regularly vandalized



AND.....SEE THE NEXT PAGE.....

LA County Easements Confirm Phase IV Bike Path Area -- the Mariposa Basin - is for Equestrian and Pedestrian Only Use, supported by years of infrastructure.

Phase IV is a Bike Path to Nowhere



X 134 is brick wall

X Forest Lawn interchange is a Vision Zero nightmare

Bicycles on the Designated Historic Mariposa Equestrian Bridge are legally prohibited.

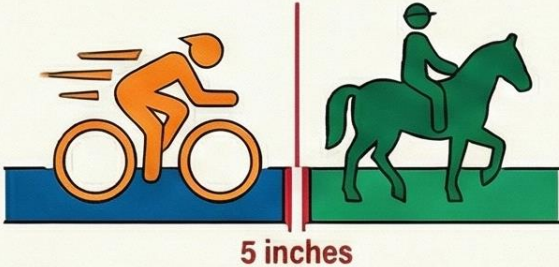
Bicycles in the Caltrans equestrian tunnels are legally prohibited.

Phase IV is a bike path to nowhere

The LA River Phase IV Bike Path: A Proposal Plagued by Risk

The proposed project introduces high-speed bicycle traffic into a sensitive, historically equestrian corridor, creating a “dead-end” design that ignores environmental hazards and significant financial deficits.

SAFETY AND DESIGN FLAWS



Dangerous Conflict of Interest

High-speed bicycle lanes are separated from sensitive equestrian trails by only five inches.



Encourages Illegal Trespass

Dead-end designs lead to out fences and bicyclists illegally using horse-only bridges.



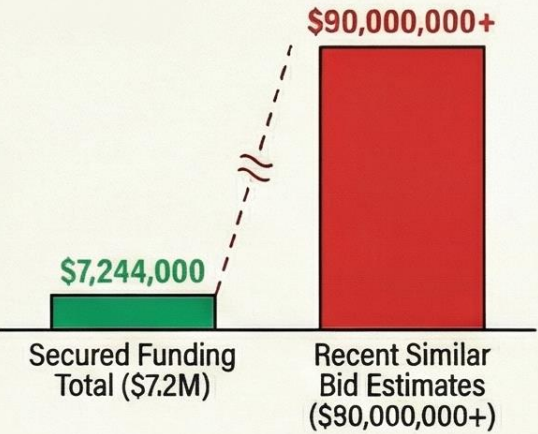
Threat to Historic Heritage

Modern, high-intensity use degrades the pastoral setting of the National Register-listed Mariposa Bridge.

FINANCIAL AND LOGISTICAL DEAD-ENDS

Unfunded \$4,156,000 Deficit

The city lacks 36% of required construction funds, excluding potential 2x cost overruns.



Infeasible Future Extension

The I-134 Freeway overpass provides inadequate clearance, making future connectivity cost-prohibitive.



Unmitigated Environmental Hazards

The project fails to address documented lead contamination (1,600 mg/kg) in shallow soils.



The Mariposa Alternative: Smarter Path to the LA River

City's Current Proposal
(Dead-End & Conflict)

Mariposa Proposed Fix
(Connected & Safe)



\$4.15M Shortfall



THE PATH FORWARD: A CRITICAL COMPARISON

Feature	❌ City's Current Proposal	✅ Mariposa Proposed Fix
Funding Status	📉 \$4.15M Shortfall	✅ Fully Funded (via reprogramming)
Connectivity	Ends in a dead-end	✅ Connects to Headworks & Valley Bikeway
Equestrian Impact	🐎 High conflict/ Vandalism risk	🐎 Preserves existing easements & safety

THE 3 COMPONENTS OF THE PROPOSED FIX



Terminus Security & Rerouting

Install vandal-proof fencing and padlocks while adding "sharrows" to the Riverside Drive Bridge.



Integrated Roadway Improvements

Accelerate planned bike lanes on Zoo Drive and Forest Lawn Drive via existing safety projects.



The Headworks Connection

Reconnect the path to the LA River through the planned Headworks Park site.

KEY BENEFITS OF THE ALTERNATIVE

Solves the "Insurmountable" Obstacle

Avoids the cost-prohibitive I-134 Bridge underpass which has insufficient clearance for a path.

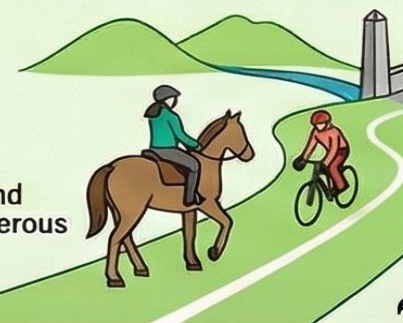


Eliminates the \$4.15M Funding Gap

Total project cost
\$7.244M (Secured Funding)
Reduces total construction cost within currently secured funding.

Preserves Equestrian Safety

Protects historic bridle paths and the Mariposa Bridge from dangerous horse-bicycle conflicts.



OUR PROPOSAL LEANS INTO EXISTING FUNDED BICYCLE PROJECTS FOR CONNECTIVITY & BIKE CIRCUITS IN THE PARK



1. Glendale Garden River Bridge for Bicycle/Pedestrian

2. Upgrade Riverside Drive at Zoo Drive

3. Upgrade Zoo Drive, Protected bike lanes Connect to Trash Can Hill/Forest Lawn Dr.

4. Upgrade Forest Lawn Dr.

5. Return bike path to LA River At LaBonge Headworks Water Complex

More connectivity & circuits = green

Existing Bike facilities = blue

BENEFITS

- Extends the LA River Bike Path Past the 134 Freeway River “brick wall”
- Connects and Makes Use of a Number of City Bike Projects
- Connects into Griffith Park Bike Riding Experiences
- Provides Bicycle Circuits, Loops and Choices – beginner to experienced
- Saves significant public funds
 - Maintenance overseen by other agencies like DWP, Recreation and Parks
 - Money can be reprogrammed
- Optimizes safety for horseback riding community while increasing networks and accessibility for the Bicycle community

NOTE: LA River Bikepath Phase IV, the City has Only Identified \$7.244 Million in Funding – Needs an Additional \$4.156M (May 15, 2025 Interdepartmental Memo to City Council from LADOT). In 2019, the City Agreement with Metro was approximately \$2 million).



Zoo Dr. at Riverside Bridge
bikepath 2026 Upgrade!

