

1. LA River Bike Path:

The LA Bureau of Engineering has proposed a design for the LA River and Valley Bikeway, a Measure M project. Segment 4 is proposed to be an on-street bikeway to connect the Sepulveda Orange Line Station to the existing River path between Sepulveda and Kester. The on-street portion could be constructed fairly cheaply (probably for a few hundred thousand dollars). This is important for bicyclists because, when Metro constructs the Orange Line improvements in a couple of years, there needs to be an alternative in place.

In terms of wording for a motion, I'd suggest the following:

"The Sherman Oaks Neighborhood Council supports immediate implementation of the on-street portions of Segment 4 of the LA River Valley Bikeway, to include:

1. Class IV protected bike lanes on Sepulveda Boulevard between the Orange Line Bike Path and Hatteras Street;
2. Traffic calming treatments on Hatteras Street between Sepulveda Boulevard and Noble Avenue, including mini-roundabouts at Columbus Avenue and Noble Avenue, speed humps, and other traffic-calming measures necessary to make the street safe and comfortable for bicyclists of all ages and abilities;
3. Traffic calming treatments on Noble Avenue between Hatteras Street and Valleyheart Drive, including mini-roundabouts, if technically feasible, at Clark Street and/or Weddington Street; signs and devices prohibiting through vehicular traffic at Burbank/Noble and Magnolia/Noble, speed humps, and other traffic-calming measures necessary to make the street safe and comfortable for bicyclists of all ages and abilities; and
4. RRFB or other traffic control device to allow bicyclists and pedestrians to safely cross Kester Avenue at the Los Angeles River, but which does not facilitate additional vehicular traffic on Valleyheart."

The RRFB is explained

at https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf

This request should go to CM Ryu, the LADOT District Engineer and Nur Malhis at BOE.

2. Sepulveda Boulevard Pedestrian Issues

There are two places where the east side of Sepulveda has a "frontage road:" between Camarillo and Moorpark; and between Clark and Weddington. Due to an absence of sidewalks, marked crosswalks and properly-placed stop signs, it is very hazardous to walk along these portions of Sepulveda Boulevard. I would appreciate support from the Sherman Oaks Neighborhood Council. At a minimum, all legal crosswalks should get high-visibility markings and concrete waiting areas (instead of making people stand in dirt). They need safety measures to deter people from rolling into the crosswalk--instead of coming to a full stop--before making right-hand turns. They also need other safety measures, but that should involve discussions with the engineers at LADOT. I don't have specific language for a motion other than to "Request Councilmember Ryu and LADOT to work with the community to develop and implement improvements at the intersections of Sepulveda and Moorpark, Camarillo, Weddington and Clark to ensure that pedestrians may safely make all legal crossings and have a paved place to wait to cross, and to deter vehicular movements that endanger pedestrians."