

MOTION

TRANSPORTATION


The intersection of Glendale Boulevard and Fletcher Drive is heavily used by Angelenos traveling between Atwater Village, Silver Lake, and other abutting neighborhoods. This intersection leads to a network of amenities, local businesses, connections to freeways, and community greenspace, such as the Silver Lake Reservoir. The current configuration of this intersection makes it confusing for drivers while being highly inaccessible to people who walk or bike to the neighborhoods that it connects.


Because of the geometry of this intersection and its lack of a south leg cross walk, people walking south on the west side of Glendale Boulevard have two undesirable and unsafe options: Walk on the shoulder on the west side of Glendale Boulevard in between fast-moving vehicle traffic and a steep hillside, or cross three busy roads to get to the east side of Glendale Boulevard. The intersection of Glendale Boulevard and Fletcher Drive is on the High Injury Network (HIN) of our City's most dangerous streets for traffic violence. The City should explore both a new sidewalk to eliminate pedestrian gaps, and in-roadway solutions to increase pedestrian and cycling safety.

I THEREFORE MOVE that the City Council instruct the Los Angeles Department of Transportation, with assistance from the Bureau of Engineering and any other relevant departments, to report back within 120 days with recommendations and cost estimates to:

- Add pedestrian connectivity on the west side of Glendale Boulevard from the end of the existing sidewalk at Fletcher Drive south to the existing sidewalk near 2505 Glendale Boulevard;
- Create and/or improve ADA accessibility across Glendale Boulevard at Fletcher Drive; and
- Reduce the number of pedestrian crossing legs and distances, and increase safety for active transportation users at Glendale Boulevard / Fletcher Drive intersection.

PRESENTED BY:


NITHYA RAMAN
Councilmember, 4th District


HUGO SOTO-MARTINEZ
Councilmember, 13th District

SECONDED BY:



ORIGINAL

SEP 27 2023

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