



Reseda Boulevard Complete Streets Project

Construction Kick-Off Presentation | Fall 2020

Project Partners

City of LA Department of Public Works

- Bureau of Engineering
- Bureau of Street Services (StreetsLA)
- Bureau of Street Lighting (LA Lights)
- Bureau of Sanitation

City of LA Department of Transportation

Council District 3 - Bob Blumenfield



Presentation Outline

1. Project History and Background
2. Design Overview
3. Construction





Project History and Background

Project Area

Parthenia St to Victory Bl - 2.9 miles

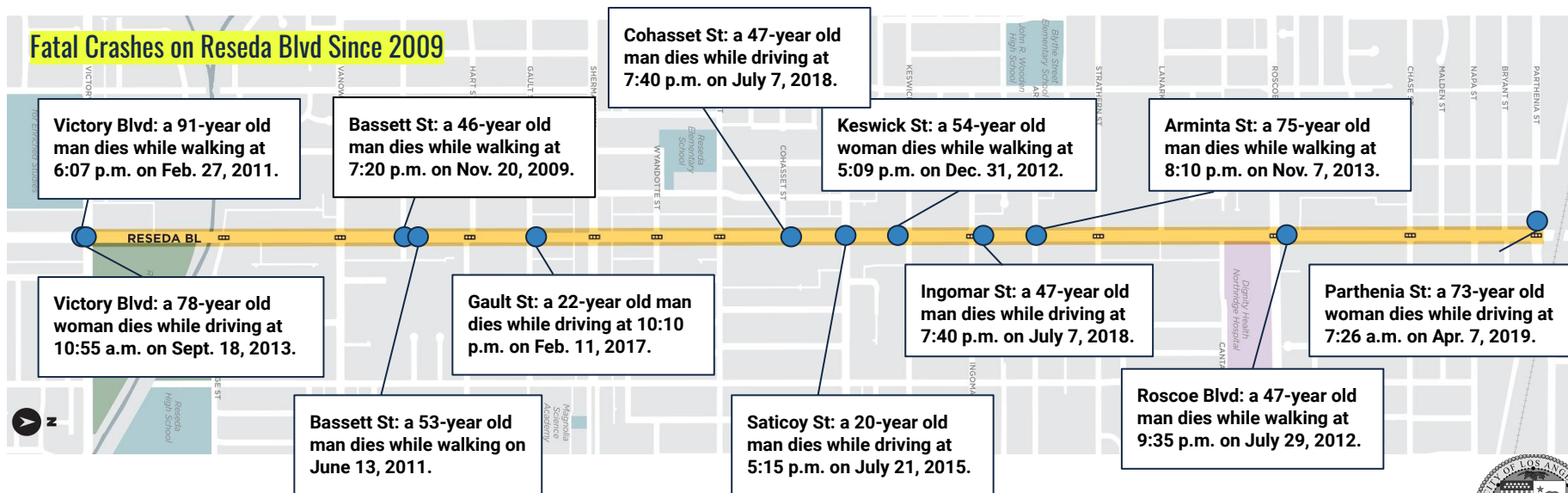


Safety Issues

High Injury Network Street

- **110 people** were killed or severely injured while traveling on Reseda (2009-2019)
- 41% of these people were **walking or riding a bike**

Fatal Crashes on Reseda Blvd Since 2009

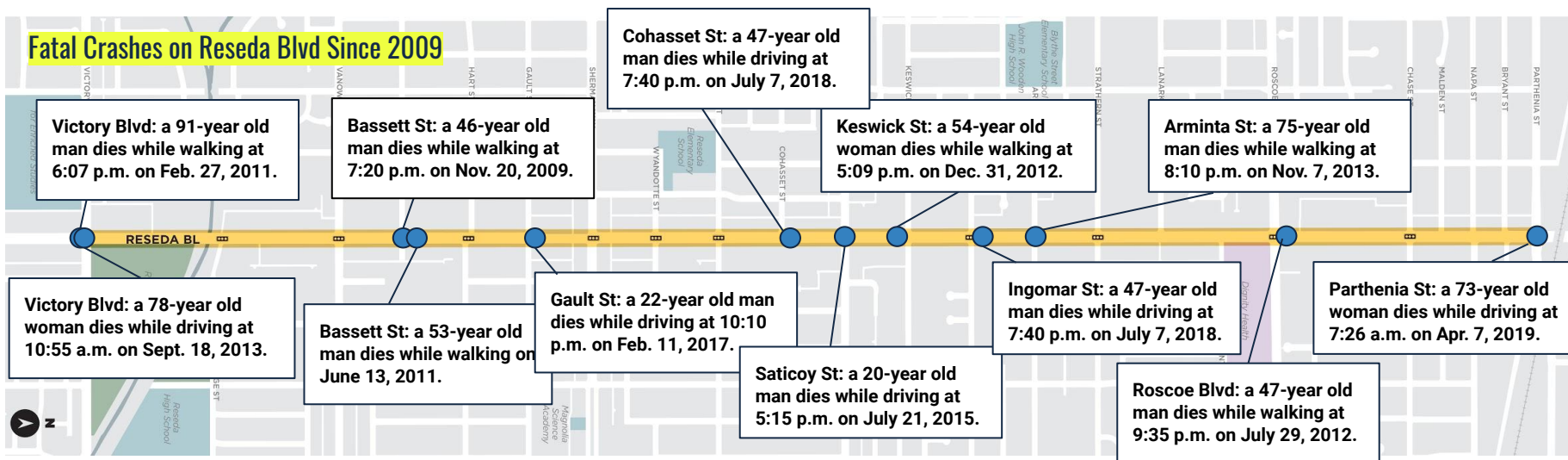


Safety Issues

High Injury Network Street

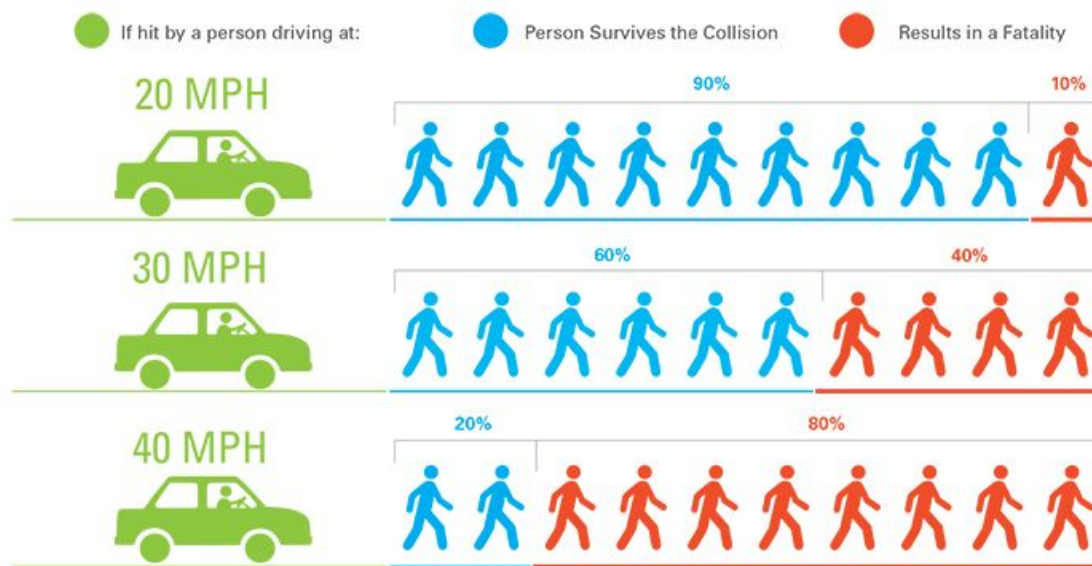
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Fatal Crashes on Reseda Blvd Since 2009



Safety Issues

The speed limit on Reseda is 35 MPH but people often drive faster.



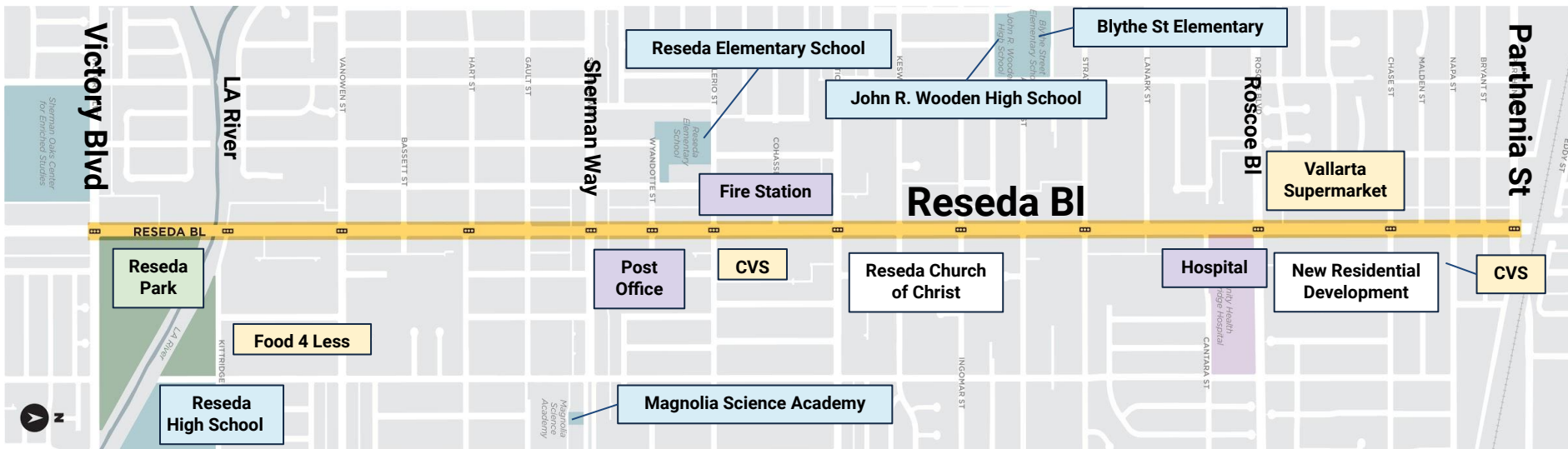
Pavement Conditions

Much of the pavement on Reseda Bl is severely damaged or uneven.



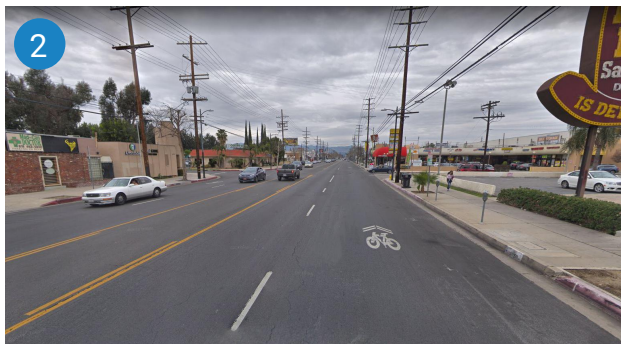
Project Area

Community Context



Project Area

Existing Street Configurations



1 Parthenia to Valerio (1.63 mi)
and Vanowen to Victory (0.5 mi)

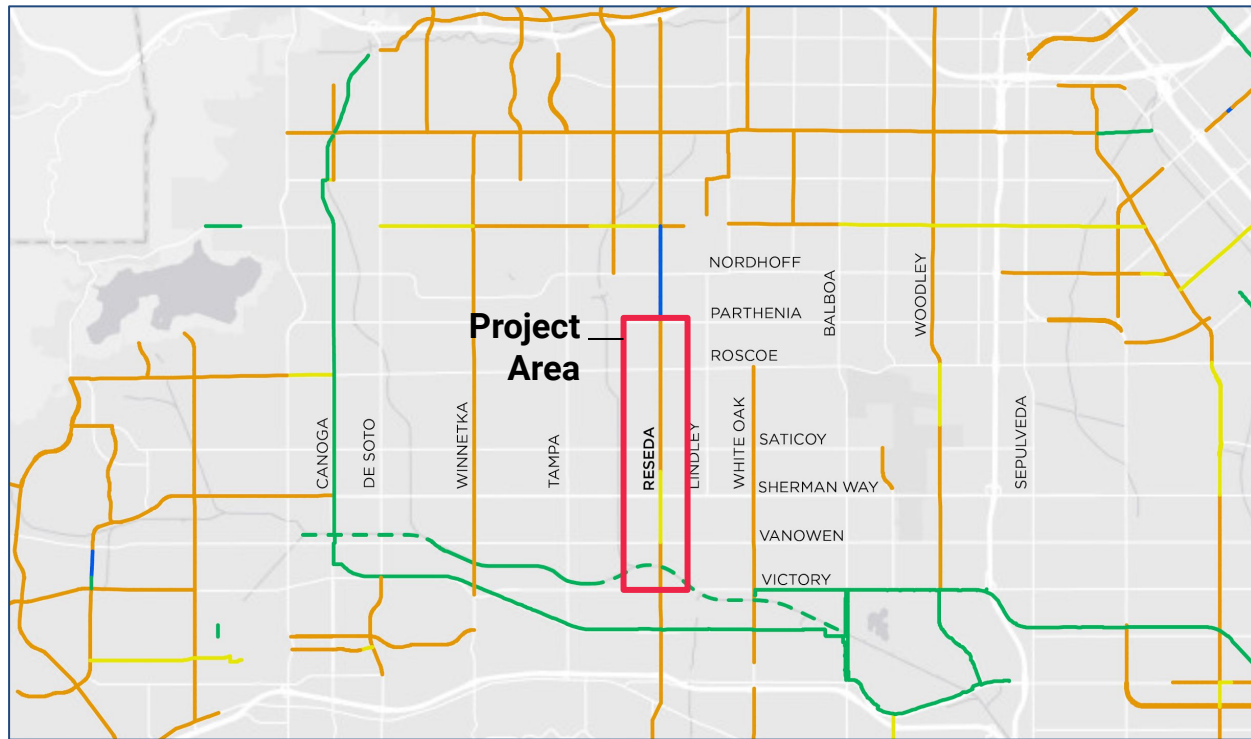


2 Valerio to Vanowen (0.74 mi)



Project Area

Reseda Bl and the Valley's Bicycle Network

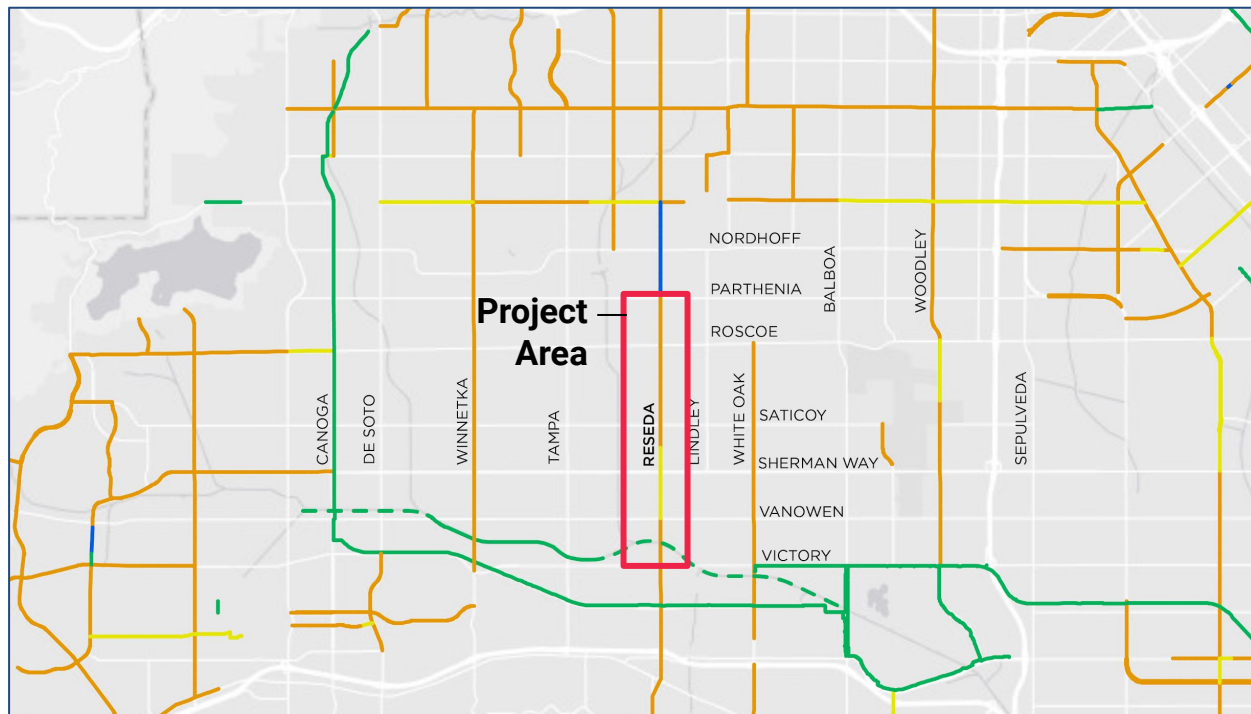


- Bike Route
- On-Street Bike Lane
- Protected Bike Lane
- Off-Street Bike Path
- Future LA River Bike Path



Project Area

Reseda Bl and the Valley's Bicycle Network

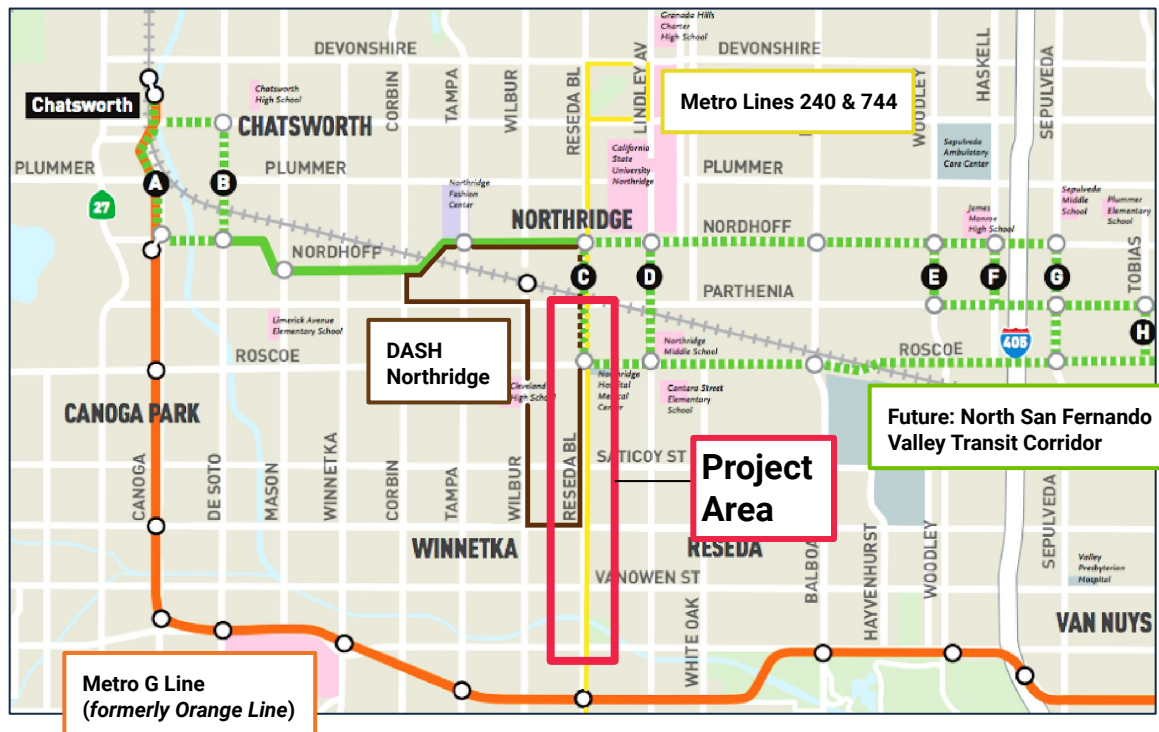


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Project Area

Reseda Blvd and the Valley's Transit Network



Reseda Blvd sees some of the highest bus ridership in the West Valley.

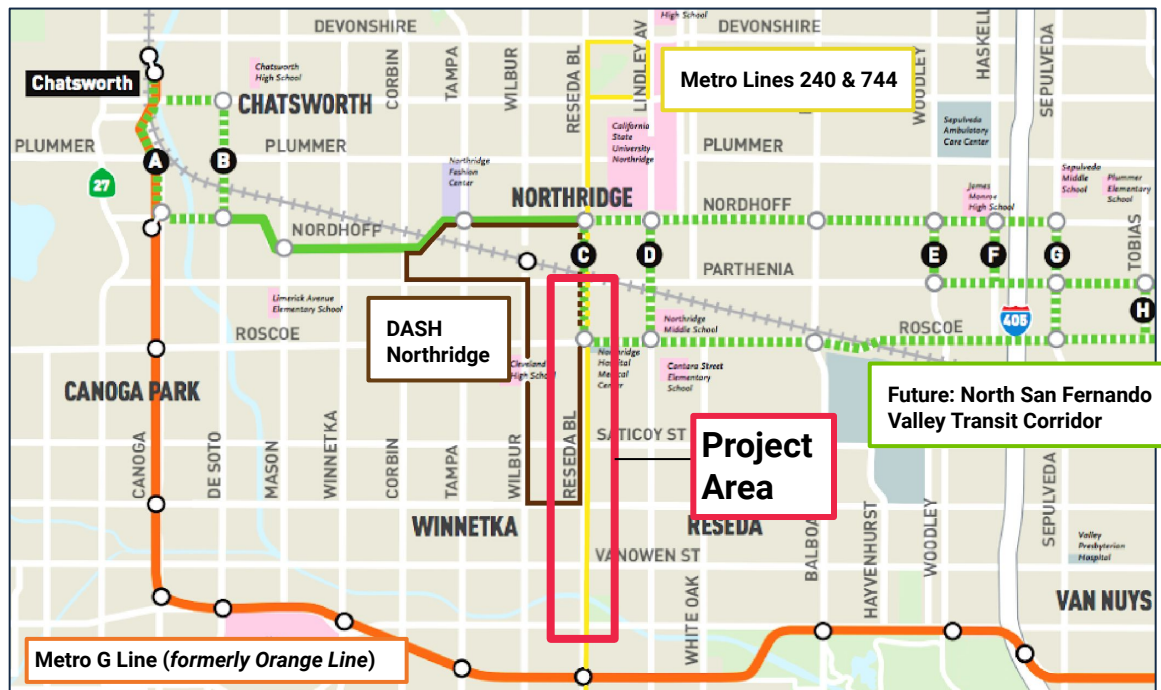
5,600 riders
per day on weekdays

5,000 riders
per day on weekends



Project Area

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Project Goals

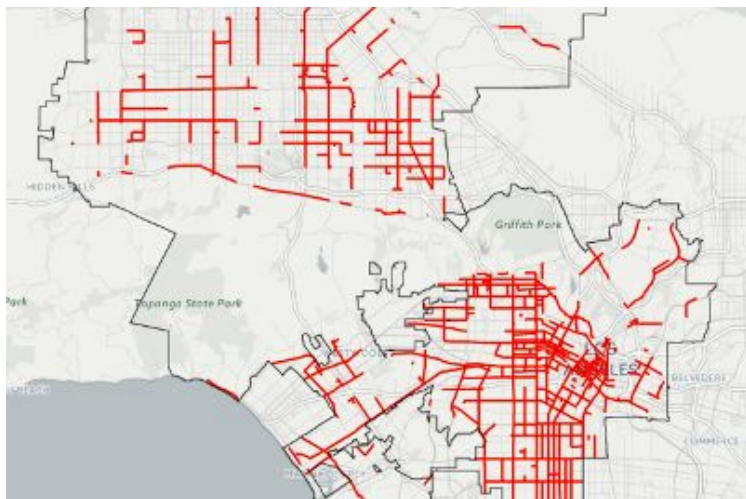
- Save lives
- Ensure accessibility for everyone
- Introduce sustainable “green” features
- Enhance commercial districts
- Improve speed and efficiency of buses



Timeline

2017

Reseda Blvd Identified as High-Injury
Network Priority Corridor



2018

Reseda Blvd Selected for the Complete
Streets Program



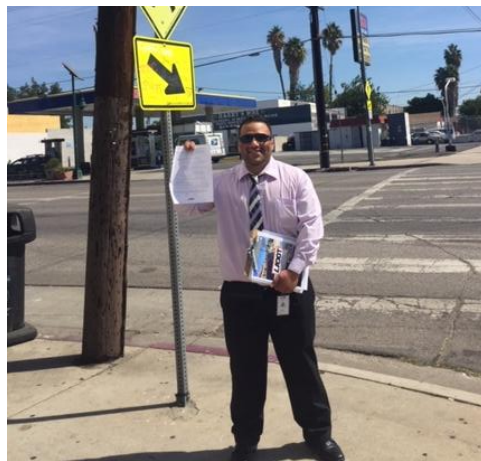
Timeline

JUNE 2018 - NOVEMBER 2018

Public Engagement



On-Street Engagement (Walk Audit + Surveys + Tabling)



Neighborhood Council Meetings



Open House





Project Elements

Sidewalks, Driveways, and Curb Ramps

- 107 ADA-compliant curb ramps
- Most severely damaged sidewalks and driveways will be replaced



Project Elements

Street Resurfacing

- 2.9 miles of new asphalt roadway
- New lane markings and high-visibility crosswalks



Project Elements

Bus Boarding Islands

- Separated bus and bicycle traffic increases safety and bus speeds
- 11 islands at 9 intersections



Project Elements

Protected Bicycle Lane

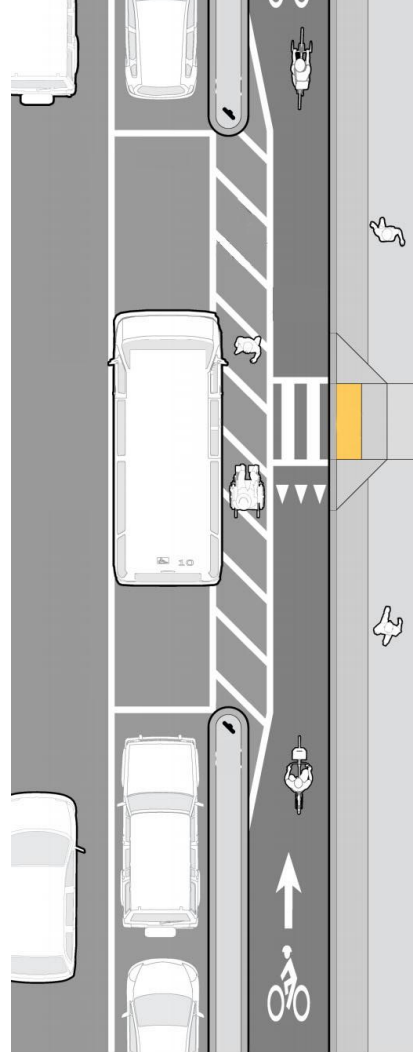
- Separated from cars by vertical bollards and concrete islands
- Reduces bike-vehicle crashes by 94%



Project Elements

Accessible Passenger Loading Zones

- Dedicated loading zones and new curb ramps provide access across bike lane
- 11 identified paratransit “hot spots” in front of residential and community facilities



Project Elements

Left Turn Arrows

- Reduce conflicts between people driving and walking
- Located at 8 intersections



Project Elements

Street Trees, Lighting and Bioswales

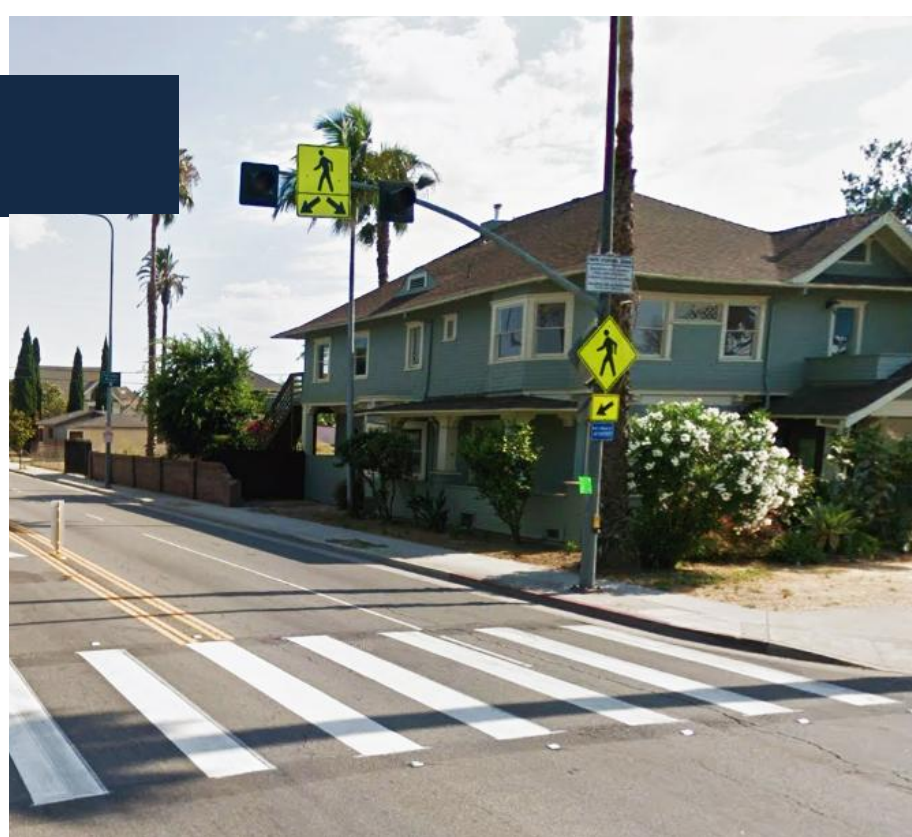
- Pedestrian-scaled security lighting at bus stops
- New shade trees throughout
- 13 planted bioswales for stormwater filtration



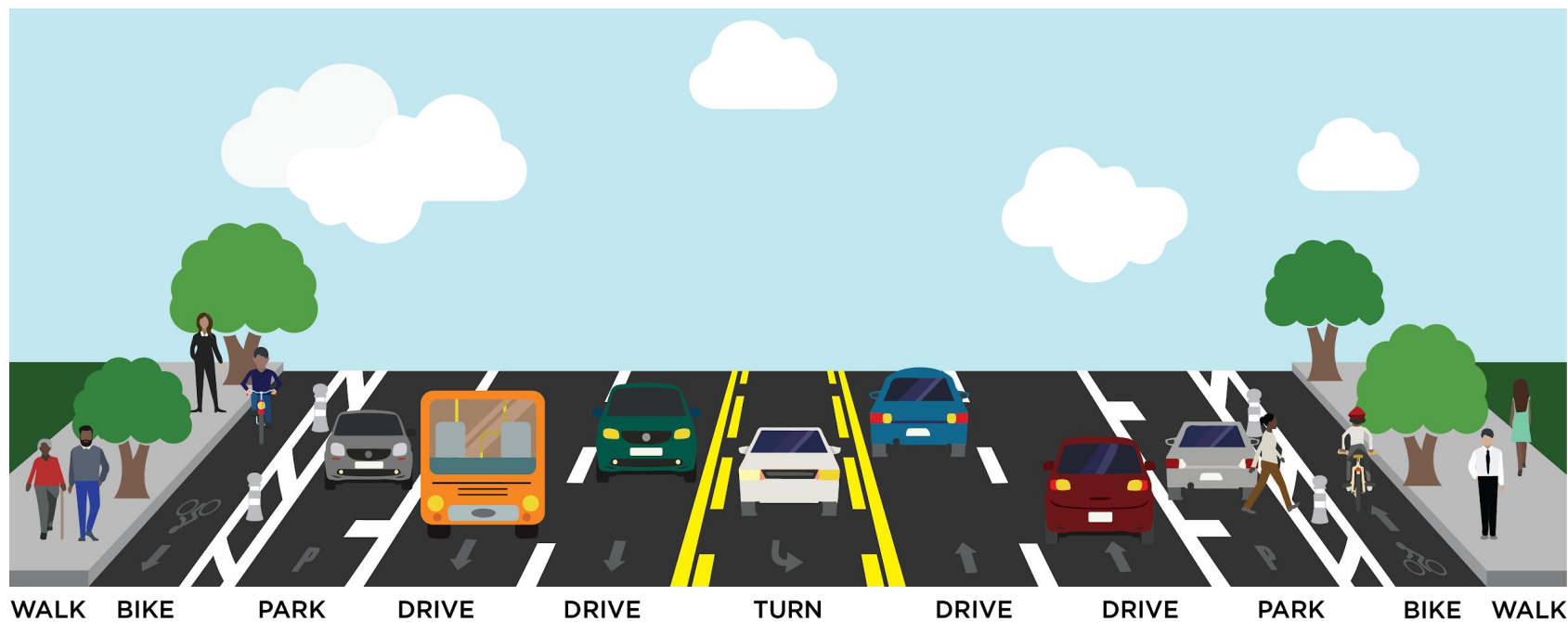
Project Elements

Crosswalk with Flashing Beacons

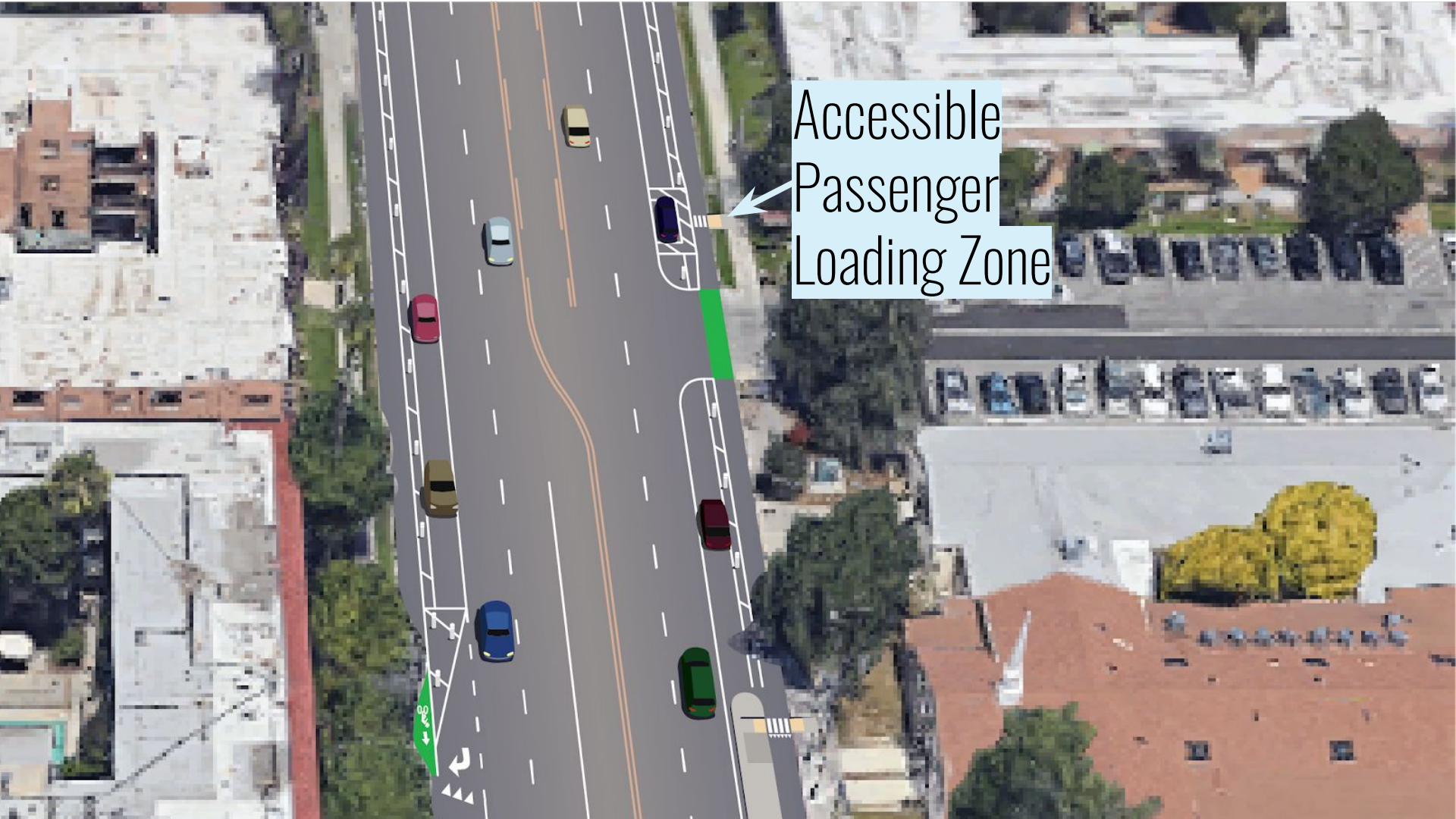
- Located at Napa St
- Push button activates warning for drivers when someone is crossing
- Includes concrete pedestrian island to improve safety and shorten crossing distance



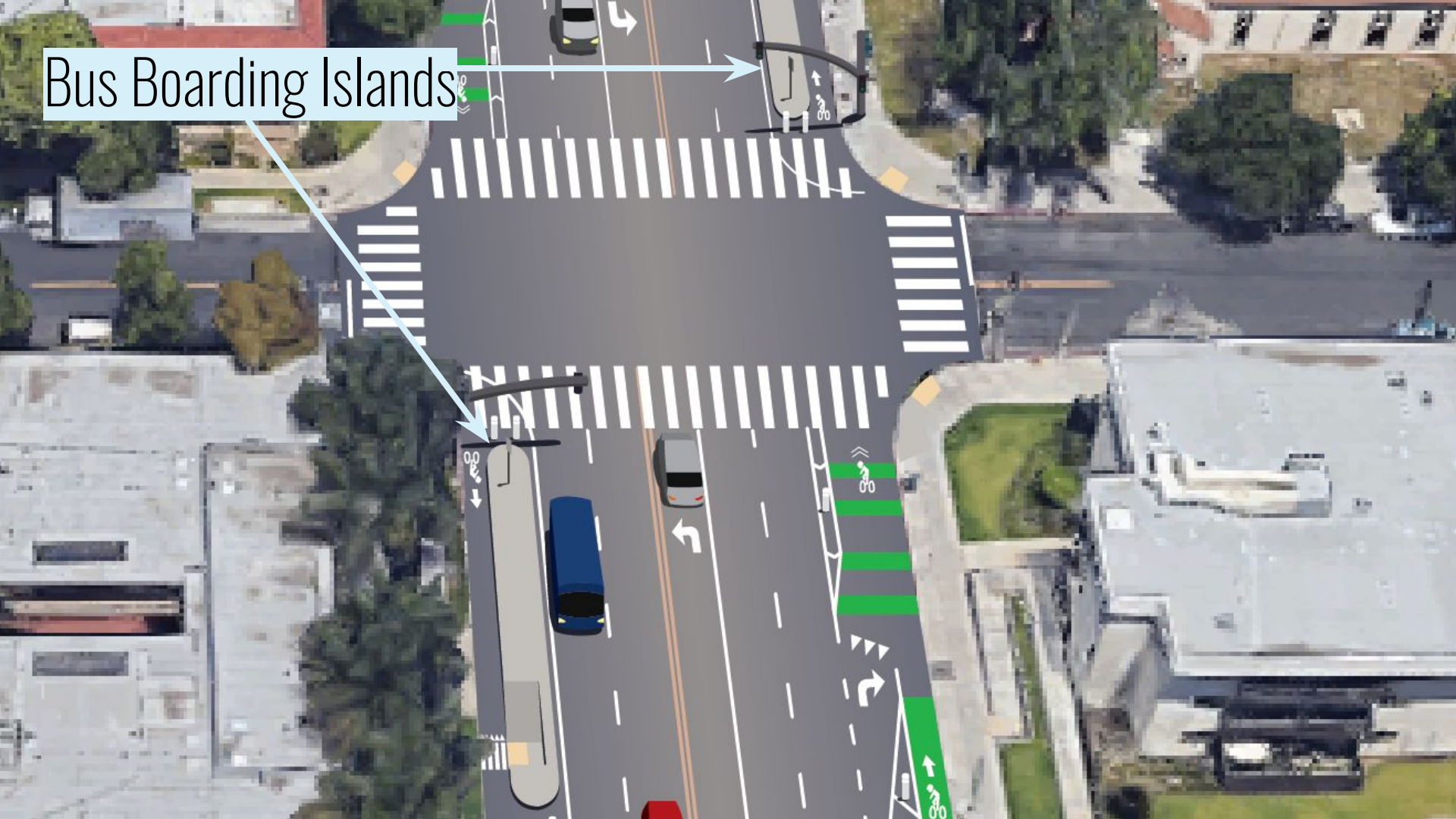
Future Street Configuration



Accessible
Passenger
Loading Zone



Bus Boarding Islands





This diagram illustrates a proposed protected bicycle lane on an existing urban street. The street is shown from an aerial perspective, with various vehicles (red, blue, green, and grey cars) positioned along its length. A white crosswalk is visible at the bottom of the frame. The proposed bicycle lane is highlighted with green markings, including a solid green buffer zone on the left side of the lane and a green-paved lane itself. White dashed lines separate the bicycle lane from the adjacent vehicle travel lanes. A light blue callout box with the text "Protected Bicycle Lane" has two arrows pointing to the green-paved lane and the green buffer zone. On the right side of the bicycle lane, there is a grey bollard and a black signpost with a white arrow pointing forward and a bicycle symbol. The surrounding area includes buildings, trees, and a parking lot filled with cars.

Protected
Bicycle Lane

Bus
Boarding
Island

Protected
Bicycle Lane



Changes to On-Street Parking

Parking Impact

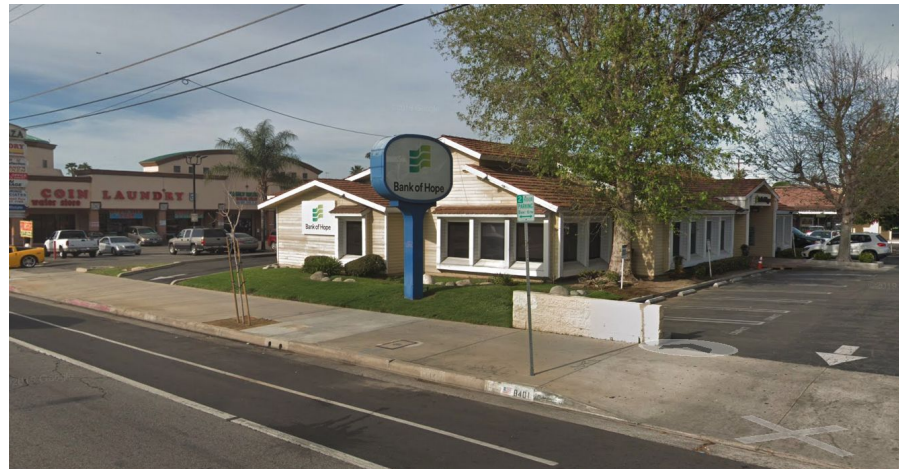
- Currently about 700 parking spaces
- About 240 spaces will be eliminated
- About 465 spaces will remain

Parking Is Under-used on Reseda Blvd

- A 2018 parking study showed that less than 50% of on-street spaces are occupied

Reasons for Parking Loss

- Need for increased visibility at driveways and intersections
- Narrower portions of the street



Changes to On-Street Parking

Parking Impact

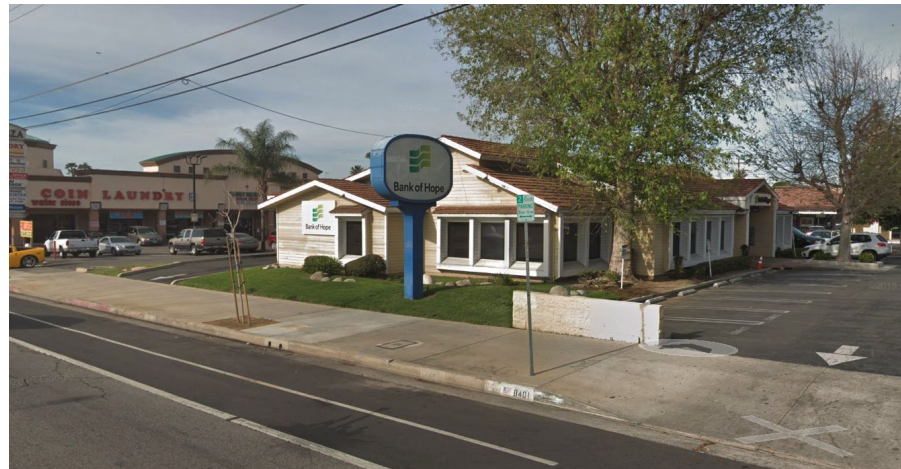
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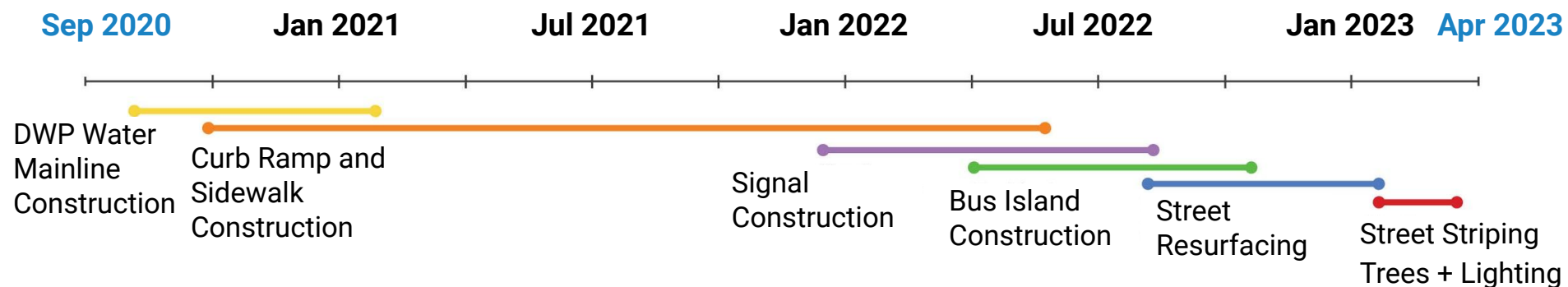
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Construction

Construction Timeline



NOTE: Construction schedule may change due to unforeseen field conditions and weather.



Construction Impacts

What to Expect

- Sidewalk Closures
- Temporary vehicle lane and bicycle lane closures
- Temporary impacts to driveway access
- Bus stop relocation
- Parking restrictions



Construction

Staying in Touch

- Construction notices
- Email newsletter
- Project hotline:

(213) 978-0333

Eng.Reseda@lacity.org

For more information, and to join the mailing list, visit:

ladotlivablestreets.org/projects/reseda

