

TRANSPORTATION COMMITTEE

February 25, 2026

CD 6

ITEM 7 AMENDMENT

CF 26-0086

Motion (Padilla – Blumenfield) relative to a comprehensive traffic study of the Woodman Corridor from Van Nuys Boulevard to Saticoy Street.

ADOPT the Motion, AS AMENDED, to replace the moving clause with the following instructions:

I THEREFORE MOVE that the Los Angeles Department of Transportation (LADOT) prioritize development of a focused Woodman Corridor Safety Action Plan centered on five high-risk intersections: Woodman Avenue at Terra Bella Street, Strathern Street, Nordhoff Street, Ventura Canyon Avenue, and Stagg Street.

I FURTHER MOVE that the Safety Action Plan clearly distinguishes between immediately feasible, near-term improvements that can be implemented using existing programs, maintenance activities, quick-build strategies, or interdepartmental coordination.

I FURTHER MOVE that the Bureau of Engineering, in coordination with the Bureau of Street Services, assess existing curb ramps, bus stop accessibility, and sidewalk infrastructure along the Woodman Avenue corridor to identify ADA-compliant improvements, including cost-effective, near-term approaches, and longer-term approaches requiring planning, design, or capital funding.

I FURTHER MOVE that Bureau of Street Lighting assess existing lighting conditions along the Woodman corridor and identify near-term lighting improvements that could be advanced within existing programs or maintenance activities, as well as longer-term lighting upgrades requiring additional coordination, design, or funding.

I FURTHER MOVE that the Los Angeles Police Department produce a detailed report on current and planned traffic enforcement efforts along the Woodman corridor, including collision trends, citation data, and recommended enforcement strategies that could complement engineering, design, and operational safety improvements.

I FURTHER MOVE that LADOT report back to Council within one year on both the status of the Action Plan efforts, and, with the assistance and aforementioned analysis from BOE, StreetsLA, BSL, and LAPD, a scope and cost estimate for a comprehensive improvement plan for the Woodman corridor that considers multimodal safety needs, community outreach, Measure HLA considerations, Metro transit data, interdepartmental coordination needs, and a phased implementation approach outlining near-term actions, longer-term capital improvements, and potential funding considerations.