



Community Impact Statement Regarding *LA Riverway San Fernando Valley Completion Project — Vanalden Ave. to Balboa Blvd. (Segments 1 and 2)* — Status Update to the Street and Transportation Projects Oversight Committee

The Reseda Neighborhood Council disapproves of the egregious delay of grade-separated crossings (underpasses) proposed for the Los Angeles River Bikeway at Wilbur Ave., Reseda Bl., Lindley Ave., Victory Bl., and White Oak St. by the Bureau of Engineering. This long-awaited project is years late with an increasingly inflated budget. Forcing bikeway users to make unnecessary roadway crossings to continue their journey puts our most vulnerable commuters at risk while slowing roadway traffic and potentially reducing on-street parking spaces.

This bike path is intended to connect three different parks and there is no guarantee that any user-activated pedestrian beacons replacing the underpasses will have *on-demand* crossing. Without them, pedestrians, cyclists, and local students of Reseda Charter High School will be incentivized to make uncontrolled crossings to avoid delays from intersecting traffic. There are also no guarantees ensuring these necessary underpasses will be sufficiently funded *and* promptly completed following the Olympics/Paralympics, as the BOE claims.

While we understand that construction of the underpasses may not be completed in time for the mega-events the bikeway was envisioned for, the proposed modifications are too unsafe, inefficient, and, frankly, unattractive to help transport large numbers of event attendees. These street crossings are especially dangerous and irresponsible at a time when Angelenos are more likely to suffer from a violent fatal traffic crash or collision, partly due to the BOE's roadway designs, than to die by homicide.

The Reseda Neighborhood Council wholly rejects the delay or removal of grade-separated crossings from the LA River Bikeway, and favors the construction of underpasses as part of the project's *initial* construction. Should the City Council ignore this advice and continue with the inferior modifications proposed by the Bureau of Engineering, we urge that (1) all at-grade (street) crossings receive proper crosswalks with *on-demand* user-activated crossing signals and (2) an investigation into the delays by the City Controller.

At the very minimum, BOE needs to incorporate an underpass for Reseda Blvd. Reseda Boulevard is on the high injury network and has a notorious reputation in our community for death and danger. It is our belief that the cost to the city settling an inevitable wrongful death lawsuit will outstrip the cost of one underpass.

This community impact statement was passed in a meeting held in accordance with the Brown Act on September 21, 2026 with a vote of 8 Yes, 0 No, 7 Absent, 2 Abstain, 0 Ineligible, 0 Recused.