



West Hills Neighborhood Council

July 9, 2020

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Let's build a community."*

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Honorable John Lee

Councilmember, District 12

200 N. Spring St., Room 405

Los Angeles, CA 90012

Re: Bicycle Lanes on Shoup Avenue

Dear Councilmember Lee:

At its regular board meeting on July 2, 2020, the West Hills Neighborhood Council approved the following resolution submitted by the WHNC's Streets & Transportation Committee. We would appreciate your office's assistance in implementing this request in the interests of stakeholders in West Hills.

WHEREAS bicycle lanes do not currently exist on Shoup Avenue, a busy street along the eastern boundary of West Hills; and

WHEREAS bicyclists avoid Shoup Avenue because of its high speed of traffic and its lack of a designated lane where they can ride safely; and

WHEREAS the city's Vision Zero initiative establishes an imperative to improve safety for bicyclists and others on the city's thoroughfares; and

WHEREAS Shoup Avenue is sufficiently wide to accommodate bicycle lanes due to the street's history as the location of a Red Car route heading down its center between Roscoe and Ventura Boulevards; and

WHEREAS implementation of bicycle lanes can be accomplished without reduction of existing parking along Shoup Avenue; and

WHEREAS it is a longstanding policy of the City of Los Angeles to encourage bicycling as an alternative to driving automobiles; and

WHEREAS the current COVID-19 crisis has led to a dramatic increase in bicycle sales and use throughout the United States, including the City of Los Angeles;

LET IT BE RESOLVED that the West Hills Neighborhood Council urges City Councilmember John Lee and his staff at Council District 12 to work with their counterparts at Council District 3 to implement bicycle lanes on Shoup Avenue between Roscoe and Ventura Boulevards.

ALSO, LET IT BE RESOLVED that the West Hills Neighborhood Council shall work with the Canoga Park and Woodland Hills Warner Center Neighborhood Councils and the office of City Councilmember Bob Blumenfield with the goal of implementing these bicycle lanes.

Thank you for your time and attention, we hope to hear from you soon

Respectfully,

Daniel J. Brin

Daniel J. Brin, President.

CC: City Councilmember Bob Blumenfield
Canoga Park Neighborhood Council
Woodland Hills Warner Center Neighborhood Council
Bicycle Advisory Committee, LADOT

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Thanks for sharing this letter and glad to see the WHNC is supportive of bike lanes on Shoup Avenue. I look a closer look at Shoup to see what it would take to fit bike lanes in and here is what I found:


From Ventura to Roscoe, most of Shoup has a width between 62 and 66 feet wide. South of Oxnard, parking is generally only allowed on one side of the street. For this segment south of Oxnard, we're a few feet short of being able to fit bike lanes in. We'd need a continuous width of at least 68 feet while retaining two lanes of traffic, a left turn lane where needed, and parking on one side of the street.

North of Oxnard, with the exception of a portion between Victory and just north of Vanowen, the street is roughly the same width, but parking is allowed on both sides. Here we are far short of the width necessary while keeping the status quo.

For that widest portion between Victory and just north of Vanowen, the street is 74 feet wide. This portion is also scheduled to be resurfaced soon so we are going to see if bike lanes are possible, but it is going to be very tight, if they can fit at all. With the speed limit of 40 miles per hour, there are concerns about squeezing the parking lane and bike lane too much. At minimum, we will reduce the interior lanes and paint a wide shoulder. This was done recently on Riverside Drive in Toluca Lake which is also 40 miles per hour and 74 feet wide.

If there was a desire to explore lane removal to fit bike lanes, I can get into more of the details about what that would entail and require. I did take a quick look at the volumes and pre-COVID, they are on the high side (1200+ in each direction during the peak hour). I am less familiar with parking demand in this area, if there was an appetite to remove parking but happy to discuss that further as well if you are interested.

The other issue is pavement quality. Even if/when/where we achieve the necessary width, the pavement must be certified to be in acceptable condition for bike lanes. This usually means that the street has to be resurfaced or slurry sealed before we can proceed. We may have an opportunity with the Victory to Vanowen segment because it is about to be resurfaced, but as mentioned above, it may not be possible due to the width, unless something is sacrificed.



Tim Frémaux
Senior Transportation Engineer
Valley and Western District Operations