PUBLIC WORKS

PUBLIC SAFETY

MOTION

The tragic vehicle collision committed by a driver severely under the influence of alcohol on November 10, 2026, near Lankershim Boulevard and Chandler Boulevard, adjacent to the North Hollywood Metro Station, resulted in the deaths of three women and injuries to multiple others. The incident highlights the vulnerability of pedestrians, street vendors, transit riders, and other members of the public in areas where sidewalks and pedestrian gathering spaces can become directly exposed to erratic driving behavior.

While improvements prioritizing pedestrian safety have been underway along the Lankershim Boulevard and adjacent corridors, including but not limited to the Chandler Protected Bikeway Project, which has established protected bike lanes on Lankershim Boulevard between Magnolia Boulevard and Chandler Boulevard (North), as well as on Chandler Boulevard between Vineland Avenue and Leghorn Avenue, additional measures are necessary to protect pedestrians from vehicles entering sidewalks and other pedestrian spaces.

Other jurisdictions have implemented enhanced physical barriers, including metal bollards, reinforced concrete barriers, retractable barriers, and planters to prevent unauthorized vehicle access to sidewalks, plazas, and other pedestrian areas. Examples include Metro's Regional Connector station plazas, Downtown Los Angeles' Third Street concrete barrier pilot, and the pedestrian-protection installations along Rodeo Drive in Beverly Hills.

The City should evaluate these approaches and establish the North Hollywood and Universal City Metro Stations as pilot locations for enhanced pedestrian protection, with the goal of developing effective, permanent solutions that can be implemented at other vulnerable locations throughout the City.

I THEREFORE MOVE that the City Council instruct the Bureau of Engineering (BOE) and the Los Angeles Department of Transportation (LADOT), with assistance from the LAPD Traffic Division and Los Angeles County Metropolitan Transportation Authority (Metro), to conduct an expedited assessment within 30 days of the North Hollywood B & G line station and the Universal City Metro Station and their surrounding sidewalks, streets, and pedestrian gathering areas to identify locations vulnerable to vehicle intrusion and opportunities for enhanced physical protection.

I FURTHER MOVE that the City Council instruct BOE and LADOT to develop a plan within 30 days establishing North Hollywood and Universal City Metro Stations as pilot locations for the installation of enhanced vehicle-protection barriers, including fixed or retractable steel bollards, reinforced concrete barriers, protective railings, reinforced decorative planters, or other effective vehicle-impact-resistant infrastructure. The assessment should consider station entrances, sidewalks, pedestrian gathering areas, and other areas where pedestrians are exposed to adjacent vehicle traffic, with the goal of preventing vehicles from accessing pedestrian spaces.

I FURTHER MOVE that the City Council request the Los Angeles Police Department (LAPD), in coordination with LADOT, to evaluate within 30 days the traffic conditions and enforcement needs surrounding both stations, including measures to address unsafe driving, speeding, and vehicles entering

NOV 13 2026

pedestrian areas including but not limited to additional signage and other appropriate traffic-calming measures to improve pedestrian safety and deter dangerous driving behaviors.

I FURTHER MOVE that the City Council instruct BOE and LADOT to assess other intersections and locations throughout the City on the High Injury Network, especially in corridors with levels of density and foot traffic like the NoHo Arts District, that would benefit from the types barriers identified in this motion.

I FURTHER MOVE the City Council instruct BOE and LADOT, with assistance from Metro, to report within 60 days on the recommended pilot program improvements, estimated costs, potential funding sources, and an expedited implementation timeline.

PRESENTED BY: _____
ADRIN NAZARIAN
Councilmember, 2nd District

SECONDED BY: _____

ORIGINAL