

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

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The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/24/2018

Type of NC Board Action: For

#### Impact Information

Date: 09/25/2018

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 11-2130-S4

Agenda Date:

Item Number:

Summary: Los Feliz Neighborhood Council Community Impact Statement Re: Council File: 11-2130-S4, Rowena Avenue / Waverly Drive / Angus Street / Council District Four / Cut-Through Traffic Mitigation-FOR-Members of the City Council and Los Angeles Department of Transportation (LADOT), the Los Feliz Neighborhood Council supports the review of the Kimley Horn ROWENA AVENUE, WAVERLY DRIVE, ANGUS STREET CUT-THROUGH TRAFFIC STUDY by the LADOT for feasibility and implementation. We also support the LADOT looking beyond the flawed options presented by Kimley Horn for Rowena Avenue, and believe the specific alternatives to Rowena Ave.'s current configuration offered by the report would have a deleterious impact on the Los Feliz community. Please see attached .pdf for full CIS.



## COMMUNITY IMPACT STATEMENT

Re: Council File: 11-2130-S4, Rowena Avenue / Waverly Drive / Angus Street / Council District Four / Cut-Through Traffic Mitigation

-FOR-

Members of the City Council and Los Angeles Department of Transportation (LADOT), the Los Feliz Neighborhood Council supports the review of the Kimley Horn ROWENA AVENUE, WAVERLY DRIVE, ANGUS STREET CUT-THROUGH TRAFFIC STUDY by the LADOT for feasibility and implementation. We also support the LADOT looking beyond the flawed options presented by Kimley Horn for Rowena Avenue, and believe the specific alternatives to Rowena Ave.'s current configuration offered by the report would have a deleterious impact on the Los Feliz community.

While the study predominantly comprises streets within the Silverlake Neighborhood Council district, the areas west of Hyperion are within the Los Feliz neighborhood, and traffic on Rowena Ave. as well as Waverly Dr. and Angus St. have a significant impact on Los Feliz stakeholders.

The Rowena Road Diet, which turned a former four-lane road into a two-lane road with bicycle lanes and a center turning lane, was initiated after a motorist struck and killed pedestrian Ashley Sandau. The Kimley Horn report notes that the road diet has been effective in reducing collisions and fatalities, consistent with other data collected, including through LADOT, which shows that the road diet is working for its primary purpose.

The study was prompted by anecdotal concerns from Silverlake residents, specifically those on Waverly Dr. and Angus St., regarding an increase in cut-through traffic. While the study fails to make any meaningful causal connection between cut-through traffic and the road diet, lacking any data to either provide a baseline of traffic on Waverly Dr. and Angus St. prior to implementation of the road diet, or any data distinguishing any anecdotal increase in cut-through traffic from a general increase in traffic associated with Los Angeles's growing population, the study does make several recommendations that are consistent with both established best practices



and Los Feliz stakeholder input.

We support the recommendations that the Griffith Park Boulevard and Hyperion Avenue intersection be improved with high visibility crosswalks, enhanced pedestrian ramps, and we support studying the feasibility of bulb-outs. We support studying improvements to the St. George Street and Rowena Ave. intersection, including separate right-turn lanes. We support the pedestrian-friendly options suggested for Angus St. and Waverly Dr., specifically the introduction of continuous sidewalks requested by residents. Even absent conclusive data, these improvements are likely to positively impact the Los Feliz community, as well as the Silverlake community.

We also strongly support the general improvement suggestions on Rowena Ave: pedestrian-scale lighting; bulb-outs where feasible; high visibility crosswalks where feasible; bike lane improvements including high-visibility green paint and continued striping.

We are concerned that three of the four options suggested for Rowena Ave. would directly contradict the purpose of the Rowena road diet by increasing car speeds, removing bike lanes and making collisions more likely in an area heavily trafficked by children, thus likely making more pedestrian deaths more likely, despite a failure to justify those options with any empirical data connecting them to the putative objectives of the study.

In a recent response to the Los Feliz Neighborhood Council, Councilman David Ryu said that even one additional road death would be unacceptable, and we urge the LADOT to reject as unfeasible options that would likely increase the risk to the Los Feliz community. Instead, we support the LADOT exploring further options that would follow Vision Zero and multimodal best practices, connecting the bike lanes to the larger transportation network. In the absence of forward-looking options that would extend the utility of transportation alternatives, we support the first option of maintaining the status quo with modest improvements.

September 24<sup>th</sup>, 2018  
Governing Board Special Meeting  
Item 7.B.ii

**APPROVED**

15 Yea 0 Nay 0 Abstain 0 Ineligible 0 Recusal 0