

## Communication from Public

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**Comments for Public Posting:** As a 30+ year resident and home owner who lives, drives and walks on Angus Street, I am well aware of the many issues, especially hazards for pedestrians, school kids and parked cars. Traffic traveling eastward during afternoon rush hour is a nuisance. (A more basic issue is that the street is in dire need of repair, from Griffith Park all the way to Lakewood Ave. Some of the neighbors claim that people speed on Angus. This is not my perception. It is virtually impossible to speed given the poor road condition, lack of maintenance and narrowness.) I am happy with the Rowena road diet, and have actually timed the travel between Hyperion and Fletcher when traffic was completely backed up to Hyperion. It takes a whopping 3 minutes. I am in favor of making Angus one way, as it would present only a minor inconvenience. However I would not impose this on residents without a more comprehensive polling of the neighborhood. Many people are not aware of the current plans. The section of Angus between Lakewood and West Silver Lake Drive should be one-way, whether or not traffic mitigation steps are implemented in the hill section of west Angus Street. Angus Street between Lakewood and West Silver Lake Drive is not wide enough for cars to pass coming from opposite directions in that block because parking on both sides of the street is allowed. And there is a very high street crack at one point which makes the north side of the street impassable for regular sedans. Making the Lakewood-West Silver Lake stretch of Angus one way going west would lessen the afternoon traffic pile up on both Lakewood (at the Glendale/Rowena light) and Angus Street at the Lakewood stop sign. It would break up the pass-through route and would inconvenience far fewer residents than the proposed alternative (one way between Moreno and Kenilworth) which would simply route more people through narrow residential side streets to avoid it. Of course, enforcement of any change to one-way is key, because the experience of people driving the wrong way on Tesla shows that signage is generally inadequate unless people are de-incentivized to ignore the signs.