



Richard Williams &lt;richard.williams@lacity.org&gt;

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

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Jennie Chamberlain &lt;jennie.chamberlain@post.harvard.edu&gt;

Tue, Sep 18, 2018 at 6:06 PM

To: councilmember.bonin@lacity.org, Clerk-ENSLA@lacity.org, David Ryu &lt;david.ryu@lacity.org&gt;, richard.williams@lacity.org

Cc: Andrew Lawrence &lt;keeprowenasafe@gmail.com&gt;

Hello,

I'm writing as an Angus homeowner whose family has regularly travelled along Rowena, Waverly and Angus in CD4 on foot, by bike and by car. CD4 is asking that LADOT report of "feasibility," and I find this woefully inadequate.

Foremost, the Kimley Horn study is unclear as to what "improvements" are being addressed by each option, and in particular by the suggestion of the reversal of various elements of the Rowena Road Diet. Many of the presented options change the Rowena Road Diet, and altering this proven safety countermeasure (of 2 bicycle lanes, 2 vehicle travel lanes, 1 center turn lane, and 2 parking lanes), threatens to decrease the safety of all road users, particularly vulnerable road users, including school children traveling to and from Ivanhoe and Camelot, as well as to Thomas Starr King Middle School and Marshall High School.

I'm further dismayed, that left out of Kimley Horn's study are an options completing the LA Bicycle Master Plan, including a Road Diet along Glendale between Rowena and Riverside, where a father of two was just tragically killed in the past few weeks. Further, this road should serve as an active transportation connection to the LA River path for Silver Lake, and leads directly to where the new pedestrian bridge south of the Hyperion Bridge is slated to go. A road diet here is a long neglected vital safety improvement, and much needed active transportation path, where currently even the one sidewalk is largely not passable due to significant hillside erosion and multiple utility poles. When the city chose to not put a sidewalk along the eastern side of the Hyperion Bridge, this path down Glendale was sold to the public as the alternative route people could take - a point made clear to Kimley Horn prior to them completing their study.

CD4 has maintained that this study is meant to improve safety - but how do these proposed changes to Rowena improve safety? If LADOT is being asked to weigh in on the feasibility of each proposal, it is imperative that LADOT also comments on the anticipated increase or decrease in safety from each of the KH proposals. It is not sufficient to approach each change as an ad hoc design, but rather to address the street(s) holistically, including whether or not safety is reduced by any of the changes.

Please amend this request to also include that LADOT reports not only on feasibility, but on what improvement (or worsening) LADOT expects to see for each of the options provided with regard to safety, including both expected increases or decreases in frequency as well as severity of collisions.

Sincerely,  
Jennie Chamberlain