

To Whom It May Concern:

As a Silver Lake resident, I can attest that prior to the "Rowena road diet," locals often referred to the dangerous arterial road running in front of Ivanhoe Elementary School as "Rowena Raceway." As far back as 2006 there are documented meeting minutes from the Silver Lake Neighborhood Council Urban Design Committee calling for an EIR for a Rowena "road diet." Following years of community discussion, outreach, and coverage in the press documented here, Councilmember Tom LaBonge formally requested via a council motion that LADOT study installing a road diet on Rowena. Yet, it was too late for 24 year-old Ashley Sandau - while the road diet was being studied she was killed crossing the street in front of two schools. The cars in three lanes stopped for her; the car in the fourth lane did not. The road diet that was installed ensures that the tragically foreseeable death of Ms. Sandau cannot occur again since the road diet alignment prevents it. Any other configuration listed under the Kimley-Horn "options" re-introduces the danger of a car in the "fast" lane swerving into the "slow" lane around a car that has stopped for a pedestrian - the exact manner in which Ms. Sandau was killed.

As most of you know, when a car crash is reported to the LAPD, the record of that crash is forwarded to a central database (SWITRS) maintained by the California Highway Patrol. FIVE independent reviews of the SAME data: LADOT, LAPD, independent data scientists, an independent transportation planner report, and the recent Kimley-Horn study all show the same result: the formerly dangerous road, where a young woman died crossing in front of two schools is "significantly safer than before." Based on the unanimous findings of five different sources reviewing the same data there can be no justification for adding another travel lane in front of two schools. Furthermore, you can view the Rowena Town Hall video where two out of every three Silver Lake residents that speak on the matter support the road diet (50 in favor, 25 opposed). The community does not want another lane.

I am writing to ask you to amend the motion submitted by CM David Ryu (11-2130-S4) to request that LADOT prioritize safety in their evaluation of the "Angus, Waverly, Rowena Cut Through Traffic Study" conducted by Kimley-Horn for CD4. There is no need to make a street with a proven safety record more dangerous in order to address the cut-through traffic on side streets. There is an array of options that can elevate the safety of Angus and Waverly without putting elementary school students at risk.

Sincerely,

Terence Heuston