

TRANSPORTATION COMMITTEE REPORT relative to the feasibility of implementing potential mitigations presented in Kimley-Horn's May 2018 Rowena Avenue Waverly Drive Angus Street Cut-Through Traffic Study Report.

Recommendations for Council action:

1. SUPPORT Kimley-Horn's Option 1 in the Rowena Avenue, Waverly Drive, Angus Street Cut-Through Traffic Study, which makes no change to roadway geometry on Rowena Avenue and recommends additional pedestrian safety measures to the corridor and surrounding area.
2. INSTRUCT the Los Angeles Department of Transportation (LADOT) to:
  - a. Work with the City Administrative Office to identify capital funds to implement the feasible capital improvement recommendations identified in the LADOT report dated April 10, 2019.
  - b. Assess the feasibility of making additional safety and traffic circulation enhancements to the project area, including but not limited to:
    - i. Upgrade the existing striped bike lane to accommodate a wider Class II buffered bike lane, or Class IV separated bikeway to provide additional safety to people bicycling.
    - ii. Extend the eastbound bike lane on Rowena Avenue to Hyperion Avenue.
    - iii. Consider alternative striping options to mitigate traffic congestion and confusion for eastbound drivers at Glendale Boulevard and Rowena Avenue.
3. INSTRUCT the Bureau of Street Lighting, with the assistance of the LADOT, to assess the feasibility and identify funding for the installation and/or upgrade of pedestrian scaled lighting on Rowena Avenue between Silver Lake Drive and Hyperion Avenue.

Fiscal Impact Statement: The LADOT reports that retaining the existing road configuration has no immediate fiscal impact. However, additional complementary measures such as constructing new sidewalks and curb extensions, enhancing striping, and adding turn restrictions, will have fiscal impacts ranging from approximately \$10,000 to \$2,748,000. Funding is not identified or readily available for all measures.

Community Impact Statement: None submitted.

## SUMMARY

In a report to Council dated April 10, 2019, LADOT discusses the feasibility of implementing potential mitigations presented in Kimley-Horn's May 2018 Rowena Avenue Waverly Drive Angus Street Cut-Through Traffic Study Report. The LADOT report evaluates mitigations based on their ability to ensure safety for pedestrians, cyclists, and motorists. In 2012, a driver fatally struck

a woman crossing the 2800 block of Rowena Avenue. Following this collision, Council District 4 directed LADOT to develop mitigation strategies to increase safety on Rowena. At the same time, the Department of Water and Power began construction along Rowena that temporarily reduced the corridor from two through lanes in each direction to one. Following community outreach and a robust analysis of conditions in the area, LADOT recommended a reconfiguration that maintained the lane reduction and added both bike facilities and a center left turn lane.

LADOT reports that some residents complained that travel time has increased on Rowena, and that this increased congestion has shifted commuter traffic to smaller local streets. In response, LADOT conducted analyses at various time points to assess collisions, speeds, and bypass traffic. Results showed a reduction in collision frequency and severity, and a reduction in speed, but also an increase in bypass traffic on the adjacent local streets. In 2017, Council District 4 commissioned a third-party study to analyze and examine conditions in the area. The Kimley-Horn report analyzes existing traffic conditions in the project area, identifies issues raised by the community, and proposes the following four options:

1. Retain existing lane reconfiguration with additional pedestrian improvements along Rowena
2. Remove bike lanes in both directions to accommodate a second eastbound travel lane
3. Remove parking and bike lane in the eastbound direction and replace with a lane with sharrows
4. Remove bike lanes and restrict street parking during peak AM/PM commute hours; convert parking zone to additional travel lane with sharrows in both directions during this time period

The LADOT report addresses each option and proposes additional measures that can improve safety such as turn restrictions, enhanced bikeway infrastructure, and more pedestrian upgrades. The Department supports Kimley-Horn Option 1 and recommends that Council instruct the Department to identify funds to implement capital improvement projects, and to assess the possibility of making additional safety and traffic circulation enhancements to the project area.

At its meeting held June 12, 2019, the Transportation Committee recommended that Council approve Recommendation Nos. 1 and 2 of the LADOT report. Committee further recommended that Council instruct LADOT to assess the feasibility of making additional safety and traffic circulation enhancements to the project area, as shown above, and instruct the Bureau of Street Lighting to assess the feasibility and identify funding for the installation and/or upgrade of pedestrian scaled lighting on Rowena Avenue between Silver Lake Drive and Hyperion Avenue.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



MEMBER    VOTE

BONIN:        YES

MARTINEZ: YES

KORETZ:    YES

jaw