



DAVID E. RYU
COUNCILMEMBER, FOURTH DISTRICT

May 16, 2019

Councilmember Mike Bonin
Chair, Transportation Committee
200 North Spring Street, Room 475
Los Angeles, CA 90012

Re: Council File 11-2130-S4

Dear Councilmember Bonin,

In 2013, following the tragic death of a young woman who was struck by a vehicle while attempting to cross Rowena Avenue, the road was reconfigured into two-lanes (one traffic lane in each direction) with a middle turning lane and dedicated bike lanes on both sides of the street. Since the reconfiguration, concerns have been raised about cut-through traffic, north and south of Rowena Avenue, particularly on Waverly Drive and Angus Street, and the increased potential for collisions with cyclists and pedestrians, including children walking to school, parents with strollers, and joggers.

As a result, my office commissioned an independent study to examine existing conditions in the area. Traffic engineers at Kimley-Horn and Associates engaged working groups comprised of Silver Lake residents and stakeholders to help inform the study, evaluated existing land use conditions, public infrastructure and transit options, traffic patterns, and mobility and connectivity in the project area. The report, entitled "Rowena Avenue, Waverly Drive, Angus Street Cut-Through Traffic Study", which has been attached to this council file, includes a number of options to reduce cut-through traffic and increase safety for pedestrians and cyclists in the project area.

The Department of Transportation (LADOT) was subsequently instructed to evaluate Kimley-Horn's study and report back on the feasibility of implementing the options presented. That report has been transmitted and is currently pending before the City Council's Transportation Committee.

When I was elected to represent the Fourth Council District, I made a commitment to govern collaboratively and seek out community input at every opportunity. In holding to that promise, my office along with LADOT and Kimley-Horn hosted an open house to gather additional feedback on the proposed options and released an online survey which generated nearly 300 responses.

I also made a commitment to approach the decision-making process in an objective, evidence-based manner, ensuring that any traffic or infrastructure related improvements made on Rowena Avenue or elsewhere in the District prioritize the safety of residents and are a direct response to the types of collisions that have occurred. Both Kimley-Horn's and LADOT's reports indicate a marked reduction in vehicle collisions as well as collisions involving people walking and bicycling since the implementation of the lane reduction on Rowena Avenue in 2013. Collisions caused by unsafe speeds decreased by 65 percent. Rear-end collisions decreased 55 percent. Sideswipe collisions decreased 50 percent. And the number of collisions involving people walking and bicycling has decreased 30 percent.

It's clear that Rowena Avenue is safer today than it was prior to the 2013 lane reconfiguration. However, significant safety concerns and infrastructure challenges remain, north and south of Rowena Avenue, particularly on Waverly Drive and Angus Street, where dangerous cut-through traffic conditions are an ever-growing problem. As such, I would like to present the following recommendations for the Committee's consideration:

- 1) APPROVE Recommendations 1 and 2 included in the Department of Transportation's report dated April 10, 2019, related to the Rowena Avenue, Waverly Drive, Angus street – Review of Potential Mitigations Presented in Kimley-Horn's May 2018 Report.
- 2) AMEND Recommendation 3 to read: INSTRUCT the Department of Transportation to assess the feasibility of making additional safety and traffic circulation enhancements to the project area, including but not limited to,
 - a) Upgrading 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.
 - b) Extending the eastbound bike lane on Rowena Avenue to Hyperion Avenue.
 - c) Consideration of alternative striping options to mitigate traffic congestion and confusion for eastbound drivers at Glendale Boulevard and Rowena Avenue.
- 3) ADD Recommendation 4 to read: INSTRUCT the Bureau of Street Lighting with the assistance of the Department of Transportation 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.

Thank you again for your time and attention to this matter and please feel free to reach out to my Director of Policy and Legislation, Justin Orenstein, if you have any further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "D. E. Ryu".

David E. Ryu
Councilmember, District Four