

**Silver Lake Neighborhood Council
Transportation and Neighborhood Safety Advisory Committee**

**Meeting Minutes (DRAFT)
June 13, 2019 6:30pm**

Ivanhoe Elementary School Auditorium
2828 Herkimer Street, Los Angeles, CA 90039

1. Welcoming Remarks 6:35pm

The meeting was called to order at 6:35pm

In Attendance: Paul Emmons
Taryn Poole
lanthe Zevos
Nora Goudsmit
Lena Najarian Kaderali
Rachel Fox – CD4 Field Deputy

Stakeholders as indicated on Sign-In Sheet: 22

Stakeholders introduced themselves. Roughly 90% self-identified identified as Angus Drive residents.

Paul gave a summary of the Transportation and Neighborhood Safety Committee's work.

2. General Public Comment on Non-Agenda Items: none

3. Election of Committee Co-Chairs

Nora nominated Paul. Lena seconded. Paul accepted the nomination. Paul was appointed Co-Chair **unanimously**.

Paul nominated Cameron Bard. Nora seconded. Paul indicated that Cameron was not in attendance tonight as he was traveling on business but had indicated that he would accept the nomination.

Paul spoke well of Cameron and stated that he'd met him during the campaign and has since come to know him better and that Cameron has always impressed him, conducted himself with integrity and Paul stated that he'd really like working on this Committee with Cameron.

Cameron was appointed Co-Chair **unanimously**.

4. Administrative Items

This item was postponed to the end of the meeting to allow stakeholders in attendance time to review the January 23, 2019 draft minutes.

5. Paul presented the background of transportation issues related to Rowena/Waverly/Angus and the current status of the recommendations made by Kimley-Horn in the "Rowena Avenue, Waverly Drive, Angus Street Cut-Through Traffic Study." Paul noted that Councilman Ryu had sent a letter of support to the LA City Council with respect to the Rowena Road Diet and maintaining the configuration and adding additional safety measures. The LA City Council's Transportation Committee met on June 12, 2019 and approved Ryu's recommendations. The motion will now go before the full LA City Council for a vote. The City Council likewise indicated that the Angus one-way stretch westbound between Kenilworth and Moreno was being considered along with the restricted turns from Griffith Park Blvd.

Paul indicated that LADOT would like to hear from stakeholders for consensus and that they would not seek a formal petition to effect these changes. Paul also mentioned recent successes by stakeholders on Earl Street (subsequent to the bus accident incident) in having turn restrictions implemented by LADOT in short order. Lastly, Paul mentioned that since April 30th, Los Angeles (City) and Waze had initiated a pilot program whereby Waze agreed to divert traffic from identified residential cut-through routes.

A stakeholder asked why this pilot was being conducted by other mapping apps. Paul stated this was an agreement with Waze only at this time and while Google Maps and Waze are related, they do not share traffic data.

6. The Committee discussed the proposed conversion of Angus to one-way westbound from Kenilworth to Moreno.

A stakeholder asked why we couldn't start with just turn restrictions rather than all at once with the one-way rather than incremental changes? Paul responded that studies show that people generally obey turn restrictions about 30% of the time, however, they are much more likely to obey one-way street designations as they fear driving into oncoming traffic.

Patty echoed Paul's sentiment and said that she was on the initial Rowena/Angus/Waverly workgroup and that enforcement is very difficult. Patty also mentioned that we presently only have one traffic patrol officer assigned to Silver Lake, down from the standard of two so enforcement of turn restrictions would be difficult.

A stakeholder asked if they wanted to do a petition, how many signatures they'd need. Scott Gamzon mentioned that LADOT would be the best source for the parameters but it would be a broader group of households than just those on Angus St. He has some prior experience from a few years ago when LADOT was first considering turn restrictions from Griffith Park.

Scott also noted that if/when the one-way is implemented, to make sure Waze and other maps are updated. Stakeholders may have to report directly to ensure maps are updated.

A stakeholder asked again why turn restrictions would not be effective without a one-way stretch for Angus when it was a success for Earl Street. Paul noted that Earl Street was a unique situation because adding turn restrictions did not displace the issue to other residential streets as it would from Griffith Park. LADOT is actively avoiding moving issues from one street to another.

A woman said that she has lived near the area her entire life and raised her two children (now adults who attended Marshall High School) in the area and does not support turn restrictions or one-way designations. She believes families should be mindful of rush hour traffic and not allow their children in the streets at that time if they have safety concerns. She further stated that those who support street modifications should be fined and provide remuneration to compensate those who may be impacted by displaced vehicles including those who live along Sunset Blvd.

It was echoed by multiple persons that children do not play in the streets but rather there are no continuous sidewalks on upper Angus. Taryn likewise mentioned that Angus is a tertiary road and not constructed (per the underpinnings) to accommodate the volume of traffic it has been experiencing.

It is unclear but from context provided, the woman who raised these concerns may be a Silver Lake resident or a resident of a neighboring community. Paul indicated that it is the SLNC's function to advocate for our community's safety concerns, while of course being cognizant of impact elsewhere which LADOT would assess, and that other NC's should likewise address similar concerns for their communities.

Taryn conducted a straw poll of those in attendance to identify whether the limited one-way proposal had support. **Of the 20 Angus residents present at the time, 14 actively support, none objected.**

Lower Angus residents (east of W. Silver Lake Blvd) raised concerns that the proposals do not address their heavy congestion concerns. Taryn noted that the afternoon congestion (eastbound heavy traffic) would be mitigated by the one-way proposal. Paul likewise noted that the morning issues (westbound

heavy traffic) would need to be separately analyzed for proposed solutions but unfortunately Lower Angus was not included in the Kimley-Horn study.

Paul likewise mentioned that the City needs to enforce the existing stop signs as drivers are not obeying them.

Lower Angus residents again noted the severity of safety issues – cars playing frogger, facing off, yelling at each other, etc.

Upper Angus residents echoed dangers of blind turns, large trucks and lack of continuous sidewalks for pedestrians.

Howard Peterson reiterated that the Kimley-Horn did not study Lower Angus at all, it was entirely out of the scope. Howard has studied and documented Silver Lake traffic issues extensively and supports the Rowena road diet as it's demonstrably safer (data driven support). Howard likewise supports the limited one-way and believes it will be very effective in mitigating cut-through. Howard did not that given the one-way implementation, turn-restrictions would likely be redundant and unnecessary.

Scott Gamzon likewise noted that one-way would be sufficient to address the eastbound traffic concerns and that the turn-restrictions would add unnecessary, distracting and excessive signage to Griffith Park Blvd. Instead, signs at Griffith Park Blvd indicated "Not a through street" with enforcement of one-way would be effective.

A stakeholder asked why we would advocate for changes on Angus before the Waze re-routing study is completed. It was noted that such studies and the changes recommended thereon could take years to implement, upwards of 5-10 years even.

Further discussion was had with respect to why changes were not being made incrementally. Paul stated that LADOT and LA City Council is focused on these issues now and it is advantageous to address while they are focused on these traffic concerns. Paul also indicated that turn restrictions and/or one-way traffic mitigants will be implemented as one-year pilot programs so they can be reverted if they don't work as intended. The pilot program status was well-received.

Taryn asked the meeting members if anyone opposed the one-way and if they could elaborate on why. One stakeholder responded that it may be inconvenient but the discussion that followed indicated that safety was a worthwhile tradeoff if the one-way works as intended.

Chris Hogan noted that he worked on getting the stop sign at Angus and Kenilworth years ago and at the time, Councilman LaBonge lamented that, "it'll work for a while but it won't have the lasting impact you expect."

Chris also stated that he had the unfortunate experience of being at Edendale on the night Ashely Sandau was struck by a vehicle and killed while her father watched. He supports the road diet and measures which serve to prevent such tragedies in the future.

Nonetheless, Chris stated that he has an 11 year old son and is appalled by the behavior of drivers stuck in traffic on upper Angus and what his son has seen and heard over the years.

Chris mentioned the possibility of making upper Angus one-way all the way to Griffith Park Blvd. Paul stated that was not feasible.

Nora Goudsmit spoke and reiterated that we can advocate for safety concerns incrementally. Nora stated that we hear the concerns from lower Angus residents, Waverly residents and further safety measures from upper Angus residents and that we can address those items as well. At this time, if the Committee tonight approves making a proposal to file a Community Impact Statement (CIS) to add to the Council File, she will work on the CIS and incorporate all that is relevant from tonight's conversation to the motion currently scheduled to go before the City Council.

Nora likewise noted the need for Hyperion traffic to be addressed as it is the root of much of our cut-through issues. Hyperion is difficult as it is shared by Los Feliz to the east but it is in dire need of safety measures as well.

Patty further noted that much of the traffic experienced in Silver Lake is not local traffic but rather crosstown commuter traffic traveling all the way from Beverly Hills to Glendale. This information can be tracked via GPS.

Paul also mentioned that a Hyperion/Glendale Bridge workgroup was just started and hopeful that concerns in that area will be addressed.

Lena picked up on Chris Hogan's question earlier regarding making upper Angus one-way all the way to Griffith Park and stated that was not being considered because it would actually encourage speeding if there were no threat of oncoming traffic which would serve to negate the desired safety benefit.

Lena also noted that the NC and Transportation Committee can serve to advocate for the needs of the community but that we are not as agile, given the need to agendaize and hold public meetings and votes before taking action, as the stakeholders themselves who can and should likewise advocate for and communicate their desires directly to our City Council Offices (in the case of Angus/Waverly/Rowena, Councilman Ryu at CD4) and write letters to attach to Council Files.

Angus stakeholders unanimously supported the one-way at the end of the discussion but posed questions as to how it would be enforced.

Scott mentioned again, "Not a through street signage" at various entry points and possible physical narrowing of the street using barriers. Taryn stated that she previously experienced the need for such barriers for enforcement in Toluca Lake.

Scott also mentioned the effectiveness of emails to Council offices, and letters to append to Council Files. Scott also mentioned that LADOT can be of assistance in setting parameters for petitions, if needed to show support, even informally.

Lena noted that petitions can be effective but should not be done instead of also sending emails. Councilman Ryu has previously noted that he does consider volume of support and individual emails will be effective in communicating needs.

Discussion 6A: Support for conversion of Angus St. to one-way only from Kenilworth to Moreno Paul Introduced. Taryn Seconded. **Passed with a single objection.**

Nora noted that left (from eastbound Waverly/Rokeby) and right turns (from westbound Waverly/Rokeby) are equally dangerous at this intersection and any analysis should take this into consideration holistically.

Discussion 6B: Traffic issues with turning left from Waverly Drive onto Glendale Boulevard. This motion was tabled pending further information related to adding a traffic light at that intersection. Paul will update at the next meeting.

Scott stated that while sidewalks on the eastside of Glendale Blvd. are not possible due to the Latitudes Development and that while there are sidewalks on the westside of the street of adequate width but they are impeded by signs in the sidewalk and hillside erosion, both of which need to be addressed.

Howard noted support for a traffic light at that intersection.

7. **Motion A:** Paul introduced. Lena seconded. **Motion passed unanimously** to present a CIS to the SLNC Board supporting the road diet on Rowena and calling for further safety measures [including those addressed on Councilman Ryu's letter and discussed with reference to Angus this evening]. (Council File #11-2130-S4)

Nora reiterated that she will draft the CIS for proposal and will present it to the Governing Board at the June 18th Special Meeting of the Governing Board.

Motion B: Paul introduced. Nora seconded. **Motion passed unanimously** to write a CIS to be added to the Council File for the State of CA Senate Bill SB127: https://www.calbike.org/calbike-complete-streets-victory/?fbclid=IwAR1AsVBqx0oqu_5fgBvnteYLTqatm-SZ1rkjTB_rjnGibrWkGNdE0SEx8s

Motion C: Paul introduced. Nora seconded. **Motion passed unanimously** to re-name this committee as "Transportation & Safety Committee"

A stakeholder and Greg Leskin clarified if "Safety" in this Committee name included items other than traffic/transportation. Paul confirmed that it does. Greg asked if emergency preparedness could be added to a future agenda. Paul said yes.

Revisited Item 4A: Minutes from January 23rd were adopted unanimously after Paul motioned and Nora seconded.

8. Old Business: no additional items were noted

9. Announcements: no items were noted

10. The following motions will be placed on the next meeting agenda:

- Emergency Preparedness
- Lower Angus traffic concerns
- Waverly/Rokeby/Glendale traffic light status
- Traffic lights confusing at westbound Glendale to [road-dieted] Rowena (lights indicate two westbound arrows/lanes into one westbound lane)
- Discuss advocating for continuous sidewalks on upper Angus

11. Meeting was adjourned at 8:35pm

Submitted by Paul Emmons
Co-chair