



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 23-1058

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org

Mon, May 27, 2024 at 9:47 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Silver Lake

Name: Kevin Rutkowski

Email: Kevin.rutkowski.slnc@gmail.com

The Board approved this CIS by a vote of: Yea(19) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/01/2024

Type of NC Board Action: For

Impact Information

Date: 05/27/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-1058

City Planning Number:

Agenda Date: 11/08/2023

Item Number:

Summary: The Silver Lake Neighborhood Council is pleased that the City Council has taken up the issue of necessary safety improvements at the Glendale Blvd/Fletcher Dr intersection. This Council File, opened in September 2023, is the direct result of diligent research and advocacy from Board Member Marsian De Lellis of the Silver Lake Neighborhood Council, who first provided public comment in 2020 and then presented on this issue to the SLNC in March 2022 and shepherded the passage of a letter to our Councilmembers and the General Manager of the LADOT in August 2022. Attached here is that letter, which is a reminder to all stakeholders that change can be effected through the Neighborhood Council system. The SLNC also wants to express its desire that the original recommendations made by De Lellis are

addressed in full in the forthcoming report. It would be a shame, for instance, should the end result only be a single sidewalk improvement. This is a critical opportunity to improve safety and mobility at one of our city's most dangerous intersections, and we trust the Council will not miss it. Sincerely, Silver Lake Neighborhood Council % Kevin Rutkowski, Secretary

Ref:MSG10418744



8 Fletcher Letter.pdf

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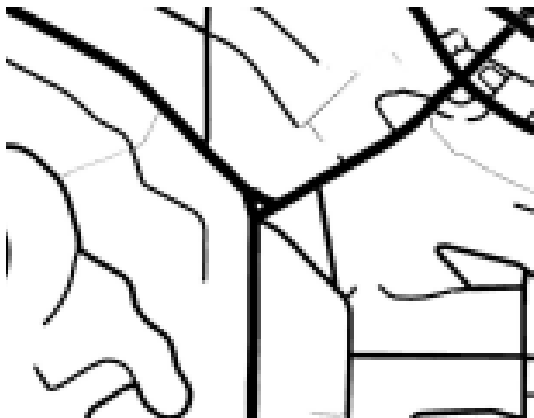
Kevin Rutowski

August 3, 2022

TO: Council Member Mitch O'Farrell, Council District 13, Council Member Nithya Raman, Council District 4, and General Manager Seleta Reynolds, Los Angeles Department of Transportation

RE: The City must fix a dangerous intersection: Critical mobility improvements at Glendale Boulevard, Silver Ridge Avenue, and Fletcher Drive

Dear Council Members Mitch O'Farrell, Raman,
and General Manager Reynolds:



The intersection of Fletcher Drive, Glendale Boulevard, and Silver Ridge Avenue ("**The Intersection**") is in need of safety improvements to protect pedestrians and cyclists, provide efficiency for buses and automobiles, and increase access to businesses and civic institutions.

Access Point:

This Intersection is a critical access point to the Los Angeles River Bikeway, the Silver Lake Meadow, Dog Park, and the Recreation Center. It is also an important access point to the Silver Lake Branch Library (which serves our democracy as a polling dropbox). The Intersection is used by children as a route to Silver Lake schools (Ivanhoe Elementary, Marshall High, Camelot). The Intersection connects residents to local businesses including Silver Ridge Plaza (home to Starbucks, CVS Pharmacy, and Whole Foods 365). The Intersection is frequently used by the Fire Department and Metro buses (96, 92, and 182).

The Intersection is not friendly for pedestrians, cyclists, vehicles, or businesses. Frequently gridlocked, The Intersection is an eyesore on a neighborhood that prides itself on urban design. The Intersection is a safety hazard to all. Fletcher alone has been singled out as part of the High Injury Network (HIN), which represents 6% of Los Angeles streets that account for 70% of deaths and severe injuries for pedestrians. This area is in need of attention. We must reimagine The Intersection and take action. According to the [The Transportation Injury Mapping System \(TIMS\)](#), crash data from the last recorded decade (2011 - 2021), there were (277) injuries around The Intersection. This included 1 death, 25 injured cyclists, and 20 injured pedestrians. In the last recorded five year period (2016-2021) there were 156 injuries around The Intersection. Injuries around The Intersection are trending in the wrong direction.

We have identified the following trouble areas and highlighted urgent problems:

1. The Intersection, itself:

Gridlock: The Intersection is often gridlocked.

Visual Obstructions: At The Intersection, where cars turn right from Fletcher onto Glendale, there is a utility pole. The utility pole obstructs drivers' views of pedestrians who are crossing Fletcher.

Pedestrian Risk: Fletcher is the only pedestrian route from Glendale Blvd to Silver Ridge Plaza on its north side.

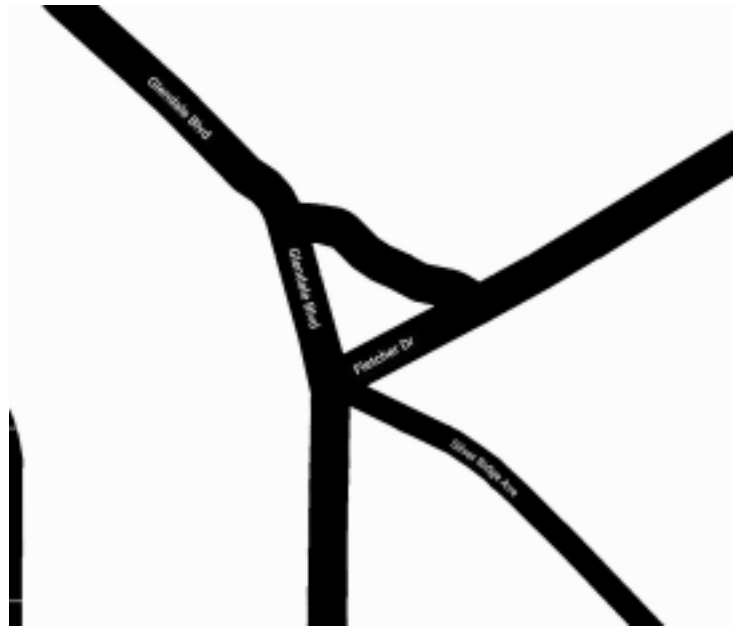
Pedestrians have reported brushes with vehicles, which do not yield when they are crossing, especially during rush hour.

Pedestrian Inefficiency: In order to get from Glendale Blvd to the Silver Ridge Plaza, a pedestrian must hit 3 “beg buttons” to cross three streets. It can take up to six minutes to cross these streets after waiting for the appropriate traffic signals. The crosswalk system is not at all pedestrian-friendly.

Risk to cyclists: There are no bike lanes at The Intersection. Left turns for cyclists are particularly precarious at The Intersection.

Overcrowded Street Parking: The current configuration incentivises driving. Driving to Silver Ridge Plaza adds traffic to an already gridlocked intersection. Driving adds more cars to chaotic parking lots that are inaccessible to pedestrians and cyclists.

Injuries: Cyclists make up 54.4% of injuries in The Intersection. According to [TIMS](#), collision data from the last recorded decade (2011 - 2021), there were 11 injuries directly in The Intersection, 6 of which involved bicyclists, and 1 of which involved a pedestrian. From 2016-2021 there were 6 injuries reported directly in The Intersection. This represents an uptick in injuries the last 5 years.



2. South of Intersection:

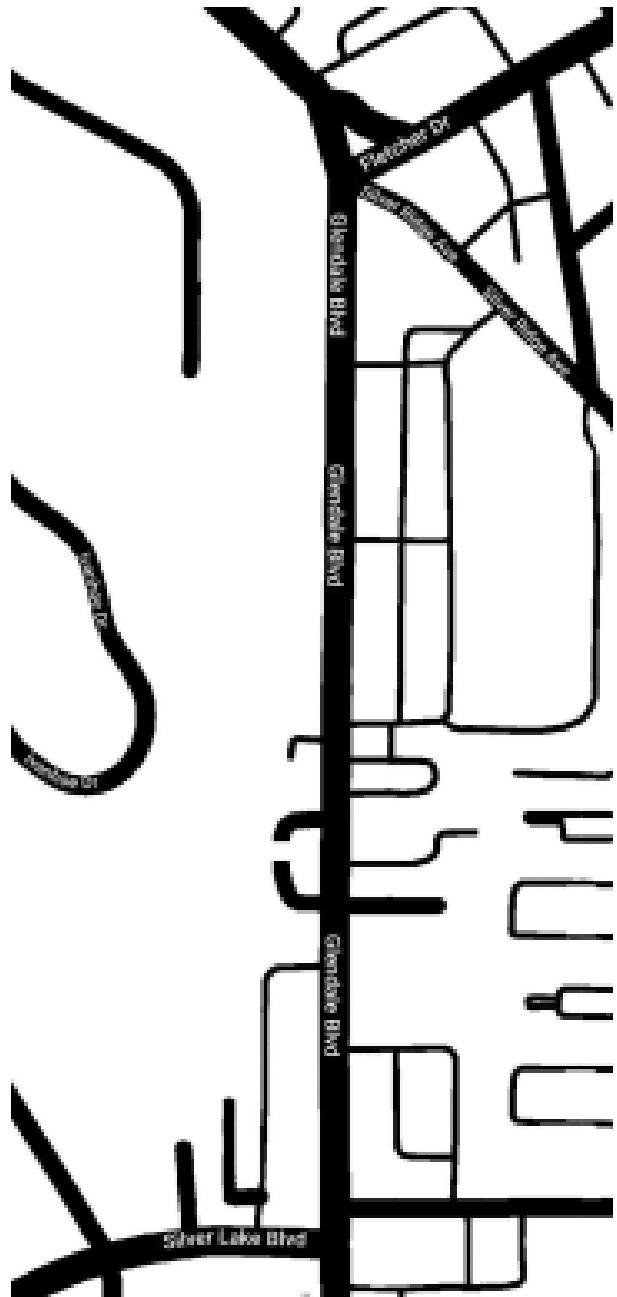
Sidewalk Ends: There is no sidewalk on the west side of Glendale from The Intersection to 2511 Glendale (European Motors). This is a blind curve and a direct route to the Silver Lake Branch Library. There are no bike lanes on this stretch which [The Mobility Plan 2035](#) specifically calls for.

Tedious Street Crossings: The lack of a sidewalk forces pedestrians coming from Glendale to the library to walk in a busy street. The other option for pedestrians is to cross 5 streets in order to get to their destination (These street crossings include: 1. Glendale, 2. Fletcher, 3. Silver Ridge, 4. Silverlake, and 5. Glendale). Lack of transit options around this blind curve disincentivizes walking or biking to the library. It also creates unnecessary obstacles for voters to walk or bike to a polling box. This is anti-democratic.

Fire Department Complaints: One stakeholder complained that the fire department cited and fined them for not clearing overgrown brush and rubbish.

However there is no safe way for them to access their property which is at the bottom of a steep hill, unprotected by a sidewalk or bike lane.

Injuries: According to [TIMS](#) in the last recorded decade (2011-2021) there were 28 injuries reported in this area, including 2 pedestrians and 3 cyclists. In the last reported 5 year period (2016-2021) there were 17 injuries. This represents an upward trend.



3. North East of Intersection:

Fletcher Drive (from the Los Angeles River Bicycle Path at the Rattlesnake Park entry point) to The Intersection

No Bike Lanes: There are no bike lanes on this stretch of Fletcher.

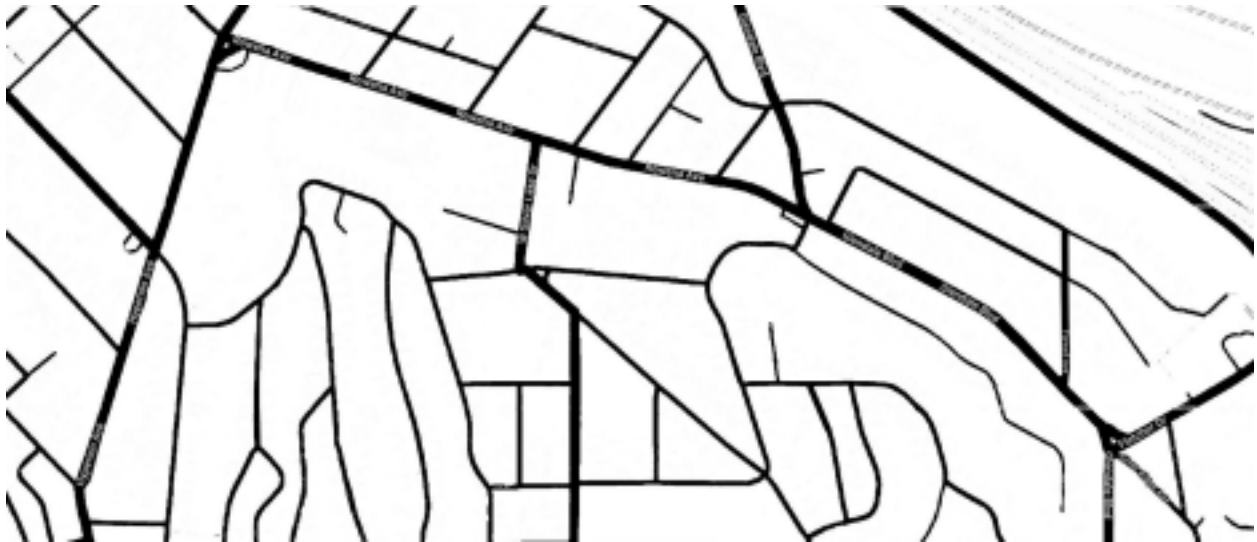
Potholes: Potholes plague this stretch of Fletcher in the lanes closest to the sidewalk which cyclists use. Potholes make a bike ride to and from the Los Angeles River bumpy and dangerous. To avoid potholes, bikers must either travel further into the street, or onto the sidewalk. Riding on the sidewalk endangers pedestrians for whom the sidewalk was designed.



Uneven Sidewalks: Marshall High and Ivanhoe Elementary students travel on the Fletcher sidewalk (from The Intersection towards Arco) where pavement is broken and uneven due to ficus tree roots.

Injuries: According to [TIMS](#), in the last recorded decade (2011-2021), there were 165 injuries on this stretch, including 11 pedestrians and 8 cyclists. In the last 5 year recorded period (2015-2021), there were 96 injuries on this stretch. This represents an uptick. Fletcher has also been singled out by the High Injury Network as of the most dangerous 6% of Los Angeles streets.

4. Northwest of Intersection:



Glendale from The Intersection to Rowena

No Bike Lanes: This stretch of Glendale has no bike lanes. This is a route used by cyclists coming back from the Los Angeles River Bike Path.

Dangerous Lane Shifts: When traveling west on Glendale to Rowena, bikers must signal left and cross through traffic into the left lane. The right lane is only for right turns onto Glendale.

Inefficient Buses: This stretch has no dedicated bus lane. Metro buses 96, 92, and 182 have stops here. Stakeholders report that buses are late, infrequent, speeds are slow, and that there are limited weekend and evening hours. Due to a lack of crosswalks at The Intersection, commuters who may already be rushed, must cross 3 streets to get from one bus stop to the next.

Inequitable Access: Currently there are 6 lanes, right now. 4 lanes are primarily used for moving cars. Two lanes are exclusively used for car storage (parking). Cyclists are unsafe because they are forced to share lanes with vehicles. Buses are slow because they are forced to share lanes with vehicles.

Injuries: According to [TIMS](#) in the last recorded decade (2011-2021), there were 44 injuries, including 1 pedestrian injury on this stretch of Glendale. In the last recorded five year period (2016-2021), there were 22 injuries.

Rowena from Hyperion to Glendale

Unprotected Bike Lanes: Existing bike lanes on this stretch of Rowena are unprotected. Vehicles frequently drive through the bike lanes making it unsafe for cyclists.

Injuries: According to TIMS in the last recorded decade (2011-2021), there were 29 injuries, including 1 death and 5 reported pedestrian injuries. In the last recorded five year period (2016-2021), there were 15 injuries, which represents a slight uptick.

According to the *LA Times*, (in just over six years) the City has implemented only 3% of [The Mobility Plan 2035](#). At the current rate, it would take just over 200 years (not 20) to fulfill the vision of the plan.¹

We urge the city to take immediate action to improve this intersection and adjacent spaces. We recommend developing and implementing a comprehensive set of solutions and suggest the improvements outlined in the following Appendix A.

We urge you to take the necessary actions to make these critical improvements to the intersection of Fletcher, Glendale, and Silver Ridge. More safety for pedestrians and cyclists, more efficiency for cars and buses, and greater access to businesses, will together make Silver Lake a more livable, thriving community.

Sincerely,

Silver Lake Neighborhood Council

¹ [Commentary: L.A.'s promise for safer streets has stalled. But a ballot measure could restart the mobility plan](#). Los Angeles Times, February 15, 2022

Appendix A

1. The Intersection

Redesign The Intersection with pedestrians and cyclist safety in mind.

Pedestrian Scramble: The Intersection's redesign may likely include the installation of a pedestrian scramble. A pedestrian scramble is a type of traffic signal movement that temporarily stops all vehicular traffic, thereby allowing pedestrians to cross an intersection in every direction, including diagonally, at the same time. Research suggests the installation of a diagonal crossing can reduce pedestrian casualties by 38%.² Pedestrians would be able to cross in any direction to and from the Silver Ridge Plaza in a more direct route. More pedestrian access could also ease up parking at the Silver Ridge Plaza and reduce traffic by making it less necessary to drive there.

Roundabout: Another option would be to install a [pedestrian and cyclist friendly roundabout](#). This may involve having a traffic engineer study the feasibility of limiting/closing either Silver Ridge (from Astroburger to the entrance of the Silver Ridge Plaza), or Silverlake (from Fletcher to Silver Ridge).

Improve pedestrian visibility. Move the utility pole at The Intersection or relocate the pedestrian crossing at Fletcher to a more visible location. Greater visibility will allow pedestrians to safely cross Fletcher between Astro Diner and LA Express Car Wash. Drivers turning right from Fletcher onto Glendale will see pedestrians clearly. Embed flashing lights in the sidewalk to further alert vehicles when pedestrians are crossing.

Add aural crosswalk annunciators to improve safety of visually impaired persons.

Slip Lane: Consider closing the slip lane.

² [Transport for London](#)

2. South

Install Glendale Sidewalk: Install sidewalk with a protected bike lane on the west side of Glendale from The Intersection to 2511 Glendale (European Motors). A sidewalk will enable pedestrians to use a direct path to the library that is safe and protected from vehicles. The addition of parking protected bike lanes will encourage biking to the library. [The Mobility Plan 2035](#) currently calls for bike lanes on this stretch of Glendale.

3. Northeast

Renovate Fletcher. Add protected bike lanes with physical barriers on Fletcher from the Los Angeles River (at the Rattlesnake Park) to The Intersection, implementing what is called for on [The Mobility Plan 2035](#).

Resurface Fletcher: Fill potholes. Prune tree roots and resurface sidewalks so they are level.

4. Northwest

Add Bike Lanes: Add parking protected bike lanes on Glendale from The Intersection to Rowena. This stretch of Glendale is marked for repavement in 2023-2024 by [The Mobility Plan 2035](#). Implement a protected bike lane, the design of which includes green-colored pavement to indicate a conflict area, where there is an option to continue forward onto Rowena, or to turn right onto Glendale. Install additional physical barriers to further protect the bike lane.

Scramble Crossing: The Rowena / Glendale intersection would also benefit from a scramble crossing. This would allow riders from one bus line to get to another bus line without having to cross three different streets. According to [The Mobility Plan 2035](#), This area is also scheduled for repaving in 2023-2024.

Reconfigure Bike Lanes. Reconfigure existing Rowena bike lanes so that they

are parking protected with additional physical barriers.

Increase Bus Access: Take the necessary steps to increase 96, 92, and 182 Metro bus frequency to every 20 minutes, including late night and weekend hours.

Equitable Access: Reassign the 6 lane configuration, giving 2 dedicated lanes to buses, 2 half lanes to bicycles.

PRESENTED BY: Marsian De Lellis

SECONDED BY: Alexandra Aurisch

YES:17 NO:0 ABSTAIN: 0 ABSENT:2 INELIGIBLE: 0

ON THIS DATE: August 3, 2022