



October 18, 2022

Kaylinn Pell
LADOT Central District
100 South Main Street, 9th Floor
Los Angeles, CA 90012
<via email>

RE: Preservation of the Crosswalk at Colorado and Mount Royal

Dear Ms. Pell:

The Eagle Rock Association (TERA) has learned that the City intends to remove an existing signalized crossing at the western leg of the intersection of Mount Royal Drive and Colorado Boulevard in central Eagle Rock as part of a series of curb ramp reconstructions funded by the State's Active Transportation Program (ATP). As the lead organization behind the Take Back The Boulevard initiative that is focused on Colorado Boulevard, we write to express our strong opposition to this proposed crosswalk removal on many levels.

The rationale for removing the crosswalk is that it currently lines up with one of two exiting driveways from a carwash, and therefore a dedicated curb ramp cannot be added or upgraded in the crosswalk's current location. This is a condition that TERA estimates from analyzing historic aerials of the area has existed since the late 1970s. Aerials from the early 1970s and before that suggest the crosswalk predates the exiting driveways and current car wash configuration. (see Exhibit 1 below)

Additionally, ATP funds should be used to enhance, not degrade, pedestrian conditions. TERA believes it is possible to maintain the existing crosswalk and avoid conflicts with driveways by either:

- Permitting removal of the excess driveway;
- Narrowing the driveway and crosswalk width;
- Relocating the angle of the crosswalk to land approximately 15 feet to the west on the north side, or
- Relocating the crosswalk approximately 45 feet to the east.

Simply maintaining the imperfect crosswalk at or near its current location is preferred over having no crosswalk at all.

As for why this crosswalk removal is now being initiated, the stated reason is a so-called “traffic safety improvement.” However, it does not appear that this crosswalk poses a disproportionate safety risk. While a crosswalk overlapping with a driveway is less than ideal, just about any pedestrian will tell you that they are more likely to cross mid-block and in an unprotected and unpredictable place if there is no crosswalk easily available. For a crosswalk to be removed on the grounds of safety, it would either require a clear documented crash pattern that can be attributed to the crosswalk, or require the city to take measures to make the crosswalk safer by introducing a leading pedestrian interval, calming vehicle traffic, or reducing the crossing distance and exposure to vehicles - not wholesale removal.

The proposed crosswalk removal is also incompatible with local and citywide plans. The Colorado Boulevard Specific Plan designates automotive-related uses, such as carwashes, as non-permitted uses to be phased out at this location (Subarea II). TERA's community-driven Take Back The Boulevard plan lays a vision for a more pedestrian-friendly Colorado Boulevard, which includes the addition, not removal, of crosswalks and improved sidewalks. TERA, with support from the City, facilitated numerous workshops and meetings to arrive at the vision identified in Take Back The Boulevard. The City's own Mobility Plan identifies Colorado Boulevard as a “Pedestrian Enhanced District” that should see measures to invite more foot traffic and enhance pedestrian conditions. Removing a crosswalk simply is inconsistent with the community's and City's vision for Colorado Boulevard. TERA has heard from members and community members that they are dumbfounded by the logic that would lead to the removal of this crosswalk, and that this is inconsistent with the shared aspirations and goals for the boulevard as a more pedestrian-oriented street.

TERA asks that the western crosswalk leg at Colorado Boulevard and Mount Royal Drive remain and be adjusted slightly if necessary, but opposes any measure to remove it altogether.

Sincerely,



Greg Merideth

President

cc: Los Angeles Department of Transportation, Central District
Nate Hayward, Los Angeles City Council District 14
Sarah Flaherty, Los Angeles City Council District 14
Adeena Bleich, Streets LA
Richard Loew, Eagle Rock Neighborhood Council
Michael Sweeney, Eagle Rock Neighborhood Council

Exhibit 1



Before the current car wash and drive-thru, buildings occupied the space where a driveway sits today