



Dear Mayor Kassakhian and Councilmembers,

We encourage your support for **Option 1** for the La Crescenta Avenue Rehabilitation Project.

We especially oppose Option 3. Staff has gone above and beyond engaging the public with eleven public meetings. Over 300 comments have been received with 2/3 in support of Option 1. The community has outreach fatigue and are frustrated with delays. To suggest a demonstration project now (this project was introduced in 2020!) is counterintuitive after so much outreach. The \$750,000 cost alone is astronomical for a temporary solution - those dollars should be spent on permanent fixes that prevent crashes.

**Safety:** La Crescenta Avenue is a dangerous street with known design flaws, creating hazardous conditions for people who live on and use the street daily. **In the last 10 years there were 150 crashes**, predominantly rear-ends, side-swipes, and broadside collisions. **One in three crashes on La Crescenta result in injuries.** These collision types can be addressed by adding a center turn lane that allows drivers to more safely maneuver left turns while through lanes flow unobstructed. Currently, the 85th percentile is 45 mph (northbound) and 46 mph (southbound) on a 40 mph speed limit street *despite* ongoing enforcement and education along the corridor. The only way out of this chronic safety and speeding issue is to engineer the street differently.

**Sustainability:** Promoting active transportation is important to address climate change. With multiple destinations along the corridor (Fremont Elementary, Sparr Heights Community Center, Rockhaven, and others) we should design streets that are safe for people to get around without a car. Option 1 provides an option for everyone, whether they choose to drive, walk, bike, or scoot around to get where they need to go.

**Mobility:** The North Glendale Community Plan (adopted in 2011) calls for bike lanes ([see page 67](#)) and is consistent with the Pedestrian Master Plan (adopted in 2021) to improve safety on Honolulu and La Crescenta ([see pages 3 and 14](#)). Despite the adopted Bicycle Master Plan (2012), we have seen almost no progress on bicycle lane infrastructure in the city. We need to start somewhere and expand the network. This is a great opportunity along a corridor with very little traffic that can manage existing volumes with one lane in each direction. After all, La Crescenta Ave [merges into one lane](#) before connecting to Verdugo Road anyway. Please support Option 1. Thank you.

Best regards,

Walk Bike Glendale Steering Committee  
Glendale Environmental Coalition Steering Committee  
Drive Safe Glendale Steering Committee