

## ACCIDENTS INVOLVING PEDESTRIANS ON ROWENA AVENUE

This is the current data on accidents involving pedestrians on Rowena Avenue for the past 10 years. This data is from the SWITRS (Statewide Integrated Traffic Records System).

As a major thoroughfare, Rowena Avenue was traditionally a 4-lane road. This changed in early 2013, with the implementation of a “road diet” and the loss of two traffic lanes. It should be noted that no feasibility study was performed beforehand, no EIR was conducted, and no public hearings were held—as required by State law.

The years that Rowena Avenue was four lanes are 2006 through 2012, and the years of the “road diet” are 2013 through 2015. While we are including the data from 2015, please note that 2015 will not be complete till at least mid-2016, per the state agency that oversees SWITRS.

Contrary to information provided to the LA Times by LADOT’s Tim Fremaux, and referenced by Mr. Fremaux during the “Rowena Road Diet” Town Hall meeting held in Silver Lake in September 2015, **we have not “cherry-picked” which accidents to include, nor left out accidents in order to manipulate the numbers as LADOT has done.**

YEAR	ACCIDENT COUNT
2006	1
2007	1
2008	2
2009	0
2010	1
2011	1
2012	2
2013 - on “road diet”	3
2014 - on “road diet”	1
2015 - on “road diet”	1 (incomplete data)

In viewing this unmanipulated data, one can see the accident rate involving pedestrians has actually been higher since the “road diet” began:

Pre-road diet average: 1.14 Pedestrian accidents per year

Post-road diet average: 2.00 Pedestrian accidents per year (*leaving out the incomplete 2015*)

The pedestrian accident rate has increased by 75% since the “road diet” was implemented. *This is contrary to what proponents of the “road diet” have been saying, including LADOT.*

On the following pages, are the actual pages from SWITRS that contain each accident involving a pedestrian, culled from each year’s report.