

SAFE STREETS COMMITTEE FINAL RECOMMENDATIONS

Committee dissolved as of June 30, 2017

June 13, 2017

Since it was formed in August, 2016, the Safe Streets Committee has held monthly public meetings where public input was encouraged. The purpose of the STNC Safe Streets Committee will be to study transportation issues within the STNC boundaries on Foothill Boulevard and report its findings to the Board. The committee will focus its efforts on identifying improvements that can be made on Foothill Blvd regarding (1) slow traffic, (2) reduction of accidents, (3) improvement in the safety of both pedestrians and motorists using Foothill Boulevard, and (4) any other significant findings resulting from the committee's work. This ad-hoc committee will prepare its recommendations in a final report to be submitted to the Board on June 15, 2017. This ad-hoc committee on transportation will be dissolved effective June 30, 2017.

The following list is a combination of suggestions taken from ongoing monthly public meetings of the Safe Streets Committee, from the recent town hall and from community events, from members of the Land Use committee after meeting with Tim Fremaux from LADOT on May 1, and from stakeholders from the SunlandTujunga community. The following are some key points taken from these ongoing meetings. We believe the following list should be a priority for the Sunland-Tujunga Neighborhood Council to agendaize, review and support for submission to the LADOT and CD7. We are requesting that our newly elected CD7 councilmember, Monica Rodriguez, work together with the LADOT to implement these safety improvements ASAP.

IMMEDIATE, SHORT TERM IMPLEMENTATION

1. Find funding to install left turn lights at Oro Vista and Mt. Gleason on Foothill. The need for turn signals at these dangerous intersections has been previously identified and studied by DOT. They have both been approved and await funding. Other NCs have used funds from City Planning fees or from the Council District funds. We need to find funds to move these projects forward ASAP.
2. Solar electronic speed signs (showing how fast each car is moving) should be installed on both sides of Foothill in Sunland-Tujunga where excessive speeds are a major issue.
3. The installation of a "Bike Route" with green signs and sharrows (bike symbols painted on street) on Estaban and Big Tujunga Canyon Road between Hillhaven and Haines Canyon. These two streets parallel the section of Foothill where the existing bike lanes on Foothill "disappear" because the street becomes too narrow. The creation of a "Bike Route" on these streets provides a viable alternative for cyclists on Foothill. Funding for this project has already been approved by DOT and is currently waiting for implementation. Encourage cyclists to use alternate routes to riding on Foothill, which is dangerous because of high speeds.

4. CONTINENTAL CROSSWALKS ARE NEEDED AT ALL INTERSECTIONS ON FOOHILL WITH STOPLIGHTS. Below is a list of intersections on Foothill Blvd. where continental, wide-striped pedestrian crosswalks are currently needed. At the present time, there are only three continental crosswalks on the entire stretch of Foothill in Sunland-Tujunga. Repainting these crosswalks with wide, vertical stripes is the most efficient, cost-effective method to significantly increase pedestrian safety and make motorists more aware of pedestrians at these dangerous intersections. All of these crosswalks are located at intersections with existing stoplights:

MARCUS, PINEWOOD. COMMERCE, HILLHAVEN, PLAINVIEW. APPERSON, MT. GLEASON. WOODWARD, McVINE, SHERMAN GROVE

5. The stop lights along the entire Foothill corridor in Sunland-Tujunga should be better synchronized to encourage 35 mph driving. Pedestrian crossing times at major intersections should be lengthened wherever feasible.

6. Flashing yellow lights should be installed in front of the Fire Department Station on Foothill east of Mt. Gleason.

7. Paint the bike lanes green with newly-approved Endurablend green paint to provide better visibility of cyclists and bicycle lanes.

8. Paint speed-limit number at intervals along street.

9. Add bollards to specified areas to prevent dangerous driving behavior, such as just past stoplights on Foothill (where there is no upcoming bus stop) to prevent people passing and driving through intersections in rt turn/parking lane, outline center turn lanes with openings to turn on streets and into driveways to prevent 5-lane u-turns and passing in center lanes, and use to set off bike lanes wherever necessary.

10. Add a barrier or bollards to prevent illegal turns next to Rattler – turning eastbound onto Foothill despite ‘no turn’ sign.

MEDIUM-TERM PLANNING

(requires additional study, planning, and/or funding)

1. Extend the existing bike lanes on Foothill from where they currently terminate at Wheatland west to Osborn (Hansen Dam Park). This stretch of Foothill is a popular (and very dangerous) route for cyclists who are riding to and from the existing bike path through Hansen Dam Park. There are currently no bike lanes on this stretch of Foothill with motorists traveling at high speeds (50-60 mph). The need for this “missing link” to the existing bike path through the park and across Hansen Dam is obvious. This project should include adding continental crosswalks at major intersections on this stretch of Foothill as well as the installation of a flashing yellow light for equestrians at Christy St. in Lake View Terrace.

2. There are also several street intersections on Foothill with no stoplights

or pedestrian crosswalks of any kind. Continental crosswalks with flashing yellow lights should be installed at these intersections. These lights can only be activated by pedestrians on either side of the street. Following is a list of intersections with no existing pedestrian crosswalks and relatively long distances (several blocks) to the nearest stoplight: FLORALITA, HAINES CANYON, MOUNTAIR, WYNGATE. Possible new locations for crosswalks across Foothill: at Foothill and Floralita (from north side to B of A parking lot), at Foothill/Eldora (to Back Door Bakery parking lot), signalized crossing from park to condos (west of Sherman Grove, at Wyngate), pedestrian crossing from Sunland Park (at preschool building) to stores across street, at Foothill and Nassau, at Foothill and Mt Gleason, flashing pedestrian crossing at McDonald's in Tujunga, at Foothill and Haines Canyon, at Foothill and Mountair

3. Develop an alternative "bike route" (with green bike route signs and sharrows) to the existing bike lanes on Foothill. One alternative previously suggested would begin at Sunland Park and continue north on Sherman Grove for one block, then east (right) on Hillrose all the way to Big Tujunga Canyon Rd, then right on Big Tujunga to the intersection of Big T and Foothill. This is a much safer, saner route than the bike lanes on Foothill. It passes directly in front of Sunland Elementary School, VHHS, and is already used as an alternative by experienced, local cyclists. All that is needed to create this alternative would be the installation of green "Bike Route" signs and to paint bike sharrow signs on the street at appropriate intervals. Ask LADOT to study this and other alternatives to improve bicycle safety and accessibility in our community.

LONG-TERM PLANNING

Explore the addition of nice, landscaped center medians with openings for turns into driveways, in coordination with the STNC Beautification Committee, Land Use, Outreach, Safe Streets Committee.

ENFORCEMENT

1. LAPD Valley Traffic officers need to be significantly increased so they can patrol and enforce. Increase LAPD local traffic enforcement for excessive speeds, illegal U-turns, blowing through stop signs, cars using bike lanes, etc.
2. Sunland-Tujunga needs better turnaround response from DOT.
3. Big rig parking on Foothill currently blocks bicycle lanes with their vehicles jutting out into the bicycle lanes--very unsafe and illegal. These rigs also need to be ticketed on a regular basis.
4. Submit strong letter supporting no raise in speed limit that keeps being forced upon the community and city as a State law. Overturn this law.

EDUCATION / COMMUNICATION

1. City needs to continue to reach out to the broad community. Projects like the recent changes to Foothill & Sunland should have someone on City staff in charge of anticipating unforeseen consequences of the proposed design, BEFORE it is built, especially to increase public safety. For example, will

street sweepers still be able to access the curbs and gutters? Will drivers understand the changes intuitively, or is extra signage needed?

2. Hold Town Hall to discuss the relationship and need for cars in the SunlandTujunga community. Improve local public transportation within and throughout the community (more frequent MTA and LADOT bus service).

3. There needs to be more bicyclist and driver education, starting with high school students. Local driving schools should be contacted to encourage more emphasis on educating young drivers and bicyclists on safety issues.