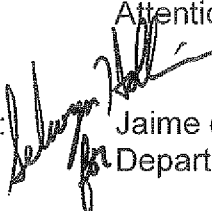


**CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

Date: July 24, 2012

To: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Richard Alarcon, Chair
Arts, Parks, Health & Aging Committee

From:  Jaime de la Vega, General Manager
Department of Transportation

Subject: **AT-GRADE ROAD CROSSINGS / SAFETY MEASURES / EQUINE
TRAIL LOCATIONS (C.F. No. 12-0307-S1)**

SUMMARY

This report discusses the Department of Transportation's preliminary findings on collisions involving horses and vehicles, locations, and a plan to install traffic control devices at at-grade road crossings in trail locations to improve equestrian safety and help to ensure that horse riding remains a leading recreational activity in Los Angeles.

RECOMMENDATIONS

1. DIRECT the Los Angeles Department of Transportation (LADOT) to designate the following intersections as equestrian crossings by erecting appropriate signs and implementing supplementary traffic control devices, such as traffic signals, equestrian push-buttons, marked crosswalks, or equestrian actuated flashing warning beacons, as deemed necessary by LADOT to safeguard vehicular and equestrian traffic at each intersection:
 - A. Mary Bell Avenue and Wentworth Street
 - B. Foothill Boulevard and Orcas Avenue
 - C. Wentworth Street and Wheatland Avenue
 - D. Foothill Boulevard and Wheatland Avenue
 - E. Christy Avenue and Foothill Boulevard
 - F. Foothill Boulevard and Osborne Street (east intersection)
 - G. Glenoaks Boulevard and Hubbard Street
 - H. Glenoaks Boulevard and Polk Street
 - I. Foothill Boulevard and Polk Street
 - J. Bledsoe Street and Olive View Drive
 - K. Johanna Avenue and Sunland Boulevard
 - L. La Canada Way and Sunland Boulevard
 - M. Foothill Boulevard and Hubbard Street
 - N. Dronfield Avenue and Osborne Street

2. DIRECT the LADOT to investigate the following street segments, and install a combination of "Equestrian Symbol" and "Share the Road" non-vehicular warning signs as determined to be necessary to alert road users where unexpected entries into the roadway might occur, or where the shared use of the roadway by equestrians might occur:
 - A. Art Street between Stonehurst Avenue and Wheatland Avenue
 - B. McBroom Street between Johanna Avenue and Stonehurst Avenue
 - C. Wheatland Avenue between Wentworth Street and Sunland Boulevard
 - D. Orcas Avenue between Hansen Dam Recreation Center and Ruggiero Avenue
 - E. Stonehurst Avenue between Wentworth Street and Sunland Boulevard
 - F. Johanna Avenue between McBroom Street and Sunland Boulevard
 - G. La Canada Way between Wheatland Avenue and Sunland Boulevard
3. DIRECT the LADOT to work with the Los Angeles Equine Advisory Committee to identify any sign posts, or low hanging signs that exist within approved equestrian paths and to relocate or modify them when feasible.
4. DIRECT the Police Department to provide additional enforcement of speeding within the valid 50 miles per hour zone on Foothill Boulevard between Wheatland Avenue and Wentworth Street.

DISCUSSION

On May 30, 2012, a special meeting of the Arts, Parks, Health and Aging (APHA) Committee was held to consider several council motions sponsored by Councilmember Richard Alarcon, 7th District, related to issues and concerns of Los Angeles' equestrian community. At that meeting, significant public testimony was heard from the equestrian community, including stories of recent collisions involving equestrians attempting to cross a public roadway to access an equestrian trail. As a follow-up to that meeting, Councilmember Alarcon solicited input from stakeholders, and the results were summarized in a table, "Community Feedback: Locations Potentially Hazardous to Horse Riders and Horses", that identified problematic locations, described problems and accidents, and suggested solutions. This table was forwarded as an attachment to a letter from Councilmember Alarcon to the Department of Transportation on June 20, 2012, for further investigation (see Attachment "A" – letter from Councilmember Alarcon).

Legal Authority

The California Vehicle Code Section 21805 (a) authorizes local authorities with respect to highways under their jurisdiction, to designate any intersection of a highway as a bridle path or equestrian crossing by erecting appropriate signs. The signs shall be

erected on the highway at or near the approach to the intersection, and shall be of a type approved by the State of California Department of Transportation. The signs shall indicate the crossing the authorities deem necessary to safeguard vehicular and equestrian traffic at the intersection.

Los Angeles Municipal Code Section 80.07 authorizes the Department of Transportation (LADOT) to install any traffic control devices, and such authority is made dependent upon a determination of the need therefor, and it shall be the duty of the LADOT to make such determination only upon the basis of traffic engineering principles and traffic investigations and in accordance with such standards, limitations and rules that are specified in Chapter 8. Traffic control devices include traffic signals, crosswalks, warning signs, flashing beacons, and even the type of push-buttons used at signalized intersections.

In order for jurisdictions to legally use radar enforcement, the California Vehicle Code, including Sections 22357 and 22358, requires that the speed limits be re-established every seven years (or ten years following a one-time three year extension) using factual and impartial criteria. These factors include prevailing critical speeds, collision history and the existence of any conditions not readily apparent to motorists. These criteria are intended to provide an objective basis for setting speed limits and precluding speed traps. Speed limits set according to these criteria ensure that the greater majority of reasonable motorists will not be subject to arbitrary citations. Los Angeles Municipal Code Section 80.13 authorizes the Department of Transportation to establish speed limit signs when the City Council adopts a speed limit upon the basis of an engineering and traffic investigation, and designates that speed limit in Los Angeles Municipal Code Section 80.81.

California Vehicle Code Sections 35700 and 35701 authorize the legislative body of any city to enact an ordinance to prohibit the operation and moving of vehicles and loads upon highways under their jurisdictions of a maximum gross weight in excess of the maximum gross weight specified, and requires signs to be posted on the affected streets to give notice of the ordinance. Section 35705 of the California Vehicle Code specifies that Section 35701 shall not be applicable on any street on which Highway User Tax Funds have been spent, except under special conditions. This generally applies to roadways designated as "Major Highways" or "Local Highways" in the Community Plan of the City's General Plan. Los Angeles Municipal Code Section 80.36.1.(d) lists the major and secondary highways where the LADOT is authorized to erect signs prohibiting vehicles over 6,000 pounds gross weight.

BACKGROUND

The LADOT has completed a preliminary study of the 28 locations on the "Community Feedback: Locations Potentially Hazardous to Horse Riders and Horses" table, including a determination which Community Plan each location belonged to and a

review of the following Community Plans to identify roadway designations, approved equestrian trails, Horsekeeping "K" Districts, and special conditions for "K" Districts:

- Arleta – Pacoima
- Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon
- Sylmar
- Sun Valley – La Tuna Canyon

The investigation also included a review of the speed zone surveys for Foothill Boulevard and Sunland Boulevard, traffic signal and roadway striping plans, a search through recent LADOT records for previous requests at these locations, a review of the Police Department's Accident Reports, and field investigations to observe roadway conditions, traffic flow, and existing traffic control devices.

The 28 items on the "Community Feedback: Locations Potentially Hazardous to Horse Riders and Horses" table can generally be classified into the following six types of concerns:

- Need to get across an arterial highway with speeding traffic / drivers need to be alerted of crossing equestrians
- Traffic on an arterial highway is going too fast
- Bicycle accidents
- No horse trail / equestrians are using the street
- Too many large trucks on the roadway
- Location has significant horse traffic

For each type of problem, there are some suggested solutions from the community, as well as some from LADOT, and in some instances, some of the suggested solutions may sound reasonable but the LADOT may not be legally authorized to implement them.

Although the Community Plans carefully delineate where the equestrian trails are, there is often no consideration given on how to get equestrians across a busy arterial highway with speeding traffic. Out on the street, and up on a horse, it is much more difficult to cross a street with traffic speeds over 50 miles per hour and traffic volumes of over 10,000 vehicles per day, and without any traffic controls, than it looks on a map. At locations such as Mary Bell Avenue and Wentworth Street, Wentworth Street and Wheatland Avenue, Christy Avenue and Foothill Boulevard, Johanna Avenue and Sunland Avenue, and Sunland Avenue and Wornom Avenue are such locations. Once equestrian trails are adopted, the next step is to make them connected, and where crossing a high speed arterial is required, a marked crosswalk is not going to be as effective as the LADOT desires. The LADOT recommends further consideration of each of these locations (except for Sunland Boulevard and Wornom Avenue where there may be visibility issues due to the curve) to determine if full traffic signals, or a new type of equestrian-actuated flashing YELLOW beacon, with a crosswalk, can be justified. These locations will all be supplemented with equestrian crossing warning signs.

For designated equestrian paths; where riders are able cross a major arterial while the cross traffic is stopped due to traffic signal or stop sign control, the LADOT is recommending that equestrian push-buttons be installed at all signalized crossings where there are push-buttons for pedestrians, and that "Equestrian Crossing" warning signs be installed to designate these crossings to drivers so they will use additional caution. These locations include the following intersections:

- Foothill Boulevard and Orcas Avenue
- Foothill Boulevard and Wheatland Avenue
- Foothill Boulevard and Osborne Street (east intersection)
- Bledsoe Street and Olive View Drive
- La Canada Way and Sunland Boulevard

Both Foothill Boulevard and Sunland Boulevard are designated in the Community Plans as Major Highways, and Wentworth Street is designated as a Secondary Highway, yet, they are also designated as streets with equestrian trails. It is the intent to have the equestrian trails located off the roadway, and certainly not to have equestrians in the street, with intermittent street lighting, and mixed with high speeds of traffic. Although there seems to be pretty good coverage of equestrian trails along these streets, there are places where the off-street equestrian trail is not very accessible, such as on Foothill Boulevard between Wheatland Avenue and where the All-Nations Church is, near Esko Avenue. The recently renovated Foothill Boulevard Bridge west of Wentworth Street does not have equestrian facilities, and was never intended to, and that although there is not an approved equestrian path over the bridge, perhaps some better signage could be provided on each side of the bridge, similar to "Bike Route" signs, directing equestrians to the preferred, authorized trail. LADOT will work with the community and the Los Angeles Equine Advisory Committee to identify any signs, sign posts, or low hanging signs that are obstacles to equestrians within the equestrian paths, and have them relocated or modified.

For Foothill Boulevard and Sunland Boulevard, suggestions to lower the speed limit were received. The speed limits in the State of California have to be set based on California State Law; which requires them to be primarily based on the speeds that 85 percent of the motorists are traveling at, and then reduced by 5 miles per hour if there is a significantly high accident rate. For Foothill Boulevard, the speed limit is 50 miles per hour, and it can be enforced for speeding by the Police Department. The most current speed survey reveals that 85 percent of the drivers are traveling at 60 miles per hour, but that the accident rate is quite low. For Sunland Boulevard between Foothill Boulevard and Vineland Avenue, the speed limit has expired, and it no longer enforceable for speeding by the Police Department. A Board Report from the Board of Transportation Commissioners recommending that the existing 45 miles per hour speed limit on Sunland Boulevard between Nohles Avenue and Sunland Park Drive be retained, and that the speed limit between Sunland Park Drive and Tuxford Street be lowered from 45 miles per hour to 40 miles per hour, was sent to the Transportation Committee of the City Council in August 2009, so that the Police Department would be

able to enforce this street for speeding. A draft ordinance was submitted from the City Attorney's Office to the City Clerk's Office on July 20, 2012. As soon as the recommended speed limits are adopted by the Transportation Committee and the City Council, the Police Department can once again enforce the speed limit signs.

Several bicycle accidents on Foothill Boulevard near the Foothill Boulevard Bridge were mentioned. With the adoption of the City's Bicycle Master Plan in 2011, the LADOT has embarked on an aggressive Bike Program, installing 76 miles of new bikeways in Fiscal Year 2011-2012 (ending June 30), exceeding the 40 mile goal set by Mayor Villaraigosa and the City Council. One of the bike lanes added was on Foothill Boulevard between Wheatland Avenue and Wentworth Street, and also includes a "bike route" for eastbound Foothill Boulevard onto Foothill Place and then back out onto Foothill Boulevard west of Conover Street (due to roadway width limitations). The bike lane is in both directions over the bridge. (More information about the LADOT Bike Program can be found at <http://ladotbikeblog.wordpress.com/>.)

The Community Plan review discovered that there is an extensive network of interconnected equestrian trails in this area of the northeast San Fernando Valley. (see Attachment "B" for a consolidated map of the equestrian paths) In the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, there are also Horsekeeping "K" Districts that are for the purpose of fostering the preservation of horsekeeping areas. According to the Community Plan, "these districts should facilitate the keeping and riding of horses through the minimization of sidewalks and the provision of separated riding trails connected to equestrian centers." Field observations discovered that each of the streets where concerns of "horses walking in the streets" or "motorists need to be educated to share the roads with horses" were mentioned, these streets were within "K" Districts, and in many instances, residents had built out fences to the roadway, installed mailboxes next to the roadway, planted trees or allowed landscaping to grow out to the roadway, or used the parkway to illegally park their vehicles, forcing equestrians into the roadway.

Although LADOT cannot install horse trails on private property, or get residents to comply with the Community Plan, LADOT can install combination "Equestrian" and "Share the Road" warning signs to alert drivers to be on the lookout for equestrians in the roadway (see Attachment "C"), and will increase parking enforcement where cars are illegally parked on the parkway in horse trails, at the following locations:

- Art Street between Stonehurst Avenue and Wheatland Avenue
- McBroom Street between Johanna Avenue and Stonehurst Avenue
- Wheatland Avenue between Wentworth Street and Sunland Boulevard
- Orcas Avenue between Hansen Dam Recreation Center and Ruggiero Avenue
- Stonehurst Avenue between Wentworth Street and Sunland Boulevard
- Johanna Avenue between McBroom Street and Sunland Boulevard
- La Canada Way between Wheatland Avenue and Sunland Boulevard

While the LADOT does not want to encourage equestrians to use the streets, instead of off-street equestrian paths as the Community Plan intends, the reality is that there are horses in narrow streets today, without any other alternatives, and the most immediate, obtainable solution to improve the level of safety is to install the warning signs on the streets where horses are known to be using them.

Concerns about large trucks were received for Sunland Boulevard. Since Sunland Boulevard is designated as a "Major Highway", and the City receives Highway taxes that have been used for the maintenance and improvements on this roadway, large trucks cannot be prohibited without an ordinance and a public hearing. DOT does not recommend installing signs, such as "No Trucks Over 6000 pounds", since it would force trucks to use other smaller streets that may not be able to safely or physically able to accommodate large trucks, it would be a great inconvenience for trucks that need to access the industrial areas near Glenoaks Avenue, and it would make it illegal for trucks, including pick-up trucks with horse trailers and recreational vehicles, to use Sunland Avenue to get into the residential neighborhood to the north of Sunland Boulevard.

Although the four Community Plans reviewed have numerous equestrian paths designated, several intersections in the Sylmar Community Plan area, including Foothill Boulevard and Hubbard Street, Glenoaks Boulevard and Hubbard Street, Glenoaks Boulevard and Polk Street, and Foothill Boulevard and Polk Street, were identified as being popular equestrian street crossing locations. The LADOT suggests that these locations be posted with "Equestrian Crossing" warning signs, and that any pedestrian push-buttons be supplemented with equestrian push-buttons.

The LADOT has reviewed the Police Department's records of reported collisions for all of the locations mentioned in the "Community Feedback: Locations Potentially Hazardous to Horse Riders and Horses" table, and did not discover any patterns of equestrian related accidents at any of the locations listed. At this time, the LAPD accident database does not distinguish equestrian/horse type accidents, and the only way to search for them is by looking for accidents involving an animal. A query of the accident records was done to try and identify locations with the most animal accidents citywide, but for the last four years, no location with more than one animal accident was found. The LADOT recommendations are based on the anecdotal accounts of recent accidents that were provided, since there were no other indications of any high-accident locations for equestrians from the LAPD records.

COORDINATION

The Department of Transportation received a letter from Councilmember Alarcon, 7th District, regarding the safety of horse riders and horses for this council file around June 20, 2012. Prior to that, LADOT staff had briefly discussed this matter with Councilmember Alarcon's staff. Upon receipt of the letter, the LADOT staff exchanged

emails with Council District 7 staff, with Planning Department staff, and with Mr. Dale Gibson, of the Los Angeles Equine Advisory Committee and the Foothill Trails Neighborhood Council. LADOT staff met with Planning Department staff to discuss the equestrian paths on the Community Plans on July 23, 2012, and talked on the phone with Mr. Gibson on July 24, 2012 about the items on the "Community Feedback: Locations Potentially Hazardous to Horse Riders and Horses" table and suggested improvements.

JTV:brg

Attachments

Sylmar Office
13517 Hubbard St.
Sylmar, CA 91342
(818) 756-8409
(818) 362-4857 Fax

I would like to request LADOT in consultation with the Departments of City Planning and Recreation and Parks to review the attached list and map of street corridors and intersections which are based on community input. I invite LADOT's expert evaluation of the street intersections and corridors in terms of enhancing the safety of horse riders, horses, bicyclists, pedestrians and motorists; and request LADOT to present



Mr. Jaime De La Vega
June 20, 2012
Page 2

its preliminary findings and recommendations to the APHA Committee at its regular meeting on August 7, 2012.

Please contact Gerald Gubatan of my staff at (213) 473-7007 if you have questions or need more information. Thank you for your consideration.

Very truly yours,



RICHARD ALARCÓN
Councilmember, 7th District

RA:ggg

cc: Selwyn Hollins, Brian Gallagher, Department of Transportation
Michael LoGrande, Kenneth Bernstein, Anita Cerna, Department of City Planning
Dale Gibson, Los Angeles Equine Advisory Committee
David DiPinto, Shadow Hills Property Owner's Association
Adam Lid, Office of the City Clerk

12-0307-51

ARTS, PARKS, HEALTH & AGING

TRANSPORTATION

MOTION

MAY 09 2012

The City of Los Angeles has a large equine community, with thousands of horses and over 90 miles of equestrian trails, making horse riding one of the leading recreational activities in the City.

Many of the city's existing trails, some of which are operated by the Department of Recreation and Parks, are accessible only by main roads and highways, with very few crossings, leading to unsafe conditions for horses, their riders, and drivers using the roads.

According to members of the City of Los Angeles Equine Advisory Committee, there have been several collisions between horse riders and motorists in the past few months involving riders on horseback attempting to cross a street to a nearby equestrian trail, particularly along Foothill Boulevard.

Street crossings ideally should be avoided where possible but would be safe to use if they are appropriately marked and controlled. The City should work to improve the safety of horses and their riders by installing at-grade road crossings at locations with a high number of collisions between horses and vehicles. Designing and constructing at-grade road crossings will require evaluating safety issues, trail user needs, design parameters, environmental concerns, and cost.

I THEREFORE MOVE that the City Council instruct Department of City Planning, with assistance from the Department of Transportation and Department of Recreation and Parks, and input from the Los Angeles Equine Advisory Committee, to report to the Arts, Parks, Health and Aging Committee and the Planning and Land Use Management Committee on collisions involving horses and vehicles, including horse with vehicle collision and injury data, locations, and a plan to install at-grade road crossings in trail locations which will enhance safety, avoid collisions, and ensure that horse riding remains a leading recreational activity in the City of Los Angeles.

PRESENTED BY:


RICHARD ALARCON
Councilmember, 7th District

SECONDED BY:



MAY 09 2012

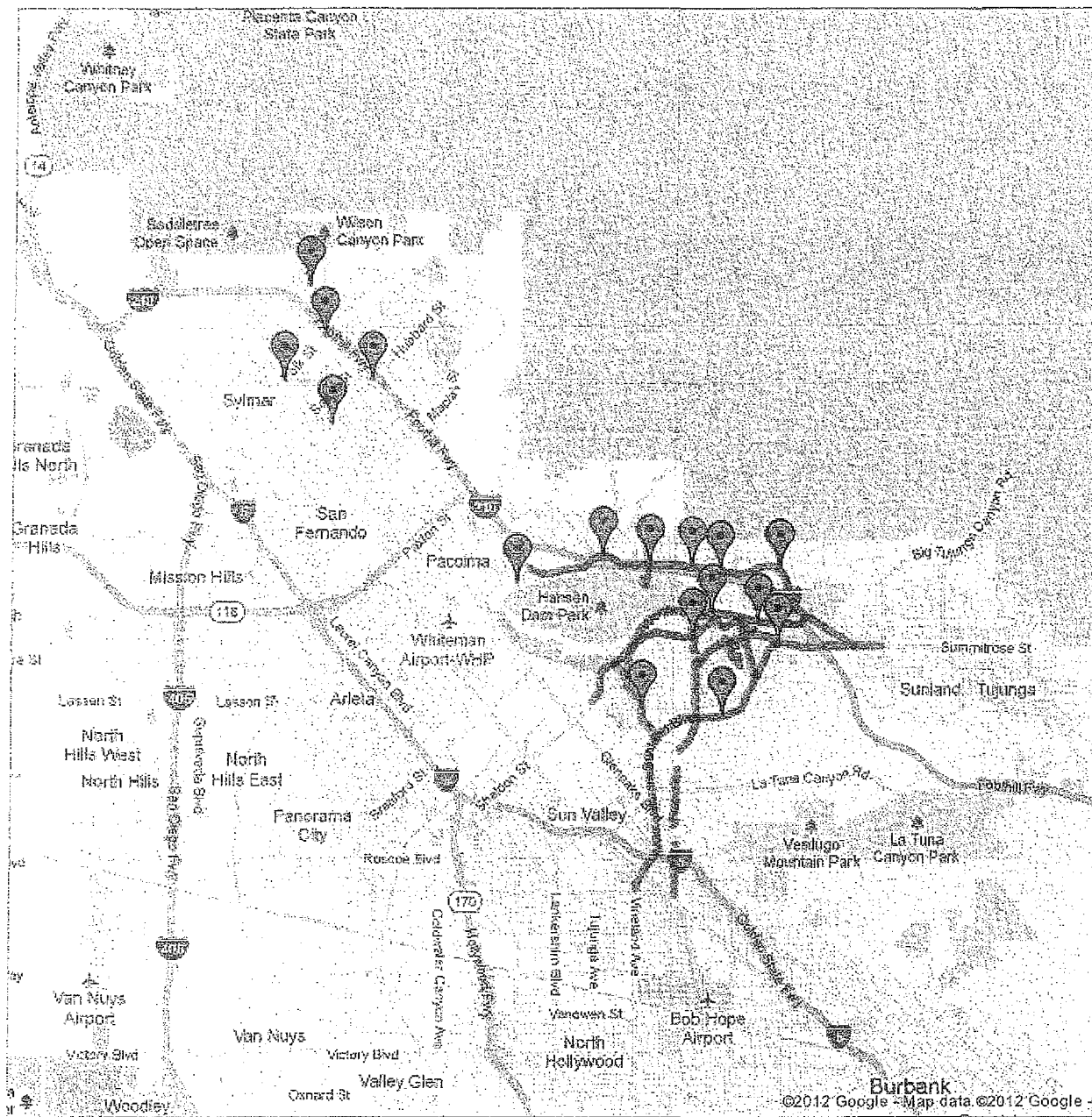
ORIGINAL

Google

Get Google Maps on your phone



Text the word "GMAPS" to 466453



Equestrian Incident Locations

Key:

Blue marker: specific intersection

Purple line: entire street

Unlisted · Open Collaboration · 123 views

Created on Jun 4 · By · Updated 2 days ago

Mary Bell Ave

Bert Bonnet incident - 2 years ago, Bert was riding up MaryBell, a car sped past him spooked horse into storm drain - horse was euthanized

-  Orcas Ave
Rider sees car speeding up Orcas and gives visual hand signal to slow down, car speeds up and honks passing horse and rider. No incident reported, monthly if not weekly incidents with different drivers.
-  Bridge on Foothill Blvd
2 people killed at the turn to the bridge on Foothill Blvd. - 2 years ago
-  Bridge on Foothill Blvd
biker killed at the turn to the bridge on Foothill Blvd. - 1 year ago.
-  Wentworth St & Wheatland Ave
Needs crosswalk and signage: This is where the community use to have a crosswalk and DOT removed it. We also need a street light for crossing here. High speeds and no one slowing down!
-  MaryBell Ave & Wentworth St
Need crosswalk and signage
-  Art St & Stonehurst Ave
Needs signage: Horses walk along Stonehurst to the trail that was put in but have to walk in the street on Art Street. This crossing takes horses to Stonehurst Park arena
-  McBroom St & Wheatland Ave
Needs signage: Going down to Sunland [the extent of Wheatland Ave south of McBroom?]. Many horses walk along the roads up and down both McBroom and Wheatland.
-  Foothill Blvd & Orcas Ave
Needs signage: Major crossing for horses into Hansen Dam
-  Foothill Blvd & Wheatland Ave
Needs signage: Major crossing for horses into Hansen Dam
-  Foothill Blvd & Christy Ave
Needs signage: Major crossing for horses into Hansen Dam
-  Foothill Blvd & Osborne St
Needs signage: Major crossing for horses into Hansen Dam, I don't know if there is a horse height button here but if not it needs one
-  Osborne St & Dronfield Ave
Needs signage and add horse height button: Major crossing for horses into Hansen Dam
-  Stonehurst Ave
Needs signage
-  Sunland Blvd
Needs Signage. Also, reduce speed limit, and limit truck weight to that in place on La Tuna Canyon
-  Wheatland Ave
(East and West) Needs Signage
-  Wheatland Ave cont'd
(East and West) Needs Signage
-  Wheatland Ave cont'd
(East and West) Needs Signage
-  Wheatland Ave cont'd
(East and West) Needs Signage
-  McBroom St
Needs signage
-  McBroom St cont'd
Needs signage
-  Johanna Ave
Needs signage
-  Wentworth St
Needs signage
-  La Canada Way

-  Needs signage
La Canada Way cont'd
Needs signage
-  Glenoaks Blvd & Hubbard St
Needs signage: has a lot of vehicle and horse traffic
-  Polk St & Glenoaks Blvd
Needs signage: has a lot of vehicle and horse traffic
-  Foothill Blvd & Polk St
Needs signage: has a vehicle and horse traffic
-  Bledsoe St & Olive View Dr
Has a lot of vehicle and horse traffic. Olive View Hospital has expanded and obliterated the trail that went past the front of the hospital into the hills via the Saddletree ranch trailhead. Would be nice to get the horses out of the street there but I know it's hard to get it back if not impossible. It started out being blocked due to construction and now it seems a permanent thing.
-  Hubbard St & Foothill Blvd
Need to get horse out of the street [trails?]
-  Foothill Blvd in Lake View Terrace
Needs trail: The Lake View Terrace community has requested an equestrian trail along Foothill Blvd for over 30 years
-  Sunland & La Canada Way
Needs reduced speeds, more signage and warning lights for safety from the 210 fwy (Sunland exit) all the way to Glenoaks Blvd
-  Sunland Blvd & Wornom Ave
Needs reduced speeds, more signage and warning lights for safety from the 210 fwy (Sunland exit) all the way to Glenoaks Blvd

COMMUNITY FEEDBACK: LOCATIONS POTENTIALLY HAZARDOUS TO HORSE RIDERS AND HORSES

	Location		Comments: Description of Conditions or Incident		Suggested Solution:
	Street Intersection or Name	Closest Major Street and/or Community Name	Description	Reported by:	
1.	Mary Bell Ave.	Wentworth St.	Two years ago, Bert Bonnet was riding up Mary Bell Ave.; a car sped past him, spooked horse into storm drain. Horse was euthanized.	Margie Beeson	
2.	Orcas Ave.	Foothill Blvd.	Regular incidents involving different motorists in which a horse rider sees a car speeding up Orcas Ave. and gives visual hand signal to slow down; car speeds up and honks passing horse and rider.	Same as above	
3.	Bridge on Foothill Blvd.	Foothill Blvd.	Two years ago, two people were killed at the turn to the bridge on Foothill Blvd.	Margie Beeson Same as above	Re-stripe travel lanes to a single lane with parking on both sides. Decrease posted speed limit to 45 miles per hour.
4.	Bridge on Foothill Blvd.	Foothill Blvd.	One year ago, a bicyclist was killed at the turn to the bridge on Foothill Blvd.	Margie Beeson Same as above	Install bicycle lane.
5.	Wentworth St and Wheatland Ave	Wentworth St	Motorists travel at high speeds.	Margie Beeson, SHPOA	Install crosswalk, signage, and signalization. Note: The location previously had a crosswalk; DOT removed it.

COMMUNITY FEEDBACK: LOCATIONS POTENTIALLY HAZARDOUS TO HORSE RIDERS AND HORSES

6.	Mary Bell Ave. and Wentworth St.	Wentworth St		Margie Beeson, SHPOA	Install crosswalk, signage.
7.	Art St. and Stonehurst Ave.	Sunland Blvd	Horses must walk on Art St. before entering trail on Stonehurst Ave. en route to the Stonehurst Park arena	Margie Beeson	Install signage.
8.	McBroom St and Wheatland Ave. (West and East)	Wentworth St, Sunland Blvd	Horses walk along the public streets up and down both McBroom St. and Wheatland Ave.	Same as above	Install signage.
9.	Foothill Blvd. and Orcas Ave.		Location is a major crossing for horses into Hansen Dam Recreation Area.	Same as above	Install signage.
10	Foothill Blvd. and Wheatland Ave.	Foothill Blvd	Location is a major crossing for horses into Hansen Dam Recreation Area.	Same as above	Install signage.
11	Foothill Blvd. and Christy Ave.	Foothill Blvd	Location is a major crossing for horses into Hansen Dam Recreation Area.	Same as above	Install signage.
12	Foothill Blvd and Osborne St.	Foothill Blvd	Location is a major crossing for horses into Hansen Dam Recreation Area.	Same as above	Install signage with horse height button.
13	Osborne St and Dronfield Ave.	Osborne St, Foothill Blvd	Location is a major crossing for horses into Hansen Dam Recreation Area.	Same as above	Install signage with horse height button.
14	Stonehurst Ave.	Wentworth St	Location is a major	Nikki Ahten	Install signage. Motorists need

COMMUNITY FEEDBACK: LOCATIONS POTENTIALLY HAZARDOUS TO HORSE RIDERS AND HORSES

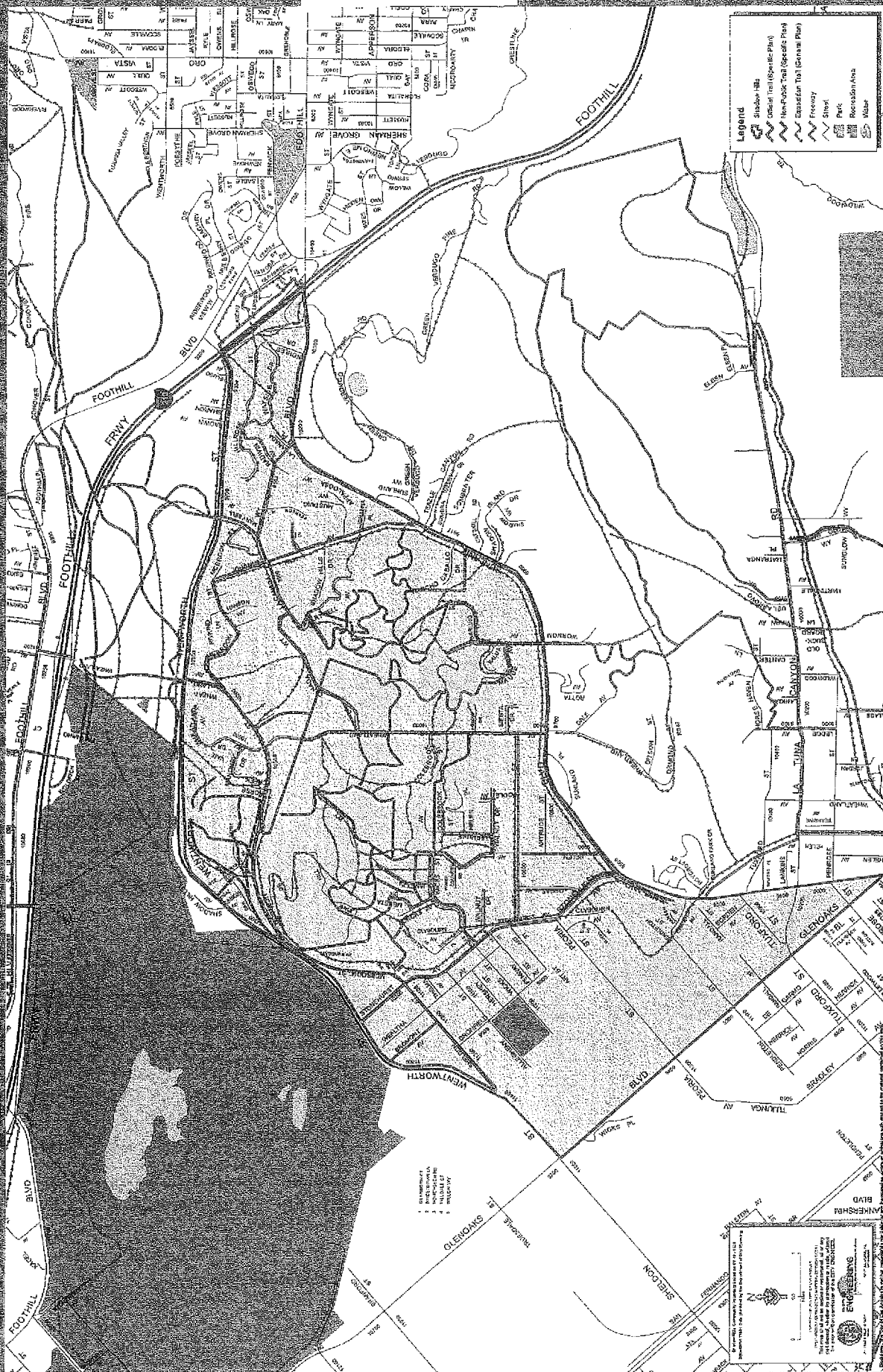
			roadway entering the equestrian community.		to be alerted and educated to share the road with the horses.
15	Sunland Blvd.	Sunland Blvd		Nikki Ahten, SHPOA	Install signage. Motorists need to be alerted and educated to share the road with the horses. Reduce speed limit. Limit truck weight.
16	Wheatland Ave.	Wentworth St., Sunland Blvd		Nikki Ahten	Install signage. Motorists need to be alerted and educated to share the road with the horses.
17	McBroom St.	Wentworth St., Shadow Hills		Same as above	Install signage. Motorists need to be alerted and educated to share the road with the horses.
18	Johanna Ave.	Wentworth St., Sunland Blvd Shadow Hills		Same as above	Install signage. Motorists need to be alerted and educated to share the road with the horses.
19	Wentworth St.	Glenoaks Blvd, Foothill Blvd Shadow Hills		Same as above	Install signage. Motorists need to be alerted and educated to share the road with the horses.
20	La Cañada Way	Sunland Blvd Shadow Hills		Same as above	Install signage. Motorists need to be alerted and educated to share the road with the horses.
21	Hubbard St. and Glenoaks Blvd.	Sylmar	Location has significant vehicle and horse traffic.	Los Angeles Equine Advisory Committee	Install signage.
22	Polk St and Glenoaks Blvd.	Sylmar	Location has significant vehicle and horse traffic.	Same as above	Install signage.
23	Foothill Blvd and Polk St.	Sylmar	Location has significant vehicle and horse traffic.	Same as above	Install signage.
24	Bledsoe St. and Olive View Dr.	Sylmar	Location has significant vehicle and horse traffic. Olive View Hospital has	Same as above	Install signage. Install horse trail.

COMMUNITY FEEDBACK: LOCATIONS POTENTIALLY HAZARDOUS TO HORSE RIDERS AND HORSES

			expanded and obliterated the trail that went past the front of the hospital into the hills via the Saddletree ranch trailhead.		
25	Hubbard St. and Foothill Blvd.		On New Year's Eve 2012, a motorist hit a horse rider as he was loping through the intersection.	Same as above	Install horse trail.
26	Foothill Blvd.	Lake View Terrace		Margie Beeson	Install horse trail.
27	Sunland Blvd and La Canada Way	Sunland Blvd., Shadow Hills		SHPOA	Reduce speed limit. Install signage. Install warning lights for safety from the 210 Freeway (Sunland Blvd. exit) to Glenoaks Blvd.
28	Sunland Blvd. and Wornom Ave.	Sunland Blvd., Shadow Hills		SHPOA	Reduce speed limit. Install signage. Install warning lights for safety from the 210 Freeway (Sunland Blvd. exit) to Glenoaks Blvd.

Shadow Hills Community

City of Los Angeles



ATTACHMENT "C"

