

1. *Why are there no crosswalks on Valley Circle at Highlander Road?*

Department studies have shown that uncontrolled marked crosswalks give pedestrians a false sense of security and that accident rates actually increase at intersections with marked crosswalks. Therefore, marked pedestrian crosswalks are installed where there are significant volumes of conflicting vehicles and pedestrian traffic. Pedestrian volumes across Valley Circle Boulevard at Highlander Road are not at the level to meet the Department's guidelines for installation of a marked crosswalk. Section 21950 of the State Vehicle Code entitled "Right of Way at Crosswalks" establishes the joint responsibilities of pedestrian and driver at any crossing.

2. *If Highlander and Valley Circle "qualified" for a 4 way stop 25 years ago, how do they not "qualify" now when the traffic is much heavier?*

Years ago, the traffic volumes on Valley Circle Boulevard were lower and not at the typical levels of other Major Highways in the City. Therefore, stop signs could be installed without creating excessive delays or congestion for Valley Circle Boulevard traffic. However, traffic volumes on Valley Circle Boulevard have increased steadily and the volumes are now at the level where stop signs are no longer an appropriate traffic control device on this Major Highway.

3. *The request for a traffic signal at Highlander Road predated the request "2 years ago" from the Bell Canyon resident – why was it not given priority?*

A request for installation of traffic signals at the intersections of Highlander Road and Valley Circle Boulevard and at Bell Canyon Road and Valley Circle Boulevard were received in June 2002 and October 2004 respectively. An analysis of each request was conducted independently as the requests were received. Traffic conditions at the intersection of Highlander Road and Valley Circle Boulevard failed to meet Department guidelines for traffic signal installation while conditions at the intersection of Bell Canyon Road and Valley Circle Boulevard did meet the guidelines.

As part of the overall evaluation of traffic controls on Valley Circle Boulevard, in July of 2005, the Department of Transportation re-examined the need to install a traffic signal at Highlander Road and Valley Circle Boulevard. The results of this traffic engineering study also did not meet the Department's guidelines for installation of a traffic signal at this intersection.

4. *Since Platt and Highlander qualified for a light many years ago, why hasn't Valley Circle and Highlander ever qualified even when it was requested several years ago?*

Every intersection is evaluated individually. A traffic engineering study for the installation of a traffic signal at the intersection of Platt Avenue and Highlander Road was performed in February of 1976. A review of the traffic volumes at this intersection determined that the Department's guidelines for installation of a traffic signal were met and was therefore installed.

5. ***Who made the request for the light at Bell Canyon and Valley Circle and why is the process a secret? Why did one request weigh more heavily than all the input from the people living on or near Highlander?***

Anybody may request an evaluation for a traffic control device and all completed studies are retained as public records. A traffic control device needs to meet the Department's guidelines based upon collected traffic engineering data and is not dependent on the petition process. Once the need for a traffic control device has been brought to the Department's attention and it has been determined that Departmental guidelines are met, the Department is required to take appropriate action.

6. ***Why is the LADOT so secretive and closed, about traffic control devices before installment why don't they give notice and solicit input from affected residents?***

The Department of Transportation is responsible for evaluating the need for installation of traffic control devices and the City's professional registered engineers approve them based on city, state, and federal guidelines. Traffic signals are not dependent on the petition process, however the affected city elected representatives are notified at the time of their authorization by sending them a copy of the traffic control report.

7. ***Why were the traffic lights at Bell Canyon and at Ingomar both installed now instead of at some earlier time?***

Prior traffic engineering studies have been conducted in the past years at these intersections. However, only the most recent studies met the Department's guidelines for installation of traffic signals.

8. ***Please explain why a smart light at Highlander and Platt, which is 0.1 mile from Vanowen, is legal and yet a smart light at Highlander and Valley Circle between Bell Canyon, also 0.1 mile, is illegal? Both Platt and Valley Circle have comparable traffic.***

The minimum distance required between adjacent intersections is satisfied at both these intersections. A traffic engineering study for the installation of a traffic signal at the intersection of Platt Avenue and Highlander Road was performed in February of 1976. A review of the traffic volumes at this intersection determined that the Department's guidelines for installation of a traffic signal were met and was therefore installed.

9. ***Why does Dorie at Valley Circle still have a stop sign?***

The location of Dorie Drive is not in close proximity to the adjacent signalized intersections. As a result, traffic back-up at Dorie Drive does not interfere with traffic signal operation. However, the intersection of Dorie Drive and Valley Circle Boulevard is under continuous evaluation for possible traffic control modification.

10. *What qualifies Dorie at Valley Circle for a stop sign that Highlander does not meet?*

The location of Dorie Drive in reference to its adjacent signalized intersections differs from that of Highlander Road. Additionally, advance visibility at Dorie Drive was substantially less than the minimum requirements and was a deciding factor in authorizing the stop signs.

11. *Why do the slope and angles of Highlander and Valley Circle not change the normal Signal Requirements for a typical flat, unobstructed view 4-way stop?*

All physical elements and geometry of the intersection is considered during the overall evaluation for traffic signal installation.

12. *Why is a test done with a stationary bright orange cone and then expected to be the equivalent of a dark color car moving at high speed?*

The cone is utilized simply as a point of reference in order to measure the length of the unobstructed line-of-sight to the hood of an approaching vehicle. This sight distance is then compared to the speed of traffic to determine the ability of side street traffic to safely enter the main roadway.

13. *With the taking out of the stop signs at Highlander and Valley Circle and then putting them back in, the traffic control, tree cutting, plastic turn lane poles, painting of the street markings, bush trimming, etc, much of it last minute and probably on overtime, how much did all that cost?*

The unique situation created at this location caused some unusual additional work to be performed. However, the majority of work performed by the City crews was on regular time.

14. *Given that the “mid block crosswalk traffic signal” across Valley Circle in front of the baseball fields between Hartland Street and Highlander Road has not yet been designed or approved, how long will it be before that project is implemented?*

The midblock pedestrian traffic signal was authorized and approved by the Department of Transportation on July 19, 2007. However, the Department of Recreation and Parks will construct the traffic signal as part of development of the parking lot on the east side of Valley Circle Boulevard.

- 15. *Since the “mid block crosswalk traffic signal” across from the West Hills baseball field will only be implemented at a future time, and since the 4-way stop signs and the crosswalks at Valley Circle and Highlander have already been removed, pedestrians currently must run across 4 lanes of speeding traffic to reach the baseball and soccer fields. As this poses a serious and immediate danger to both pedestrians and motorists, why will the stop signs and crosswalks at Valley Circle and Highlander not be restored right now, at least until the mid block crosswalk is put in place?***

A controlled crosswalk has been provided as part of the installation of the traffic signal at the intersection of Bell Canyon Road and Valley Circle Boulevard. Although DOT recommends that pedestrians always cross at intersections, it is also legal to cross midblock pursuant to Section 21954 of the State Vehicle Code entitled “Pedestrians Outside Crosswalks.” Further, Section 21950 of the State Vehicle Code entitled “Right of Way at Crosswalks” establishes the joint responsibilities of pedestrian and driver at any crossing.

- 16. *According to the LADOT report, a traffic count at Valley Circle and Highlander conducted on 4/13/2007 found a “combined minor street volume” of 105 between 5 and 6 pm. This necessarily implies that the “highest approach minor street traffic” vehicular volume was at least 53 (pedestrian traffic across Valley Circle at this hour on a workday is near negligible). This volume of traffic easily meets “Condition B” on the “Traffic Signal Warrant” form, which requires only 42 vehicles per hour for the “highest approach minor street traffic”. Given that the other element of Condition B (vehicle volume on “both approaches major street”) is met by a very wide margin, this leads to the conclusion that “Condition B” for the installation of a traffic signal is met, and the intersection at Valley Circle and Highlander qualifies for a stoplight according to LADOT regulations. Since the conditions are met, and the residents strongly urge placing a stop light at the intersection, how soon will one be installed?***

Warrant 1, Condition B of the Traffic Signal Warrants requires that all eight hours of an eight-hour traffic count meet the minimum required traffic volumes. This condition was not satisfied in this situation.

- 17. *The study of vehicle volume at the intersection of Valley Circle and Dorie Drive conducted on 6/13/2007 included data collected over a single hour (5-6 pm). Since the LADOT “Traffic Signal Warrant” form itself requires data on “Eight-Hour Vehicular Volume,” this is clearly insufficient. Does LADOT intend to make changes at the intersection based on such incomplete data, and if so, why?***

Warrant 1 of the Traffic Signal Warrants requires that all eight hours of an eight-hour traffic count meet the minimum required traffic volumes. In order to expedite the traffic signal evaluation and minimize the use of resources, an engineer took a one-hour traffic volume sample during the evening peak hours to determine if a more detailed traffic survey was necessary. The one-hour traffic volume was below the required volume threshold, which indicated that Warrant 1 would not be met and that an additional traffic volume survey was not necessary.

18. *The LADOT report, dated July 19, 2007, was provided to the West Hills Neighborhood Council and residents only in December 2007. This was more than four months after the report was written, and nearly a month after traffic changes at Valley Circle and Highlander had been implemented. Why the delay?*

All LADOT traffic data is public information and can be obtained from our records section at any time. The West Hills Neighborhood Council requested a copy of the traffic report in November of 2007. As a courtesy, the LADOT District Office provided the data within a week's time in order to expedite their request.

19. *A statement has been made by LADOT, related to the removal of the stop sign at Highlander & Valley Circle, indicating one reason for their removal was "Drivers would not be expecting a Stop Sign so close to a Signal and that would be confusing and could cause rear end accidents". However, there are several intersections within the Valley where installation of Stop Signs are in close proximity of Signals. One example is the intersection of Erwin/Topanga (Signal), then westerly 1 very short block the intersection Erwin/Glade (Stop Sign), and continuing westerly another very short block the intersection of Erwin/Randi (Signal). Precedence has been set for over 30 years at these intersections. So, why are the residences of Highlander and Valley Circle being denied the same right?*

Experience throughout the nation indicates that traffic signal and stop sign control on **Major Highways** should not be mixed. Valley Circle Boulevard is a designated major highway and Highlander Road, a designated collector street. By comparison, Erwin Street is a designated collector street and Glade Avenue, a designated local street. Also, traffic volumes and speeds at the intersection of Highlander Road and Valley Circle Boulevard differ from those at the intersection of Erwin Street and Glade Avenue.

20. *Given that residents have already expressed strong reservations about the signal plan, shouldn't they be given a chance to review the reports and comments on it before changes are made?*

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21. *Can you give us a list of times and dates that LADOT conducted their Traffic Count / Study of the Valley Circle and Highlander intersection during this 90 day monitor period between November 2007 and February 2008?*

A 24-hour automatic traffic volume count was conducted on November 14, 2007 at the intersection of Bell Canyon Road and Valley Circle Boulevard. Since then, at the intersection of Highlander Road and Valley Circle Boulevard, several field visits have been done at various times and days to observe traffic operation and driver behavior. Additional traffic counts will be conducted after the 90 days for analysis of the traffic situation at this intersection.