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State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

RE: SCH #2002091018 – Canyon Hills Project

We have received the Notice of Completion and Draft Environmental Impact Report (EIR) for the Canyon Hills Project. In reviewing the EIR, we have the following traffic safety and congestion concerns that should be addressed before the beginning of work on this project.

Improved Off-Ramp Design – The westbound Foothill Freeway (I-210) off-ramp to La Tuna Canyon Road will need to be redesigned to accommodate the increased traffic flow to the project. There is a curvature of the off-ramp, which has not been a problem because of the lower volume of traffic. However, the Canyon Hills Project will increase the number of vehicles using the off-ramp and this will generate more collisions due to its existing design. Re-aligning the off-ramp to eliminate the curve's current radius so that it aligns with the main access street into the Development Area A, coupled with a signal-controlled intersection at La Tuna Canyon Road, with expedite traffic safely off the freeway and into the project's Development Areas A and B.

7-1

Installation of Traffic Signals – Due to the increased volume of traffic using the La Tuna Canyon Road interchange because of this project, traffic signals need to be installed at several locations to reduce collisions and congestion. Synchronized traffic signals will need to be installed on La Tuna Canyon Road at the I-210 westbound on/off ramp intersection, I-210 eastbound on/off ramp intersection, and at the two exits from the project's Development Area B south of the I-210.

7-2

Improved On-Ramps to Support HOV – To facilitate the state's High Occupancy Vehicle (HOV) program to reduce traffic congestion, the on-ramps will have to be widened to accommodate HOV lanes and metering. This change is necessary because of the anticipated increase in traffic flow from the Canyon Hills Project.

7-3

Underground Utility Poles – Any utilities in the project or near the interchanges of La Tuna Canyon Road and Sunland Boulevard need to be buried underground. This will eliminate vehicles colliding with fixed objects (utility poles), which increase the severity of injuries.

7-4

Installation of Sound Walls – Experience has shown that with large housing developments situated close to freeways, there is a need for the developer to install sound walls to help protect

7-5



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residents from freeway noise. With the completion of the I-210 through to the I-15 and the potential for an I-710 connection, truck and other vehicle traffic will increase on the freeway.

7-5

Bus Stop Location – To reduce traffic congestion and vehicle-pedestrian collisions, a bus stop area should be included and designed so the bus can leave the roadway portion of both La Tuna Canyon Road and Sunland Boulevard locations to pick-up/drop-off passengers. It is reasonable to assume that many homeowners will use public transportation in lieu of private vehicles. Additionally, low-income domestic workers will need access to safe transportation services.

7-6

Fire Escape Routes – Development Area A should have two unrestricted roadway exits in the event of a brush fire. If the primary access onto La Tuna Canyon Road becomes blocked due to a collision, congestion or other reason, the residents need another roadway out of or into the development. There are two emergency accesses to the north on roads that are normally closed to traffic (near Verdugo Crestline Drive and Inspiration Way). However, these roads should be used exclusively by emergency vehicles so residents do not hinder their response. Additionally, fire apparatus responding from Fire Station 77 in Sun Valley will attempt entry to the development from the closest point, which is the La Tuna Canyon Road entrance. We believe most of the residents will try to use this same entrance point to flee their homes or get to them. Although residents will be provided with an evacuation plan making them aware of the two emergency roads to the north, the plan maybe forgotten during a time of panic or be unknown to visitors. Should this happen, they will revert to using the most common entry point at La Tuna Canyon Road, which will further its congestion.

7-7

Sidewalks – South of the La Tuna Canyon Road interchange there are hiking trails frequented by hikers. Obviously, the residents of the development will also utilize these trails. Adequate and safe sidewalks need to be installed around the interchange to allow pedestrian traffic access to the hiking trails without unnecessary conflict with vehicles.

7-8

Park and Ride Lot – In support of the state's congestion relief efforts, a suitable Park and Ride Lot should be constructed in the vicinity of the Canyon Hills Project and the freeway.

7-9

If you require additional information, please contact Lieutenant Henderson at 626.296.8100.

Sincerely,



JIM CAHOON, Captain
 Commander
 Altadena Area

cc: CHP Headquarters, Special Projects Section