

APPENDIX C

SUMMARY OF OUTREACH EVENTS





Comment Summary

June 14, 2018

The first effort to solicit information from the general public took place on June 14 at the Thursday evening Farmers' Market on Lancaster Boulevard. Project team members set up a table with information boards that displayed an overall goal to make streets safer through countermeasures, along with boards that illustrated common countermeasures that could be used for both pedestrian and bicycle safety. Team members talked to passersby and asked them about traffic safety issues, and particular locations where those issues take place. They received both general safety comments as well as comments about specific locations. Comments about traffic safety issues at specific locations were recorded on street maps of Lancaster. Photos of the marked-up maps are shown in Appendix -. Comments are shown below.

It should be noted that those who commented seemed to identify issues near where they live. While team members randomly talked to passersby, we have no assurance that they represent all areas of Lancaster evenly. Thus, the results shouldn't be perceived as statistically significant.

General Comments

- Motorists speeding (many times)
- Motorists don't look for pedestrians in crosswalks when turning right
- The City should lower the speed limits
- Motorists don't always stop for stop signs
- Like the roundabouts (2)
- There are many potholes and debris in the streets (3)
- Like the bike paths
- Like the bike lanes the City has put out, especially the buffered bike lanes (2)
- People drive in the bike lanes on Lancaster Boulevard to go around traffic (2)
- People drive in other bike lanes to go around traffic
- Most bicyclists ride on sidewalks (3)
- The streets are too fast to bicycle on
- We need more bike lanes

Location-Specific Comments

Intersections

East-West Street	North-South Street	Comments
Ave. I	20 th St. W	Difficult for pedestrians to cross
Jackman St.	10 th St. W	Westbound motorists turning northbound can't see pedestrians on the sidewalk
Lancaster Blvd.	Sierra Hwy.	Difficult for pedestrians to cross Sierra Hwy.
Newgrove St.	16 th St. W	Sightline issues
Ave. J	Sierra Hwy.	Difficult for pedestrians to cross
Ave. J	20 th St. E	Bad intersection
Ave. J-4	15 th St. E	Left turns are difficult to make
Ave. J-8	Division St.	Speeding
Ave. J-8	20 th St. E	Left turns
Ave. K	Near Yew St.	Need a pedestrian crossing from Rawley Duntley Park to the north side
Ave. K	20 th St. W, 17 th St. W	Pedestrian crossing need improvement
Ave. K	10 th St. W	Turning issues
Ave. K	25 th St. W	Southbound motorists turning west bound can't see pedestrians
Ave. K-8	Challenger Way	Difficult for pedestrians to cross
Ave. L	37 th St. W	Westbound motorists turning southbound don't stop for pedestrians

Linear Street Segments

Street	From	To	Comments
Lancaster Blvd.	20 th St. W	10 th St. W	Need wider sidewalks
Ave. J	110 th St. W	30 th St. W	Need bike lanes
Ave. J	All		Speeding
Ave. J-8	15 th St. E	20 th St. E	Speeding
Ave. K-8	5 th St. E	Challenger Way	Potholes
20 th St. W	Ave. H-4	Lancaster Blvd.	Racing
Sierra Hwy.	Ave. I	Ave. J-8	Speeding, bad pavement
Division St.	All		Speeding
12 th St. W	Ave. J-4	Ave. J-12	Speeding
30 th St. W	Ave. L	Ave. M	Speeding
Area near 50 th St. W to and 65 th St. W, and south of Ave. K			No sidewalks, no street lights



Comment Summary

September 27, 2018 | 3:30 PM

Countermeasure Board Post-It Comments:

Bicycle Safety Countermeasures Board

- Families need a safe place designated for bicycles only to ride.
- Protected bike lanes are necessary! Adding substantial protection, curbing, islands and other permanent measures to existing bicycles lanes is needed.
- Plastic barrier cones are not enough protection from traffic.
- Prefer buffered/separated bike lanes with continuous landscaping and trees for visual narrowing, or planters like Santa Monica.
- Prefer 3' wide buffer from traffic. (on "buffered bike lanes")

Pedestrian Safety Countermeasures Board

- Make safe planter adjacent to sidewalk. (planter strip)
- In commercial areas add raised pedestrian crossing in front of driveways and drive thrus.
- Prefer landscaping in median – planters or continuous. (on "pedestrian crossing islands")
- Smiley faces (likes) on:
 - Advance yield lines
 - Curb ramps
 - Curb extensions

Other Roadway Safety Countermeasures

- Access issues at driveways where medians have gone in. (on "medians")
- Smiley faces (likes) on:
 - Neighborhood traffic circles
 - Road diets ("safety" written)
 - Roundabouts

Map Comments:

- Collisions at K-8/Challenger
 - Need to slow cars on challenger
 - Maybe an all-way stop
 - Area for submitted HSIP grant by City
- Signal at 15th St W/Ave K is causing congestion

- Examine signal timing?

Meeting Comments:

- Roundabouts
 - Opinion is dependent on education, experience with them
 - People's opinions have changed positively over time
 - Proper signage should accompany roundabouts
 - Roundabouts in the City currently planned for several locations throughout the City
- Education workshop in conjunction with opening of project
 - Roundabouts, bike lanes
 - Opportunities for dry runs or demonstrations before a project opens
 - Resources/staff available within the first few weeks of new project opening
- Issue with aggressive driving
- Opportunities to reduce speed limit?
- Benefits of implementing Master Plan of Trails and Bikeways
 - Safety/crash reduction benefits
 - Filling gaps in the network to make it easier to get around by bike
 - Traffic calming benefits
- Protected bike lanes would provide more opportunities for people of varying interest, age, and ability to ride
- Elementary school district representative:
 - LED light stop signs near schools have been installed in some places and have been popular
 - Could LED light school crossing signs also be installed?
 - Analysis of crashes by time of day, time of year could help determine good candidate locations
 - Issues with trees/bushes covering signage (especially at night)
 - Opportunity to mark school bus stops?
 - Increase enforcement for stopping behind buses
 - Opportunities for enhanced pedestrian crossings (eg. in-roadway reflectors on crosswalks)
 - ADA considerations and would need to work with city to designate so that investment in stops infrastructure isn't lost if bus stop location needs to change
- Opportunities for City to be more communicative with community about strategies, why they are being pursued, and what the benefits are to the city residents