

SHPOA

Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

A Neighborhood Where Families Grow



Volume 40, Issue 2

SHPOA September-October 2017

Residents: Our Unsung Heroes! *by Dave DePinto*



SHPOA has sent the letter (at right) to thank ALL our local fire and police departments for their courageous work in protecting our communities and those agencies deserve our thanks. We feel strongly that the role of regular people and community leaders, acting as volunteers, friends and neighbors, was equally important and deserves strong praise. Thus, SHPOA also thanks you, our residents, businesses and volunteers for the countless acts of voluntarism, charity and service each and every one of you provided to your friends, neighbors and communities.

SHPOA Membership is only \$25 for a whole year! Join up at the General-Community Meeting on Tuesday, Sept. 26. (See notice below right. Form on page 3.)



HOT ITEMS IN THIS ISSUE...

- *Neighborhood Watch Issues*, see pp. 2-3.
- *Stop Improper Commercial Development!!* See page 4.
- *An Evening with a Tuskegee "Red Tails" Pilot*—pp. 6-7.
- *Equestrian Events in October-Center Spread*, pp. 8-9.
- *HSR Update w/Chart*, p. 10; *How Electeds are "Performing"*—p. 15; *Cannabis Issues*, pp. 4-5; *Lane Reduction Debacle*, pp. 10-11.

SHPOA
Shadow Hills Property Owners Association
Dedicated to Preserving Rural Community

September 11, 2017

Dear Chief Terrazas and the Los Angeles Fire Department, Chief Osby and the Los Angeles County Fire Department, and Chief Beck and the Los Angeles Police Department,

The Shadow Hill Property Owners Association represents about 2,300 households in the equestrian community that is tucked between Sun Valley to the south, and Sunland-Tujunga to the north.

We thought we would choose Patriot's Day to appropriately thank you with all our hearts for the protection you provided to our Shadow Hills area during the recent intense La Tuna Canyon Fire. As the fire spread rapidly through the night on Friday, Sept. 1st, and into Saturday afternoon, the winds became extremely erratic and it appeared to be developing into a life-threatening event. We were impressed, if not frightened, by the intensity of your fight – the constant flying of the water-dropping helicopters and flame retardant planes, making accurate drop after accurate drop in close succession, in coordination with the myriad of fire crews on the ground.

We would also like to express our appreciation and thanks to those fire department personnel from the many other cities that assisted you, who are too numerous to name here.

When the smoke cleared, it was clear that you fought a very strategic fight for such a large fire, where in many locations the flames were halted just shy of resident property lines. With only a few homes lost, we wanted to take a moment to commend the fine work of all the heroes on the front lines, and in the air, who did so much to preserve our homes and neighborhood, and who we still see working in our neighborhoods to finalize the remnants of the fire now.

If there is any way we can support or assist your department, please let us know. Feel free to contact us through Dave DePinto at either [310-502-7928](tel:310-502-7928) or 7daviddepinto@ca.rr.com.

And again, many, many thanks from the very grateful residents of Shadow Hills!

On behalf of our Community and the Board of Directors of the Shadow Hills Property Association,

Dave DePinto
Dave DePinto
President

Hear the News that impacts YOU!!

Attend **SHPOA's**
General-Community Meeting
Tuesday, September 26, 2017
7:00 to 9:00 p.m.
Tierra del Sol • 9919 Sunland Blvd.

2017 SHPOA Board Members

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President:	Dave De Pinto 352-7618 7daviddepinto@ca.rr.com
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Treasurer:	Lynne Toby lynnnetoby60@msn.com
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	Susan Lozano slozano7@ca.rr.com

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SHPOA's E-mail Address:	shpoa@shpoa.us
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Senior Lead Police Officers: *Sunland/Shadow Hills/LVT*

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LAPD Foothill Div. Front Desk
818-756-8861

Sun Valley/Shadow Hills West

Rich Wall 818-634 -0755
30204@lapd.lacity.org

Foothill Trails District Neighborhood Council (FTDNC): **www.ftdnc.org Info. below from their site.**

FTDNC Area 4

Michael N. Carpenter 470-523
treasurer@ftdnc.org
Terry Kaiser terry.kaiser@ftdnc.org

FTDNC Area 5

Robert (Bob) Bell bob.bell@ftdnc.org
Tamara Loperfito
tamara.loperfito@ftdnc.org

Private Security and Neighborhood Watch for Shadow Hills?

By Dave DePinto

Despite constant re-assurances by local elected officials and law enforcement that Shadow Hills' crime rate is lower than most communities, we all know we feel less safe than we used to. Whether it's the transients/vagrants in the Wash, at freeway offramps, walking down Sunland Blvd., or panhandling at supermarkets and retail locations, we want stronger enforcement of existing laws and ordinances, increased presence of law enforcement and a greater sense of security.

A few years ago, SHPOA researched the costs/benefits of private security services. At the time, we did not find a service that was worth pursuing. A number of residents have asked again to research such options so the SHPOA board is open to and reviewing options again. At this point, private security still appears to be very expensive, inequitable in terms of covering only people paying for the service, and poses liability and other legal questions. That said, we're going to research it further and continue to push for LAPD and our Council office to help fund additional law enforcement protection for our community. Please contact Councilmember Monica Rodriguez (monica.rodriguez@lacity.org; 818-352-3287) and voice your concern and call for action. Tell her we need another police car/patrol with a regular, consistent presence in Shadow Hills, regardless of how busy other areas of the Valley and District are. The squeaky wheel gets the grease!

Also, please read the following article and volunteer to help SHPOA's Neighborhood Watch program. This can be a very empowering and rewarding experience. We've said this before and we'll say it again: don't wait for government to do the job for you. Get involved and see how you can make a difference.

To learn more about our Neighborhood Watch program, contact Cindy Bloom (cbloom571@gmail.com; 818-445-5602). 🐾



SHPOA's Neighborhood Watch Program

By Cindy Bloom

Addicted to "Criminal Minds"? Intrigued by "Law and Order"? Loved "Murder She Wrote"? Well, Shadow Hills Property Owners Association (SHPOA) Neighborhood Watch won't completely fulfill your inner detective, but it will certainly help our community and hopefully provide you with a sense of satisfaction, knowing that you improved the safety of our neighborhood.

Neighborhood Watch is the cornerstone of the LAPD's crime prevention strategy. It enlists the active participation of residents, in cooperation with law enforcement, to reduce crime in communities throughout the City. The goal is to encourage residents to step up to build a safer, crime-free neighborhood.

Let's be blunt: SHPOA Neighborhood Watch needs more Block Captains. SHPOA serves 2,300 households, yet only has 6 Block Captains. For SHPOA Neighborhood Watch, the Block Captain is a community member who

acts as a liaison between those who work and/or live in a particular area, and the officers assigned to that area, coordinated through the SHPOA Neighborhood Watch Coordinator.

The Block Captain will report suspicious activities in Shadow Hills to the SHPOA Neighborhood Watch coordinator, Cindy Bloom (formerly Sue Mansis), and depending on the situation, appropriate action will be taken. We meet monthly with our Senior Lead Officer (SLO) and will on occasion have other law enforcement representatives at our meeting.

If you're interested in learning more about your community and, more importantly, providing an essential service that will benefit you and your neighbors, please contact Cindy Bloom at 818-445-5602 or cbloom571@gmail.com. You won't regret it! 🐾



Councilmember Rodriguez Made a Pledge! She Gave Us Her Word!

By Dave DePinto

LA CITY COUNCIL DISTRICT 7 CANDIDATE NO HIGH SPEED TRAINS PLEDGE

1. I OPPOSE ALL PRESENT AND FUTURE ABOVE GROUND TRAIN ROUTES (E1, E2, SR14) IN RESIDENTIAL, BUSINESS AND SENSITIVE ENVIRONMENTAL AREAS IN LAKE VIEW TERRACE, SHADOW HILLS, PACOIMA & SUN VALLEY.
2. I CALL ON CHSRA TO STOP HOLDING OUR COMMUNITIES HOSTAGE AND DEMAND IMMEDIATE REMOVAL OF ALL SUCH ABOVE GROUND ROUTES FROM FURTHER ENVIRONMENTAL REVIEW.
3. I CALL ON MAYOR GARCETTI AND THE LOS ANGELES CITY COUNCIL TO FORMALLY JOIN THE LA COUNTY BOARD OF SUPERVISORS AND NORTHEAST SAN FERNANDO VALLEY LEGISLATORS AND CONGRESSMEMBERS TO OPPOSE THESE ABOVE GROUND ROUTES, TO CALL FOR THEIR IMMEDIATE REMOVAL FROM FURTHER ENVIRONMENTAL REVIEW, AND TO COMMUNICATE THEIR OPPOSITION TO THE GOVERNOR AND CHSRA BOARD OF DIRECTORS.
4. IF ELECTED, I WILL UTILIZE EVERY POWER AT MY DISPOSAL - POLITICAL, LEGAL, FINANCIAL AND OTHERWISE - TO REMOVE THE THREAT OF HIGH SPEED TRAINS FROM OUR COMMUNITIES.

NAME Monica Rodriguez SIGNATURE Monica Rodriguez DATE 2/13/17

Note the date on the Pledge. Seven months ago! And, nothing has happened. We are reminding the Councilmember on a very regular basis that we need her to honor her commitment and be a leader in removing this issue as a concern. During her campaign, we were concerned that the issue of high speed trains did not appear in her direct mail, nor did it appear on her website. She assured us that she was on our side, that she supported us on the issue.

We're still waiting and the list of ways she can help is growing. Please feel free to call or email Councilmember Rodriguez at either 818-352-3287 or monica.rodriguez@lacity.org to request her action to REMOVE ALL ABOVE GROUND HIGH SPEED TRAIN ROUTES FROM FURTHER CONSIDERATION IMMEDIATELY.

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818.248.0050 • Bill@EickFreeborn.com

Shadow Hills Property Owners Association

SHPOA Membership Form

Shadow Hills area residents, it's always
time to join SHPOA! We're here for you!

Your support and participation are vital
to the preservation of our rural community.

Membership = \$25

Newsletter only = \$10

Donations are always gratefully received.

Name: _____

Address: _____

City/Zip: _____

Phone: _____

Email: _____

Check one: ☐ New ☐ Renewal ☐ Newsletter Only

Mail this form with your check to:

SHPOA - P.O. Box 345, Sunland CA 91041-0345

Benefits and Value of SHPOA Membership

Preserve Country Lifestyle

- ✓ Fight for code enforcement to protect residential zoning
- ✓ Provide legal counsel and referrals
- ✓ Expand trail system, open space and wildlife corridors
- ✓ Leading Community Opposition to Damaging High Speed Train Route
- ✓ Support equestrians and equestrian organizations
- ✓ Advocacy with government and law enforcement agencies

Protect Public Safety, the Environment and Property Values

- ✓ Initiate Neighborhood Watch groups
- ✓ Liaison to local police and fire departments
- ✓ Assist animal health and care
- ✓ Reduce speeding, unsafe driving and trash truck traffic
- ✓ Community beautification and clean-ups
- ✓ Partner with real estate community

Promote Shadow Hills

- ✓ Market unique lifestyle and real estate properties
- ✓ Conduct SHPOA membership drives
- ✓ Hold general member meetings with guest speakers, helpful information and entertainment
- ✓ Bi-monthly newsletter
- ✓ Daily email outreach and information
- ✓ Website information
- ✓ Special events and signage

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URGENT! URGENT! URGENT!

**Awareness and Support Against Improper
Commercial Development Requested!**

by Linda Ceremano

You may have heard that the City approved a commercial development for a studio and warehouse project (as tall as a 7-story building) near the boundary between Council District 6 and Council District 7, bordering our residential community in the Stonehurst area of Shadow Hills (streets such as Peoria, Elinda, etc.). Our neighborhood has been in place since the 1950s, and the area to be developed is designated "Open Space" in the City's General Plan, so we did not think this could happen. We were wrong.

A small group of impacted residents (I'm one) from Shadow Hills have been challenging the City in court and received financial and moral support over the years from concerned neighbors and friends, and from SHPOA. We're continuing our legal fight and seeking additional awareness and support. This may also be a precedent-setting case for other areas of our Shadow Hills community in the future.

HELP US FIGHT BACK!

We have a fundraising event, complete with food, entertainment and an auction, scheduled for **Saturday, September 30, at Courtship Ranch, 11270 Dominica Avenue, in Lake View Terrace.** If you want to learn more or help us, please contact me at 512-470-9460 or llmano@hotmail.com. We also have a fundraising account set up in case you wish to help: gofundme.com/saveshadowhills.com. ***Thank you!***

Flood Insurance – Immediate Action Needed By Dave DePinto

In the aftermath of the La Tuna Fire and the upcoming rainy season, NOW is the time to check out your insurance for flood coverage and protection against mud flows. You should contact your insurance provider and ask about the details of your coverage. If you're covered, great. If not, you need to decide and remember coverage rarely goes into effect immediately, there could be a one month lapse before coverage kicks in.

So, be smart and deal with your insurance coverage today if you want coverage to be in effect later this fall and winter! 🐾



Cannabis/Marijuana Rollout – Not What You Thought

By Dave DePinto

First, I'll confess to being strongly opposed to legalization of marijuana in California and voted against it last November. That said, the message I have for everyone is that if the State of California and the City of LA are

involved in it, it may not be what you expected. And yes, just like high speed rail, the public may have been fooled once again.

What you might not know is an industry has been born, an industry that needs manufacturing, growing, retailing, transportation, banking, financing and more. When you voted for or against legalization of marijuana, did you have any idea that Shadow Hills, as well as neighboring communities, due to their open space and agricultural nature, could become very active centers for the marijuana industry? It's true.

Did you know that the City is moving very quickly to implement the law and taking the same shortcuts we saw with high speed trains and the lane reduction program in Sunland-Tujunga? Did you know there's been no effective outreach to explain the details other than hastily arranged meetings attended by the same community leaders as always?

Well, the public needs to get involved or our governments will ram this industry down our throats. This project means money for all levels of government so we've seen a tendency among our electeds to assume it's a done deal and to go fast and loose on the details.

Our concerns include:

- The Planning Department's proposal to have cannabis cultivation in A1 and A2 zones as 'By Right' with no barriers is wrong.
- Cannabis cultivation will be a business and as such needs a Conditional Use Permit (CUP). Activities within these and the residential zones such as RAK, R1 etc. all have CUP's, such as barns (stables for horses), churches, kennels, schools and other activities that are By Right in the Ag and residential zones.
- This new controversial industry requires City policy that is transparent and inclusive. Adding cultivation on A1 and A2 zones was totally nontransparent, without any public outreach and introduced at the last minute within a week before a recent Public Hearing.

Worse than a hangover, I predict our communities will experience a major buzz kill as this program rolls out. So, please get involved, follow our announcements on Daily Fodder and contact Councilmember Monica Rodriguez to state your opinion or to obtain additional information (monica.rodriguez@lacity.org; 818-352-3287). 🐾



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The Red Tail – The Tuskegee Airmen

By Lynne Toby

On September 9th, an appreciative group was enlightened and entertained by Retired Lt. Colonel Robert Friend, 97 years old and one of the last 17 surviving Tuskegee pilots of WW2.

He entered the hall to generous applause wearing a snappy royal blue suit and shirt and red, white and blue tie. For the next hour and a-half, he answered questions and provided information about the reasons the Red Tails were recruited, their training, aircraft flown and incredible contributions they made to the war effort.

The Tuskegee Airmen were not drafted. They were a well-educated group of men that volunteered to join the Air Force after two years of college, which was mandatory. As the war went on, and the need for pilots increased, young men were recruited in high school and sent to college for two years to prepare them to join the group.

He first flew the P-39, graduated to the P-40 and finally the P-51, which Lt. Col. Friend called "the best airplane of its size." Originally built for the British, the military stopped selling them and reserved them for the US Army Air Corp. An improved engine increased its usefulness and Lt. Col. Friend used the plane to fly 8-hour round trip missions to Berlin and back to Italy.

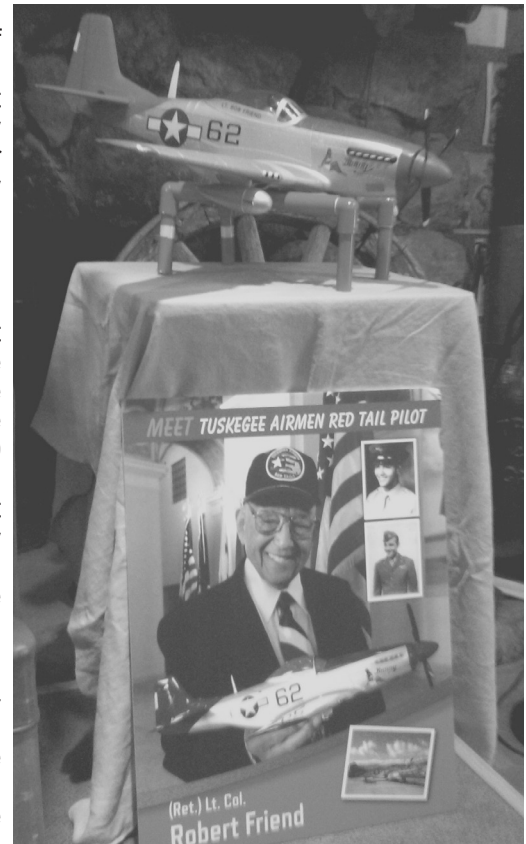
The Tuskegee Airmen first fought the Germans in North Africa. They drove the enemy north and fought over Sicily ending up in the south of Italy becoming part of the Mediterranean

Theater of Operations.

They were part of the newly formed 15th Air Force. They also flew P-39's and P-47's on escort missions. These planes were better at high altitude but didn't have the range of the P-51. The P-39 and P-47 could get pretty shot up and still fly where the P-51 would have crashed.

When asked how he became involved with Tuskegee Airmen, Lt. Col. Friend said the country had been alerted by Charles

Lindberg, a world traveler, that lots of Germans were learning to fly and building an Air Force. Lt. Col. Friend had learned to fly in '38 or '39 but was recruited after two



Poster and model of Lt. Col. Friend's P-51 "Red Tail"

years of college and had to start from scratch as his previous experience didn't count.

The pilots had to be 5' 9" or shorter to fit in the cockpit. Bigger men were used later when the Air Force started using larger planes. Once he was proficient in flight-basics, he went into 8 months of flight training. Since this was an all-volunteer group, you had to "test in" to get into the group. Lt. Col. Friend started as a Jr. Officer, flew Wing under a Flight Leader until he became a Flight Leader himself.

Most of the men in the group became aircraft mechanics or part of the ground crew. The 15th was a fully operational organization. They had their own doctors, administrators, cooks and support systems. Everything was centered around the pilot but he was part of a group.

The P-51's had six .50 caliber machine guns that could shoot a big hole in the target. The pilot's job was to keep the enemy from shooting down the bombers. The plane had extra fuel tanks attached under the wing to extend their range. When he was the new man on the flight, Lt. Col. Friend was known as the "Tail End Charlie", until he moved up.

Lt. Col. Friend flew several missions escorting bombers when they targeted ground sites that were vital to the German war effort, landed in Russia to refuel and returned to base. When asked if he saw German jets, he laughed and said "Yes, we did!" The jets would fly high over the formation, dive straight down at a speed 100 mph faster than the bombers and do whatever damage they could. The jets biggest problem was limited fuel. They could burn out a tank with one run, land on the Autobahn, refuel and take off again. Lt. Col. Friend said if you were shot down and captured by the Luftwaffe or Wehrmacht you would be treated well but if you were caught by the black-shirt SS, it was all over.

Why were they called the Red Tails? The tail of the P-51 was painted one of four colors. Red, yellow, striped-red or black and white checkerboard. A rectangular painted section of the tail indicated the squadron. The white rectangle on Lt. Col. Friend's plane indicated the 301st Squadron. The others were blue-99th, black-100th, and orange 302nd.

When asked if he met Lena Horne, he said yes with a big smile.

He was asked if he ever had to bail out. He told the audience a chilling story of going down over the Alps in Northern Italy. His engine shutters froze and he couldn't maintain altitude. As he was falling, he was happy to see the parachute open. He inflated his "Mae West" as he didn't know if he was going to land in water or on land. He came down uninjured in the Udine Valley of Northeastern Italy under foggy conditions. He hit the side



Lt. Col. Robert Friend at Bolton Hall.

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of a mountain, slid down but couldn't see anything. He was glad to land where he did because of 12 Tuskegee pilots who landed in the Adriatic, only 4 survived. He first saw a woman who was more interested in his silk parachute than him. He next met four men, one of whom spoke English who, after ascertaining that he wasn't German, led him to two British officers who brought him back to base.

During one heavy weather incident, a group of bombers landed at Lt. Col. Friend's field and stayed for four days. This was the first time the bomber crews found out that the Red Tails were people of color. They got to know the bomber pilots so well, the Tuskegee airmen were invited to bomber reunions.

Lt. Col. Friend flew 142 missions before he was sent home. After the war, Lt. Col. Friend stayed in the Air Force and took a job flying aircraft in very low temperatures. He hated the cold but the job needed to be done. When asked why he joined the Air Force, he said "because the Air Force needed people to do it, and we were people."

Lt. Col. Friend ended his talk to a standing ovation. It was a privilege and honor to hear him speak and be part of the proud tradition of Bolton Hall bringing history alive. **Lest we forget.** ▲



Michael Rich Real Estate

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BIG EQUINE WEEKEND IN OCTOBER!

by Laurie Thoms

While so much of our equestrian community has been replaced or endangered by the encroaching concrete jungle, Hanson Dam is a breath of fresh air to those of us who don't mind a road apple or two. There will be several horse-related events coming up during one weekend in late October.

Saturday, October 21st, 2017: The Foothill Trails District Neighborhood Council will hold its third annual Foothills District Equine Fair from 10:00 am to 3:00 pm at Gabrieleno Equestrian Park and Orcas Arena, located at 11126 Orcas Ave., Lakeview Terrace, CA. Originally named the Equine Health Fair -- as most of the participants were farriers, equine dentists, chiro and other equine health related services -- this FREE event has been expanded to include all things HORSE! Demonstrations of various equestrian disciplines in take place in Orcas Arena, and the Fair will include western and horse related books from the local



Library, various products and services vendors, environmental and educational booths, wildlife, burro and mustang rescues, and many non-profit organizations from the area as well as fun games for the kids.

This year, Roberto Flores will bring his mustang who competed and won third at this year's Extreme Mustang Makeover Challenge. With approximately 100 days to tame wild to mild, trainers from across America continue to take the challenge of competing with an American Mustang at Extreme Mustang Makeover while displaying the trainability of American Mustangs in hope of finding a suitable adopter. After being selected, a trainer picks up an American Mustang that has been virtually untouched by humans and has approximately 100 days to gentle, halter break and saddle train, build trust and develop a relationship with the horse to compete and win. Roberto will talk about his techniques, and tell you about his new Mustang for next year's Challenge.

Invitations have been extended to the Blue Shadows and California Rangers youth drill teams, and the War Horse Militaria, which often appears in the Rose Bowl Parade. Claudia Roberts will be demonstrating classical dressage, while Lena Stikova will be perform a comparative Western dressage demonstration. Both are well known local trainers.

Gibson Ranch is a large local ranch which offers sorting competitions for those who love all things Western! Owner Dale Gibson (actor/stuntman), Lane Besko and Katie Walsh of the Gibson Ranch Roping Club will be on hand for a roping exhibition, while Kaitlyn Kerl, representing Wickenheiser Training center in Aqua Dulce, will

demonstrate Reining and Reined Cow Horse. These are just a few of the demonstrations and there will certainly be more! Time is allotted for interested equestrians to ask questions and get more information and contacts from each demonstration.

Wild Horse Ranch, in Palmdale, bring a well-mannered Mustang and the ever popular BLM burros for adoption. Happily, last year each and every burro found a home! And having difficulty fitting a saddle to accommodate horse and rider? Be sure to stop by the Rebalance Expert's



Does this scream "HAPPY!" or what?!

booth and talk to Zsuzsu, a certified CHA and ARIA instructor, who will be giving two very informative saddle fitting demonstrations. Eva Lund's Special Spirit program, in which participants compete with 100 special equestrian athletes of all ages and challenges in the annual Kiwanis Equestrian Competition for Special Athletes, will also be on hand for the Fair.

Admission is FREE! For more information about the Fair, contact laurie.thoms@gmail.com

Sunday, October 22, 2017: Come have a Hoof-Pounding, Boot-Stomping Good Time at the bi-annual San Fernando Rangers POKER RIDE, which will be held Sunday, October 22, from 9:00 am to 6:00 pm. This equine-based organization raises a significant portion of their annual charitable giving at rides held in April and October. People of all ages come to ride their own horses to three stations located in the Lake/Dam area where they buy as many "poker hands" as they like. Non-riders are welcome and may buy poker hands at the Park. All must meet back at Ranger Park by 3:00 pm to count the hands and declare winners of multiple cash prizes. Stay to enjoy a full bar, country style BBQ, and dancing to live country music. There is a silent auction and raffles of donated artwork, houseware, horse wear, or people wear, as well as a Big Grand Prize! This is a Community event, and all are welcome! We always have a band and ALWAYS have a great time!

The Poker Ride will be held from 9:00 am to approx. 6:00 pm. at San Fernando Rangers Park, 11301 Clyborne Ave., Lake View Terrace, CA 91342 – close by the Hansen Dam area off the 210 Fwy/Osborne exit in the east San Fernando Valley (near the 118). Great trails to ride, and there is room for your horse trailer. For more info/directions, please contact laurie.thoms@gmail.com. 🐾



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High Speed Trains Update – September 2017

By Dave DePinto

For the past year, with the abundance of local elections and campaigns, the SAFE Coalition focused its efforts on gaining political support from local elected officials for our mission of removing above ground routes such as those proposed through Lake View Terrace and Shadow Hills, as well as those through Sun Valley, Pacoima, San Fernando and Santa Clarita (routes E1 and E2). Election season is a good time to inform and solicit potential elected officials/candidates for support (when they want your support!).

We've had tremendous success and it will go a long way to making sure above ground trains NEVER destroy our communities, homes, businesses and open space. While the environmental studies drag on, wasting our tax dollars and holding us hostage, we can take solace in the fact that nearly every elected official supports our position which, along with nearly unanimous public opposition, will make it extremely difficult for high speed train staff and board members to ignore in the selection of the preferred or ultimate route.

As stakeholders and voters, I believe you have a right to this recap of which elected officials stand with us in strongly and publicly opposing above ground high speed train routes, and those that don't. You can help by contacting these elected officials in writing, by phone, or by bringing up this issue whenever you encounter them in public. Contact information is shown on the SAFE website: www.dontrailroad.us. 🐘 (see chart below)

Elected Officials and Community, Union and Environmental Organizations Positions re: Support of SAFE Coalition and Opposition to Above Ground High Speed Trains			
Strong and Early Supporters	Strong, More Recent Supporters	Recently Elected Supporters	Non-Supporters or No Position
Shadow Hills Property Owners Assn. Lake View Terrace Improvement Assn. Kagel Canyon Civic Assn. Sunland-Tujunga Neighborhood Council Congressman Adam Schiff Supervisor Mike Antonovich Supervisor Sheila Kuehl Supervisor Don Knabe Supervisor Mark Ridley-Thomas Supervisor Hilda Solis Supervisor Kathryn Barger Councilman Paul Krekorian Councilman Herb Wesson Councilman Mitch O'Farrell Assemblywoman Patty Lopez Senator Carol Liu Assemblyman Raul Bocanegra Senator Anthony Portantino School Board Member Monica Ratliff San Fernando City Council Santa Clarita City Council Hillside Federation	Assemblywoman Laura Friedman Senator Bob Hertzberg Sylmar Neighborhood Council Foothill Trails District Neighborhood Council Pacoima Neighborhood Council All Candidates for LA City Council District 7 All Candidates for State Assembly District 39 All Candidates for State Senate District 18 All Candidates for LA County 5 th Supervisorial District	Councilwoman Monica Rodriguez School Board Member Kelly Gonez	Mayor Eric Garcetti (unclear position) Councilwoman Nury Martinez Sun Valley Area Neighborhood Council (no position) Teamsters Union Laborers Union Sierra Club



Lane Reduction Program – Honk if You Want This Program Eliminated!

By Dave DePinto

People from Sunland-Tujunga, Lake View Terrace and Shadow Hills were all outraged this summer when, overnight, a lane reduction program was implemented

near the intersection of Foothill and Sunland Blvds. Make no mistake about it, this program was planned, budgeted and decided upon many months ago behind closed doors in the City of LA, spearheaded by Mayor Garcetti and a small group of non-communicating bike and safety enthusiasts. We're sure our city council members were aware of the impending program as well, especially our current councilmember who was a former member of the Board of Public Works and whose District Director, Eve Sinclair, is a proponent of the program.

Of course, rolling this out in the summer is an old trick used when people are either on vacation or so busy with their families they either won't notice or won't do anything. Well, it's been one of the hottest topics among community leaders for several months now. If you'd like to sign a petition calling for removal of these overblown bike lanes, visit this website: <http://www.thepetitionsite.com/350/627/746/remove-bollrds-and-restore-all-driving-lanes-on-foothill-and-sunland-bl/>.

And that was before the terrible design and lane reduction hardware worsened our transportation crisis during the La Tuna Fire. Not only were motorists delayed and endangered, horse trailers, volunteers and emergency vehicles were slowed or delayed.

With summer over, community leaders, SHPOA and other organizations are focusing on this matter. As the title reads, please HONK if you want this program eliminated. Or, as you've now read in several articles, call or email your new councilmember, Monica Rodriguez, at 818-352-3287 and monica.rodriguez@lacity.org, and demand they be removed. 📢



New Features at Farmers' Market at Tierra del Sol

By Dave DePinto

In our last newsletter, and via Daily Fodder, we've introduced you to the new Farmers' Market at Tierra del Sol in Shadow Hills. SHPOA board members have met with the Lucas Crowley, Tierra del Sol's very effective Farmers' Market coordinator and offered both financial and strategic support. The SHPOA board thinks this may be one of the best things to happen in Shadow Hills in many years.

SHPOA is helping promote the Market to artists, entertainers and craft workers to try to increase the Market's offerings. Even a Neighborhood Watch meeting was held at a recent meeting. Please come out and support the Farmer's Market and let's make it even better. Every Saturday from 9 a.m. until 1 p.m. at Tierra del Sol.

Stay tuned for new developments and if you have any ideas, please share them. 📢

Automated Fire Danger Signs?

by Elektra Kruger

Wildfires are a constant danger in our hilly, mountainous areas - the level of risk can vary greatly and often. Many jurisdictions with similar fire risk post Fire Danger Rating signs in popular recreation areas including such things as hiking/riding trailheads. The level of danger is usually

(See *Automated Fire Signs* On pg. 12)

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(Automated Fire Signs cont'd from pg. 11)

updated manually as needed by firefighters or park rangers to reflect the fire danger on any given day.

We lack the manpower that would be needed to manually adjust fire danger ratings on signs at the many trailheads within the City of Los Angeles on a daily basis much less even multiple times on any given day as weather changes. Just as a single employee can remotely update a traffic warning sign on highways, similar technology could be implemented to update an Automated Fire Danger Rating sign (AFDR) along our trailheads. Recognizing the potential for utilizing this same technology, in mid-November 2015, Councilmember Mitch Englander submitted a Motion to City Council asking that the Council call upon the Fire Department to report on the feasibility of installing such Automated Fire Danger Rating signs on trailheads in the City of Los Angeles, especially in Very High Fire Severity Zones.

The Motion was referred to the City Council's Public Safety Committee for their review and consideration. SHPOA will keep you abreast of the status of this Motion in future issues of the SHPOA newsletter. 🐾



Electronic Freeway Sign Says: Watch Out for People Walking on All Roadways!!

By Dave DePinto

On a recent Saturday afternoon, I was driving on the 405 freeway north from the Westside back to Shadow Hills. About a half mile from the exit onto the 118 freeway east, I saw an electronic sign reading, "Watch Out for People Walking on All Roadways."

Really?

How about a sign telling people to stay out of the roadway, especially freeways such as the 405 North? I think it's baloney to be warning motorists driving safely at speeds of up to 65 mph to watch out for people walking on freeways. Emergency situations aside, this notice is nonsense. If people are walking on the freeway, we're dealing with law breakers or people that are mentally ill or on drugs. People fixing their flat tires or overheated engines are smart enough to not be walking on the freeway.

Come on, CalTrans, give us a break! 🐾



Prohibit Storage of Property or Sleeping Under Overpasses?

by Elektra Kruger

In adopting the Mobility Element of the Los Angeles General Plan, the City has established a policy objective to provide a safe transportation network including for those who walk. Safety should not only be limited to eliminating risk of injury from traffic collisions, but also should include security from crime or the threat of crime to pedestrians that use the City's sidewalks.

Overpasses and underpasses are a common infrastructure making it possible to get around freeways, railways,

rivers and storm channels. These undercrossings and overcrossings are generally a half mile or more apart if not more. If pedestrians are prevented or discouraged from using any one given undercrossing because the sidewalk is blocked or appears unsafe, they must often detour over a mile to reach their destination - if possible at all - a very different situation from the typical sidewalk where obstructions or safety concerns means only veering a block out of one's way.

Pedestrians may use the street to get around a blocked sidewalk, but this is generally very dangerous as underpasses are generally dark, may be subject to congestion at eg freeway entrances and distracted drivers. Because of this unique situation in our underpasses, in mid August 2017, Councilmembers Bob Blumenfield and Mitchell Englander co-presented a Motion to City Council asking that it request the City Attorney to draft a "narrowly tailored" Ordinance prohibiting any activity blocking sidewalks under the City's underpasses. The Motion was referred to the City Council's Homelessness and Poverty Committee for their review and recommendations. 🐾



Public Lands Means Public - Part 4


by Elektra Kruger

The Republican Congressional leadership and President Trump has made little secret of their disdain for our nation's environmental laws and regulations and for our public lands which they would gladly sell off to third parties for resource or housing development. California, with its 45.8% federal public landmass with its concentrated wildlife would have a lot to lose if the federal government were to be successful in selling off federal lands to private third party entities to do with as they wished.

California has been a leader in preserving and protecting our valuable natural resources, everything from our landscapes to our diverse animal species. State Senator Allen has presented a bill SB 50 that, if approved, would void an conveyance of federal public land in the State of California unless the California State Lands Commission (SLC) has not first been offered the "right of first refusal" or itself has been offered the option to transfer the property to another entity. California is the most biologically diverse state in the union with the highest number of endemic species, but also home to the third highest number of extinct species and second highest percentage of species at risk. Any rollbacks in protections for wildlife and habitat on our public lands would have a profound impact on California.

The County Recorder's Association of California opposed the Bill as originally presented because it would require county recorders to interpret the legal sufficiency of documents prior to recording them - they professed their role should be purely ministerial. Senator Allen amended the Bill such that the County Recorder would not be asked to take on the responsibility of interpreting and "accepting documents based on State Code" to having any application for recordation be accompanied by a Certificate of Compliance from the State Lands Commission leaving the Commission to be responsible for interpreting the legal sufficiency of any documents

(See **Public Land** on pg. 14)



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(**Public Land** cont'd from pg. 13)

involved with a possible conveyance of federal public land in the State of California.

Could the constitutionality of SB 50 be challenged? Can the State of California declare any conveyance of federal public land void ab initio and refuse to record it unless the State Lands Commission was indeed provided with right of first refusal? In the absence of a federal statute or regulation conflicting with that, the State should be able to say "yes". But the federal government may elect to challenge the constitutionality of that in court. To be continued in future issues of the SHPOA newsletter. 🐾



Re-Institution of Speed Hump Program - Part 2

by Elektra Kruger

In mid-May 2016, the Los Angeles Department of Transportation submitted a report to the City Council on how a re-instituted Citywide Speed Hump Program would operate and the resources needed to do so - upon instruction by the Council to do so issued in early November 2014. The recommendation of the Department of Transportation was that the Department be authorized to receive private funds to be deposited into the Neighborhood Traffic Management Fund (NTM) for the construction of speed humps and to refund any unused portion of the deposited funds upon completion of installation.

The City Council initially adopted a Citywide Speed Hump program in 1994 under the management of the Department of Transportation. In the approximately 15 years that it was in operation, more than 3,700 speed humps were installed at over 1,450 locations. The program's annual budget relied on State Gas Tax funds which varied between \$330,000 to \$1.1 million per year. In 2009, the Program was discontinued due to permanent budget cuts (so what happened to the State Gas Tax funds?).

Since that time, speed humps that were already in place have remained in place and have been replaced by the Bureau of Street Services after any street resurfacing activity (always?). Since the program was discontinued, the City continues to receive a significant number of requests from residents complaining of speeding. There have been at least four City Council Motions filed requesting to have the program re-instituted in and since 2014. In early May 2015, the Department of Transportation submitted a report to the City Council's Budget and Finance Committee illustrating two separate funding strategies - one being for localized private funding only and the second being a Citywide program to build speed humps at 150 locations a year at an estimated cost of \$2,080,000/year with an increase in a limited number of dedicated staff. To be continued in a future issue of the SHPOA newsletter. 🐾

Re-Institution of Speed Hump Program? - Part 3

by Elektra Kruger

A reduction in the City's 2008-2009 Fiscal Year Budget brought an end to a Speed Hump program that had been active for 15 years. Since that time, there have been numerous and continuous requests by LA residents to re-instate the program leading to a number of Motions being filed to City Council in and after 2014 trying to resurrect

the program. For the 2016-2017 Proposed Budget, the Department of Transportation recommended a framework for a Citywide Speed Hump Program that would employ minimal staff and incorporate a private funding mechanism.

This was presented to the City Council's Budget and Finance Committee that made modifications to the recommendations that would no longer provide for the necessary salaries for even a minimum level of staffing. In mid-May 2016, the Department of Transportation sent a report to the City Council describing the minimum resources that would be needed to re-institute the program and also summarized some of the main features of its proposed new program.

As modified by the Budget and Finance Committee, the 2016-2017 Proposed Budget provided for capital funding of \$540,000 from the Local Transportation Fund to construct speed humps in all 15 council districts. The Committee also authorized two new positions - one Transportation Engineer and one Transportation Engineer Aide - without funding. (What are they supposed to do - volunteer?). They also provided for partial funding for an existing but vacant Transportation Engineer Associate position. As modified by the Budget and Finance Committee, the proposed budget would not provide for the necessary funding for even a minimum level of staff.

The program cannot be re-instituted until such time as a minimum level of staff is funded and filled. According to the Department of Transportation, the minimum level of staffing needs to include a Transportation Engineer to handle program management, to develop and upgrade policies and procedures and resolve technical challenges, a Transportation Engineering Associate to manage each speed hump request/project, conduct feasibility analyses and determine speed hump configurations and a Transportation Engineering Aide to assist with engineering studies and to perform field inspections and data collection such as speed and volume data. On June 15, 2016, the Mayor approved authorizing private citizens to deposit their own monies into a City Neighborhood Traffic Management Fund to construct speed humps if they really want them that badly. He instructed the Los Angeles Department of Transportation to implement new speed hump evaluation criteria and instructed the Department of Transportation to develop a new approval process. 🐾



Waste Tires to Sidewalks?

by Elektra Kruger

The City of Los Angeles' Bureau of Street Services has estimated that some 40% of the City's 10,750 miles of sidewalks are in disrepair mostly as a result of tree-root damage. A variety of alternative materials have been used in sidewalk repair in a number of cities. In 2008, Santa Monica implemented a program using composite pavers made of 30% recycled crumb rubber and 70% plastic derived from agricultural irrigation pipes. These pavers are anticipated to result in an 80% reduction in the need for sidewalk repairs during their 20 year maintenance cycle (not that LA manages to maintain a 20-year maintenance cycle. When was the last time the main water line near your residence was replaced during its 40-50 year maintenance cycle?).

The Los Angeles Bureau of Street Services has experimented with a number of alternatives to conventional concrete

cement including such things as rubber panels, recycled mixed plastic materials, mixed poured rubber and porous concrete - all these ranging in cost from \$24 to \$32 per square foot compared to the \$35 per square foot when using traditional concrete cement.

Through a variety of waste tire amnesty programs (not to mention illegal dump clean-ups of tires tossed by the side of the road), approximately 650 tons of waste tires are collected annually in the City of Los Angeles. Los Angeles has an agreement with CalRecycle under which waste tires collected from Los Angeles Sanitation District Yards are transported to state-approved waste tire facilities for recycled use. Reuse of waste tires as a material mix for pavers to fix broken sidewalks could serve as one of these reuse applications hopefully also serving to meet the goal of greater sidewalk sustainability once used as a repair product.

In mid-January 2016, Councilmember David Ryu submitted a Motion to City Council asking that they instruct the Bureau of Street Services and Bureau of Sanitation along with the City's Administrative Officer and Chief Legislative Analyst to report to the City Council on the feasibility of initiating a citywide pilot program of sidewalk repair/reconstruction using alternative materials such as composite rubber/plastic pavers using crumb rubber obtained from used/waste tires collected from Bureau of Sanitation District Yards. The Motion was referred to both the City Council's Public Works and its Budget and Finance Committees for their review and recommendations. Updates to be reported in future issues of the SHPOA newsletter. 🐾



HOW ARE THE ELECTEDS PERFORMING??

Update on New Councilmember Monica Rodriguez

— time will tell as far as whether we can count on her on this issue or not. She was difficult to work with and a poor communicator during the campaign. She was the last of the nearly 20 primary candidates to sign the "Pledge" opposing above ground high speed train routes, and did so, according to one of her supporters, only after the supporter insisted she sign the pledge. In addition, she nearly refrained from participating in the "Challenge" the SAFE Coalition created during the run-off campaign, only meeting several days after the Challenge officially ended, being non-responsive to most of the "Challenge" questions, and she was not forthcoming at the face-to-face meeting regarding campaign contributions from high speed train supporters such as engineering contractors and a high speed train board member. While she is on the record as opposing the above ground routes and supporting a non-high speed train alternative from Palmdale to Burbank, she has accepted contributions from groups that support high speed trains and stand in opposition to our community. As a result, we are concerned about the potential conflict that represents. We have yet to see her fight for our community or show passion on this issue, nor has she followed through with the Mayor and labor unions to seek their support for our position of opposing above ground routes. Thus, the jury is out on our new councilmember. We've been requesting meetings for several months now with the Councilmember and have a letter and list of actions needed ready to share with her as of the date of this newsletter).

Update on Mayor Eric Garcetti — A source of concern

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among local elected officials is Mayor Eric Garcetti. On one hand, after delaying meeting with us for more than a year (and allowing the threat of high speed trains to remain on all of our communities), the first thing the Mayor said to us in a face-to-face meeting in February was that he was a BIG supporter of high speed trains. Not the best way to start a meeting! On the other hand, giving us hope, he took the initiative of speaking with the CEO of CHSRA, Jeff Morales, about several of our issues, and his staff attempted to author a letter supporting several positions of the SAFE Coalition. Problem is, the letter from the Mayor's office was not disclosed to the the SAFE Coalition or the public until nearly two months after it was written and the letter opened a can of worms. The Mayor's letter contained confusing and controversial language related to "improving the Metrolink Antelope Valley Line and using it as the High-Speed Rail right-of-way between Palmdale and Burbank..." The SAFE Coalition has now tried diligently and unsuccessfully for nearly five months to meet and talk in-person with the Mayor's office to clear up what is either a misunderstanding or a mistake....and we are being ignored. To date, the Mayor's office has not taken us up on our offer to meet face-to-face in the District near impacted communities and the potentially mistaken letter authored by the Mayor remains his only public statement related to his position. 🐾

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Visit www.shpoa.us

Next Regular Meeting - Tuesday, September 26, 2017 - 7:00 pm • Tierra del Sol

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Key Community Locations & Contact Information

All Nations Church: 10000 Foothill Blvd., Lake View Terrace

Bolton Hall: 10110 Commerce Ave., Tujunga (818-352-3420)

Lake View Terrace Recreation Center: 11075 Foothill Blvd.,
Lake View Terrace

Shadow Hills Presbyterian Church: (Johanna/Sunland Blvd. intersection);
Pastor Arlo Tysinger (818-353-2500)

Stonehurst Park: 9901 Dronfield, Stonehurst/Shadow Hills (818-767-0314)

Stonehurst Elementary School: 9851 Stonehurst Ave., Sun Valley (818-767-8014)

Tierra del Sol: 9919 Sunland Blvd., Shadow Hills (818-352-1419)

Village Christian School: 8930 Village Ave., Sun Valley (818-767-8282)

City of LA North Valley Neighborhood City Hall/Office: Council Member Monica
Rodriguez, District 7, 7747 Foothill Blvd., Sunland (818-352-3287)

Community Calendar

Alcoholic Family/Friends Support Group

- Every Monday evening, 7:00-8:15 p.m.
- Shadow Hills Presbyterian Church
10158 Johanna Ave. @ Sunland Blvd.
For Info: (818) 353-2500

FTDNC Land-Use Committee meeting

- 1st Tuesday, Every Month
- 7 p.m.
- 9747 Wheatland Ave.

Neighborhood Watch

- 3rd Tuesday, Every Month
- 6:30 p.m.
- East Valley Municipal Bldg.

Hansen Dam Park Advisory Board

- LAST Tuesday, Every Month
- 7 p.m.
- Lakeview Terrace Recreation Center

Foothill Trails District Neighborhood Council

- 3rd Thursday, Every Month
- 7 p.m.
- Lakeview Terrace Recreation Center
- www.ftdnc.org

ETI C20

- 1st Monday, Every Month
- Call Becky Borquez, 818-352-3634 – ETI National.com

SHPOA ADVERTISING DEADLINE
For Nov-Dec '17 Newsletter: October 20!

IMPORTANT CITY NUMBERS

Dial 311 – Info on all City Services
L.A. Dept. of Water & Power (800) 342-5397
Street Service (800) 996-2489
Large Item Pickup..... (800) 773-2489
Abandoned Car..... (800) 222-6366