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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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> IN REPLY PLEASE REFER TO FILE: T-3 10528-1-1

December 15, 2023

- TO: Each Supervisor
- FROM: Mark Pestrella, PEr Aullu Director of Public Works

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO CANYON ROAD

On October 17, 2023, the Board adopted a motion directing Public Works to:

- 1. Conduct a comprehensive traffic study of San Francisquito Canyon Road between Elizabeth Lake Road and the City of Santa Clarita boundary. This study, done in collaboration with County Counsel, should outline initial strategies to increase traffic safety along the roadway.
- 2. Conduct in-person community traffic safety meetings in collaboration with the California Highway Patrol and community partners to formulate a robust community traffic safety plan and report the findings with recommendations and actions to address and improve roadway safety.

Public Works is committed to enhancing the safety of the County's roadways. The attached report presents a summary of relevant data, trends, and initial speed mitigation strategy to increase traffic safety along San Francisquito Canyon Road. Public Works is also developing a traffic safety plan for this stretch of roadway. Additionally, Public Works will be engaging with the Green Valley Town Council at their next town council meeting, as well as with partner agencies and the community-at-large through dedicated community outreach in January 2024 to inform them of current efforts and solicit input and feedback to develop the plan.

MARK PESTRELLA, Director

Each Supervisor December 15, 2023 Page 2

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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Attach.

cc: Chief Executive Office County Counsel Executive Office

ROADWAY SAFETY ALONG SAN FRANCISQUITO CANYON ROAD

OVERVIEW

As directed by the Board, Public Works has conducted a study of existing traffic conditions, including traffic volumes, speeds, collision history, and current and recent projects along San Francisquito Canyon Road between Elizabeth Lake Road and the City of Santa Clarita boundary. This report provides a summary of existing conditions and the County's initial strategies to increase traffic safety along this segment of the road.

Additionally, as part of the directives of the Board, Public Works will be engaging with partner agencies like the California Highway Patrol (CHP) and communities along San Francisquito Canyon Road to address traffic safety concerns. Public Works will also be obtaining the services of an engineering consultant to further evaluate and recommend infrastructure improvements to assist in this endeavor.

BACKGROUND

San Francisquito Canyon Road serves as one of the main connectors between the Santa Clarita Valley and the Antelope Valley communities of Los Angeles County. It spans nearly 20 miles between Copper Hill Drive in the City of Santa Clarita to Elizabeth Lake Road crossing through the unincorporated mountain communities of Green Valley and Elizabeth Lake.

In its current state, San Francisquito Canyon Road is generally one lane in each direction with multiple curves and embankments. Posted speed limits vary between 35 miles per hour (mph) and 50 mph along the road. There are no sidewalks on San Francisquito Canyon Road but there are active equestrian crossings serving unincorporated County communities near the southern terminus of the road. Parking is generally impractical along the road due to limited right-of-way, mountainous condition, and several sections of the road include embankment guardrail.

TRAFFIC CONDITIONS AND PATTERNS

Traffic Volumes and Vehicle Speed

Public Works analyzed vehicle volume and speed data along San Francisquito Canyon Road at several locations throughout its limits.

Average daily traffic volumes ranged from approximately 6,000 vehicles per day in the northern segments of the road around communities of Green Valley and Elizabeth Lake to approximately 8,000 vehicles in the southern segments closer to the City of Santa Clarita border. Traffic volumes were generally evenly split in both directions with a slight majority of vehicles traveling southbound along San Francisquito Canyon Road.

Observed speeds on San Francisquito Canyon Road were substantially higher than the posted speed limits in many segments with 85th percentile speeds ranging between 50 mph and 60 mph.

Traffic Collision History

The County's Vision Zero Action Plan (adopted by the Board in August 2020) identified Collision Concentration Corridors (CCC), which were defined as segments of County roadways with a minimum length of one-half mile where three or more fatal or severe injury collisions occurred between 2013 and 2017.

Three CCC segments on San Francisquito Canyon Road were identified in the Vision Zero Action Plan:

- 1. 1 mile south of Stator Lane to 1.5 miles south of Stator Lane
- 2. 0.75 mile north of Stator Lane to 1.25 miles north of Stator Lane
- 3. Elizabeth Lake Road to 0.5 mile south of Elizabeth Lake Road

Public Works reviewed traffic collision data provided by the CHP from January 2013 to November 2023 to evaluate traffic collision trends in San Francisquito Canyon Road. During this evaluation period there were 589 collisions reported to CHP, 62 of which were categorized as fatal or severe injury collisions, resulting in a total of 18 fatalities.

Unsafe speed and improper turning were identified by CHP as primary factors for the majority of all collisions. Collisions involving fixed objects accounted for one half of all collisions, as well as one half of all severe injury collisions. Additionally, nearly half of all incidences resulting in fatalities involved head-on collisions.

PROPOSED SPEED MITIGATION

Since speeding is identified as the primary issue, increased enforcement and education are recommended to influence change in driver behavior. Public Works will work with CHP and the various community groups, including relevant Town Councils, to discuss the impacts of speeding, the role of enforcement, and what is needed for speed limits to be enforceable.

For example, California Vehicle Code Section 627 outlines the requirements and process for local jurisdictions to post an enforceable speed limit that is below the State-approved basic speed of 55 mph. In general, an Engineering and Traffic Survey needs to be conducted which includes consideration of the prevailing speed of a roadway. While observed prevailing speeds along San Francisquito Canyon Road are above the existing posted limits, there may be opportunities based on recent changes to State law that will be in effect to post enforceable speed limits along the corridor that are more conducive to safer travel. Public Works is currently preparing Engineering and Traffic Surveys for San Francisquito Canyon Road to support these efforts. The results will be presented to the community in the upcoming engagement phase.

AGN. NO. 4

OCTOBER 17, 2023

MOTION BY SUPERVISOR KATHRYN BARGER

ROADWAY SAFETY ALONG SAN FRANCISQUITO CANYON ROAD

On the eve of Sunday, October 1, 2023, an alarming traffic incident was reported on San Francisquito Canyon Road in the Santa Clarita Valley. At approximately 23:23 hours, the California Highway Patrol (CHP) was alerted about a two-vehicle collision at the intersection of San Francisquito Canyon Road and Runner Road.

Upon arrival, CHP units, in coordination with other emergency teams, discovered the grievous aftermath of the incident. Preliminary investigations found that a 2023 Kawasaki motorcycle, traveling southbound, had ventured across double yellow lines into the opposing northbound lane. This maneuver, made at an elevated speed to overtake another vehicle, resulted in a head-on collision. The impact was so severe that the motorcyclist was ejected. Regrettably, the motorcyclist sustained critical injuries and was declared deceased at the site.

This incident is not an isolated one, as there was a previous fatal collision on Sunday, August 28, 2022, also on San Francisquito Canyon Road, claiming the lives of Spencer Gerry Thomas, Wilber Montenegro, Shane Rivera, and Eugene Segura. The escalating reports of unsafe speeding, erratic driving behaviors, and illegal maneuvers requires additional action, notably engineering, enforcement, and education. As the County continues to prioritize roadway safety and preventing severe injuries and fatalities through its Vision Zero initiative, we can and must do more.

-MORE-

MOTION

SOLIS	
MITCHELL	
HORVATH	
BARGER	
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Page: 2

I, THEREFORE, MOVE that the Board of Supervisors direct the Director of the Department of Public Works (DPW) to:

- Conduct a comprehensive traffic study, in consultation with County Counsel, on San Francisquito Canyon Road, between Elizabeth Lake Road and the City of Santa Clarita boundary, and report back in writing in 60 days, outlining initial strategies to increase traffic safety along this stretch of roadway; and
- 2. Collaborate with the California Highway Patrol, and community partners such as the Automobile Club of Southern California, to formulate a robust Community Traffic Safety plan which shall include coordinating a series of Community Traffic Safety meetings these meetings should aim to disseminate information, educate the community, and solicit community input and shall be conducted, in person (with options for remote attendance), no later than 90 days after approval of this motion; report back in writing within 60 days of the final Community Traffic Safety meeting with recommendations and actions to address and improve roadway safety along San Francisquito Canyon Road between Elizabeth Lake Road and the City of Santa Clarita boundary.

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KB:rao



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> IN REPLY PLEASE REFER TO FILE: T-3 10528-3-1

March 8, 2024

TO: Each Supervisor

Anella Mark Pestrella, PEA FROM: **Director of Public Works**

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO ROAD

On October 17, 2023, the Board adopted a motion directing Public Works to, among other directives, collaborate with the California Highway Patrol and community partners to formulate a robust traffic safety plan for San Francisquito Canyon Road between Elizabeth Lake Road and the City of Santa Clarita boundary. As part of the development of the plan, Public Works was directed to coordinate a series of traffic safety meetings aimed to disseminate information, educate the community, and solicit community input regarding traffic and roadway safety along San Francisquito Canyon Road. One of Public Works' top strategies is improving street safety.

Public Works conducted a study of existing traffic conditions, including traffic volumes, speeds, collision history, and current and recent projects along San Francisquito Canyon Road and developed initial strategies to address traffic and roadway safety. Additionally, Public Works obtained the services of a traffic engineering consultant to further develop these strategies, explore innovative solutions, and assist with the development of a traffic safety plan for this stretch of roadway.

As community input is considered an integral aspect of the plan, Public Works attended the Green Valley Town Council meeting on December 13, 2023, and the Lakes Town Council meeting on January 6, 2024, to provide information on the objectives of the traffic safety plan and to solicit initial input. A dedicated community outreach for the community-at-large was held in conjunction with the Green Valley Town Council on January 10, 2024, to inform the community-at-large of current progress and solicit input and feedback on the development of the plan. Public Works also attended the Leona Valley Town Council on February 12, 2024, to provide information on the objectives of the traffic safety plan, solicit initial input, and provide an update on progress since the general community-at-large meeting. Public Works will be engaging in focused meetings

MARK PESTRELLA, Director

Each Supervisor March 8, 2024 Page 2

with partner agencies and community groups, such as the Automobile Club of Southern California in the coming weeks and will continue this engagement throughout the entire traffic safety plan development process.

Preliminary engineering evaluations are being conducted with the collision histories and as part of an early-action effort, Public Works will identify a pilot location on San Francisquito Canyon Road where crossover incidents are prevalent to implement an enhanced centerline treatment, which will likely include delineators. The development of further strategies and solutions is underway. Once complete, they will be included in the traffic safety plan.

Public Works will issue a follow-up to this report in 90 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office County Counsel Executive Office

AGN. NO. 4

MOTION BY SUPERVISOR KATHRYN BARGER OCTOBER 17, 2023

ROADWAY SAFETY ALONG SAN FRANCISQUITO CANYON ROAD

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This incident is not an isolated one, as there was a previous fatal collision on Sunday, August 28, 2022, also on San Francisquito Canyon Road, claiming the lives of Spencer Gerry Thomas, Wilber Montenegro, Shane Rivera, and Eugene Segura. The escalating reports of unsafe speeding, erratic driving behaviors, and illegal maneuvers requires additional action, notably engineering, enforcement, and education. As the County continues to prioritize roadway safety and preventing severe injuries and fatalities through its Vision Zero initiative, we can and must do more.

-MORE-

MOTION

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Page: 2

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KB:rao



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> IN REPLY PLEASE REFER TO FILE: T-3 10528-3-2

June 6, 2024

TO: Each Supervisor FROM: Mark Pestrella, PE Aullu Director of Public Works

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO ROAD

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Public Works conducted a study of existing traffic conditions, including traffic volumes, speeds, collision history, and current and recent projects along San Francisquito Canyon Road and developed initial strategies to address traffic and roadway safety. Additionally, Public Works obtained the services of a traffic engineering consultant to further develop these strategies, explore innovative solutions, and assist with the development of a traffic safety plan for this stretch of roadway.

As community input is considered an integral aspect of the plan, Public Works attended the Green Valley Town Council meeting on December 13, 2023, and the Lakes Town Council meeting on January 6, 2024, to provide information on the objectives of the traffic safety plan and to solicit initial input. A dedicated community outreach event for the community-at-large was held in conjunction with the Green Valley Town Council on January 10, 2024, to solicit input and feedback from the community on the development of the plan. Public Works also attended the Leona Valley Town Council meeting on February 12, 2024, to further engage with the community on the plan.

MARK PESTRELLA, Director

Each Supervisor June 6, 2024 Page 2

The development of the traffic safety plan for San Francisquito Canyon Road continues to move forward. Preliminary engineering evaluations have been conducted and several potential alternatives have been identified, which include the implementation of a pilot project on San Francisquito Canyon Road to install delineators to prevent cross-over traffic collisions.

A second dedicated community outreach event, in conjunction with the Green Valley Town Council, is currently scheduled for June 12, 2024, to present the alternatives identified in the traffic study and solicit community outreach. Additional meetings with other nearby communities are also being planned.

Public Works will issue a follow-up to this report in 90 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office County Counsel Executive Office

AGN. NO. 4

MOTION BY SUPERVISOR KATHRYN BARGER

OCTOBER 17, 2023

ROADWAY SAFETY ALONG SAN FRANCISQUITO CANYON ROAD

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-MORE-

MOTION

SOLIS	
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Page: 2

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IN REPLY PLEASE

T3 10528-3-3

September 4, 2024

TO: Each Supervisor

Mark Pestrella, PEr Conclu FROM: **Director of Public Works**

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO ROAD

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MARK PESTRELLA, Director

Each Supervisor September 4, 2024 Page 2

On June 12, 2024, another dedicated community outreach meeting was held in conjunction with the Green Valley Town Council. Alternatives identified in the traffic study were explained and feedback was solicited on the recommendations presented, which included the implementation of a pilot project on San Francisquito Canyon Road to install delineators to prevent cross-over traffic collisions. Public Works also attended the Leona Valley Town Council meeting on July 8, 2024, the Lakes Town Council meeting on August 3, 2024, and the Green Valley Town Council meeting on August 14, 2024, to update the community on the traffic safety plan.

Public Works continues to incorporate, where feasible, community feedback into the plan. A follow-up report will be issued in 90 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office County Counsel Executive Office

AGN. NO. 4

MOTION BY SUPERVISOR KATHRYN BARGER

OCTOBER 17, 2023

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-MORE-

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KB:rao



COUNTY OF LOS ANGELES

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IN REPLY PLEASE

REFER TO FILE: T-3

10528-3-4

December 4, 2024

TO: Each Supervisor

stelle FROM: Mark Pestrella Director of Public Works

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO CANYON ROAD

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Public Works conducted a study of existing traffic conditions, including traffic volumes, speeds, collision history, and current and recent projects along San Francisquito Canyon Road and developed initial strategies to address traffic and roadway safety. Public Works then further expanded those strategies, explored innovative solutions, and drafted a traffic safety plan for this stretch of roadway.

As community input is considered an integral aspect of the plan, Public Works attended the Green Valley Town Council meeting on December 13, 2023, and the Lakes Town Council meeting on January 6, 2024, to provide information on the objectives of the traffic safety plan and to solicit initial input. A dedicated community outreach for the community-at-large was held in conjunction with the Green Valley Town Council on January 10, 2024, to solicit input and feedback from the community on the development of the plan. Public Works also attended the Leona Valley Town Council on February 12, 2024, to further engage with the community on the plan.

On June 12, 2024, another dedicated community outreach meeting was held in conjunction with the Green Valley Town Council. Alternatives identified in the traffic study were explained and feedback was solicited on the recommendations presented, which

MARK PESTRELLA, Director

Each Supervisor December 4, 2024 Page 2

included the implementation of a pilot project on San Francisquito Canyon Road to install delineators to prevent cross-over traffic collisions. Public Works also attended the Leona Valley Town Council meeting on July 8, 2024, the Lakes Town Council meeting on August 3, 2024, and the Green Valley Town Council meeting on August 14, 2024, to update the community on the traffic safety plan.

The November 12, 2024, draft of the final San Francisquito Canyon Road Traffic Safety Plan incorporating all of the community feedback is currently being reviewed by Public Works' traffic design and Vision Zero teams, as well as our partner agencies. We anticipate this review to be completed in approximately 4 to 6 weeks. A follow-up report will be issued in 60 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office County Counsel Executive Office



COUNTY OF LOS ANGELES

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IN REPLY PLEASE

REFER TO FILE:

T-3 10528-3-5

January 14, 2025

TO Each Supervisor Alle FROM: Mark Pestrella/PE Director of Public Works

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO ROAD

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Public Works conducted a study of existing traffic conditions, including traffic volumes, speeds, collision history, and current and recent projects along San Francisquito Canyon Road and developed initial strategies to address traffic and roadway safety. Additionally, Public Works obtained the services of a traffic engineering consultant to further develop these strategies, explore innovative solutions, and assist with the development of a traffic safety plan for this stretch of roadway.

As community input is considered an integral aspect of the plan, Public Works attended the Green Valley Town Council meeting on December 13, 2023, and the Lakes Town Council meeting on January 6, 2024, to provide information on the objectives of the traffic safety plan and to solicit initial input. A dedicated community outreach for the community-at-large was held in conjunction with the Green Valley Town Council on January 10, 2024, to solicit input and feedback from the community on the development of the plan. Public Works also attended the Leona Valley Town Council on February 12, 2024, to further engage with the community on the plan.

MARK PESTRELLA, Director

Each Supervisor January 14, 2025 Page 2

On June 12, 2024, another dedicated community outreach meeting was held in conjunction with the Green Valley Town Council. Alternatives identified in the traffic study were explained and feedback was solicited on the recommendations presented, which included the implementation of a pilot project on San Francisquito Canyon Road to install delineators to prevent cross-over traffic collisions. Public Works also attended the Leona Valley Town Council meeting on July 8, 2024, the Lakes Town Council meeting on August 3, 2024, and the Green Valley Town Council meeting on August 14, 2024, to update the community on the traffic safety plan.

Public Works has completed its review of the final San Francisquito Canyon Road Traffic Safety Plan and is currently incorporating the final revisions. A follow-up report including the final San Francisquito Canyon Road Traffic Safety Plan will be submitted in 30 days.

If you have any questions, please contact me or your staff may contact Deputy Director Steve Burger at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office County Counsel Executive Office, Board of Supervisors



MARK PESTRELLA, Director

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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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March 17, 2025

Each Supervisor Mark Pestrella, PE

FROM: Mark Pestrella, PE for Director of Public Works

BOARD MOTION OF OCTOBER 17, 2023, AGENDA ITEM 4 ROADWAY SAFETY ALONG SAN FRANCISQUITO ROAD

On October 17, 2023, the Board adopted a motion directing Public Works to, among other directives, collaborate with the California Highway Patrol and community partners to formulate a robust traffic safety plan for San Francisquito Canyon Road between Elizabeth Lake Road and the City of Santa Clarita boundary. As part of the development of the plan, Public Works was directed to coordinate a series of traffic safety meetings aimed to disseminate information, educate the community, and solicit community input regarding traffic and roadway safety along San Francisquito Canyon Road.

After much analysis and extensive engagement with the Green Valley, Lakes, and Leona Valley communities, the San Francisquito Canyon Road Traffic Safety Plan is finalized, and it is attached.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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Attach.

cc: Chief Executive Office County Counsel Executive Office, Board of Supervisors

San Francisquito Canyon Road Corridor Traffic Safety Study

February 2025







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1. INTRODUCTION

San Francisquito Canyon Road is 19-mile corridor bounded by Copper Hill Drive in Santa Clarita to the south and Elizabeth Lake Road in unincorporated Los Angeles County to the north. The corridor provides important connectivity to the local neighborhoods of Green Valley and for travelers between Santa Clarita and the southwestern region of the Antelope Valley. Due to a series of collisions and community concerns in recent years, a Corridor Traffic Safety Study was initiated to identify potential road safety challenges and suggest countermeasures to mitigate those safety issues. **Figure 1** illustrates the study corridor and adjacent major roads.



Figure 1 – Overview of San Francisquito Canyon Road from the City of Santa Clarita boundary to Elizabeth Lake Road

2. EXISTING CONDITIONS

To initiate the Corridor Traffic Safety Study, an Existing Conditions Assessment was conducted to provide a baseline understanding of the current safety features, collision patterns, and opportunities to improve safety on San Francisquito Canyon Road. The assessment reviewed the most recent and complete five years of collision data and documented roadway characteristics such as existing speed limits and curve data.



Five years of collision data for San Francisquito Canyon Road were obtained from the Transportation Injury Mapping System (TIMS) and verified with traffic collision data from Los Angeles County Public Works. Data was collected from January 1, 2018 to December 31, 2022 as these were the most recent years with datasets considered final.

From 2018 to 2022, there were a total of 128 collisions, five of which resulted in fatalities and 24 resulted in severe injuries. The TIMS database does not include property damage only (PDO) collisions, so this was not included in the analysis. **Figure 2** shows an analysis of all collisions along San Francisquito Canyon Road and identifies locations with more collisions and a larger proportion of fatal/severe injuries. The figure also breaks down the collision type of all the high-severity collisions.

San Francisquito Canyon Road Corridor Traffic Safety Study



Figure 2 – Collision Diagram along Study Corridor

The Existing Conditions Assessment included field visits to verify the information available to the County and to evaluate current roadway conditions. The field visits reviewed the entire length of the corridor but focused on areas with higher collision activity.

The observed data from the collision data, constituent feedback, and field visits led to several spot locations where greater focus would result in the largest impact. **Figures 3 to 7** show the initial five locations overlayed with collision data provided from TIMS. Collisions that occurred at the same location with the same severity level and collision type are indicated by a corresponding, adjacent number.



Figure 3 – Collision Diagram Location 1

Location 1 had a significant number of collisions showing drivers crossing the centerline onto the other side of the roadway and colliding with fixed objects.

San Francisquito Canyon Road Corridor Traffic Safety Study



Figure 4 – Collision Diagram Location 2

Location 2 had a fatal "hit object" collision from drivers heading southbound near MM 3.53.



Figure 5 – Collision Diagram Location 3

Location 3 had seven "hit object" collisions in the northbound direction. This location also had an "overturned" collision resulting in a fatality.

San Francisquito Canyon Road Corridor Traffic Safety Study



Figure 6 – Collision Diagram Location 4

Location 4 had seven "hit object" collisions near MM 14.52.



Figure 7 – Collision Diagram Location 5

Location 5 had four "overturned" and three "head-on" collisions, two of which resulted in severe injuries.

These five locations will serve as focus locations for further analysis. The entirety of the Existing Conditions Assessment can be viewed in **Appendix A** in this report.

3. COMMUNITY OUTREACH

The project team met with the Green Valley Town Council on January 10, 2024 to initiate the project and inform the community about the scope and intent of the study. Subsequently, the initial set of proposed safety improvements and findings of the Existing Conditions Assessment were brought up at a community meeting in Green Valley on June 12, 2024. This meeting included significant email communications to all surrounding Town Councils and distribution of community flyers to every address along the study corridor. Additionally, both an in-person meeting option and online meeting option via Zoom were provided to ensure all community members impacted by the study, including those outside of Green Valley, could attend. There were additional in-person meetings held with the Leona Valley Town Council on July 8, 2024 and with the Lakes Town Council on August 3, 2024. These meetings sought to introduce the project; present the collision analysis and other data; discuss an initial draft of potential countermeasures, including a pilot delineator project; and discuss resident concerns and suggestions.

The project team received a total of 83 comments from Q&A sessions at the in-person meetings, via the Zoom chat feature at the meeting in Green Valley, comment cards, emails to the project team with Los Angeles County Public Works, and in person after the meetings. A frequently asked questions (FAQ) list was created to answer the most common concerns and suggestions asked by the community. The Comment Matrix and FAQ can be viewed in its entirety in **Appendix B** and **Appendix C**.

4. EMPHASIS AREAS

Emphasis areas were identified to focus safety mitigation strategies on the specific safety needs in the corridor that would have the biggest impact on reducing traffic injuries along San Francisquito Canyon Road. They were selected based on the five focus areas, existing collision patterns, and causal factors as well as community feedback. The three emphasis areas identified for San Francisquito Road focused on unsafe speed, unsafe passing, and lane departure collisions.

Unsafe Speed

Unsafe speed includes driving a vehicle at a speed that exceeds the posted speed limit or is inappropriate for the prevailing road conditions. It greatly increases the risk of collisions and the severity of injuries as drivers have less time to react to unexpected situations, increased stopping distances, and are more likely to lose control of their vehicles. Speed data collected by the County in October 2023 and a high proportion of comments from community stakeholders indicate that speeding is common on the corridor. The data revealed that there have been 41 collisions during the study period that involved unsafe speed. This accounts for 32% of all collisions along San Francisquito Canyon Road. 12 of these collisions resulted in severe injuries.

Unsafe Passing

Unsafe passing is the act of overtaking another vehicle in a prohibited or unsafe manner by crossing solid yellow lines, disregarding no-passing zones, doing so in areas with limited visibility such as curves, or with too little clearance from on-coming traffic. Unsafe passing tends to result in higher severity injuries when compared to other types of collisions. For instance, data shows that there were 19 "head-on" collisions along San Francisquito Canyon Road during the study period, but more than half of those resulted in severe injuries to the parties involved. Out of the eight deaths along the corridor, five were a result of "head-on" collisions. There were an additional nine "sideswipe collisions" which were associated with unsafe passing.

Lane Departure Collisions

Lane Departure collisions occur when a vehicle unintentionally leaves the intended travel lane and runs off into the surrounding terrain or into oncoming traffic. These collisions typically occur due to a variety of factors, including distracted driving, fatigue, adverse road/weather conditions, and more. Along San Francisquito Canyon Road, there were 72 "hit object" collisions during the study period. This made up over 56% of all collisions along the corridor with 15 of those resulting in severe injuries.

5. FOCUS SEGMENTS

The length, diverse terrain, and design features of San Francisquito Canyon Road necessitated a breakdown of the corridor into five focus segments. The segmentation allows the County to subdivide similar improvements so they can be grouped more efficiently and allow the County to more easily apply for various types of funding. Additionally, each of these five sections have distinct attributes which have their own needs and safety improvements tailored based on the emphasis areas. The breakdown of the five sections can be seen in **Figure 8** on the following page and is discussed further in the following paragraphs.

San Francisquito Canyon Road Corridor Traffic Safety Study



Figure 8 - Breakdown of San Francisquito Canyon Road into Five Sections
Section 1: MM 0.0 to MM 3.6

Section 1 marks the beginning of San Francisquito Canyon Road at its intersection with Elizabeth Lake Road to the north and ends just south of the unincorporated community of Green Valley. The Green Valley community will require additional consideration when implementing improvements such as noise impacts and driveway accessibility. A pilot delineator project is currently being tested in this area with the intent to gather feedback from the local community and the Public Works' maintenance teams on its implementation.

Section 2: MM 3.6 to MM 7.8

Section 2 picks up at the south of Green Valley and continues until just after the horseshoe curve. At either of these ends, it is important to implement measures to reduce speeding as traffic enters town or the horseshoe curve. Additionally, a portion of Section 2 has recently undergone repaving in which the County implemented centerline rumble strips and Safety Edge, a feature which the study will be proposing corridor-wide where it is not currently installed. Section 2 and Section 3 also mark the transition between two different Public Works maintenance districts.

Section 3: MM 7.8 to MM 11.6

Section 3 is distinguished by its minimal curves and long straightaways. This begins just south of the horseshoe curve and continues until roughly 1.5 miles north of the intersection by San Francisquito Canyon Road and Rotor Road. This section is unique from the rest of the corridor as it has the least number of curves and therefore provides an opportunity where installing a passing lane would be most feasible and effective. The history verified that there are not as many run-off road collisions as the other sections during the study period and that the focus should be on illegal passing and speeding in this area.

Section 4: MM 11.6 to MM 15.7

Section 4 has the largest number of sharp curves and bridge crossings with limited roadway widths. As a result, these locations have a large differential between its low-speed advisories relative to its posted speed limit. This signifies the need to regulate speeding in this area, especially as drivers need to slow prior to the low-speed advisories. The recommendations for this section include more unique improvements such as tapering lane widths and optical speed bars.

Section 5: MM 15.7 to MM 19.05

Section 5 passes through a diverse equestrian community and at its final stretch, crosses into the City of Santa Clarita. This section of the corridor contains minimal driveways to access the local businesses and community. It is also the only section with marked pedestrian crossings, mostly to accommodate equestrian users, and targeted crossing improvements such as transverse rumble strips have been recommended.

6. COUNTERMEASURES

An exhaustive, proven list of countermeasures was established by the project team which can be utilized for reducing collisions. **Table 1** shows the list and purpose of the countermeasures which were used to address specific collisions throughout San Francisquito Canyon Road.

No.	Safety Improvement	Benefit
1	Edge lines and centerlines	Visual indication to help prevent lane departure collisions
2	Driver feedback signs	Visual indication to drivers that they may be travelling over the recommended speed to reduce unsafe speeds
3	Guardrail	Reduce severity of lane departure collisions
4	Delineators	Prevent unsafe passing ; especially in areas with high head-on crashes such as along curves
5	Install/upgrade pedestrian crossing	Provide pedestrian crossing features with enhanced safety features (e.g. flashing beacons, curb extensions, medians and pedestrian crossing island) to warn drivers of dangers of unsafe speeds or unsafe passing
6	Transverse rumble strips	Provide auditory and tactile alert to drivers approaching equestrian crossings and warns drivers of dangers of unsafe speeds or unsafe passing
7	Centerline rumble strips	Auditory and tactile indication to alert drivers they are driving out of their travel lane to reduce unsafe passing
8	Advance warning beacons	Visual indication to reinforce driver awareness of regulatory signs targeting unsafe passing , unsafe speeds , and roadway departure
9	Widen shoulder	Provides additional sight distance, roadway width, and emergency pull out to prevent unsafe passing and lane departure collisions
10	Safety edge	Provides safe reentry to roadway to reduce roadway departure collisions
11	Passing lanes/expanded turnouts	Provides appropriate alternative for slow vehicles to be passed to avoid unsafe passing
12	Centerline buffer	Provides additional sight distance and roadway width at curves to avoid unsafe passing
13	Enhanced roadway striping (6" edge line)	Enhanced visual indication to help drivers to prevent lane departure collisions
14	Tighten turning radius	Slow turning vehicles and shorten pedestrian crossing distance to reduce unsafe speeds
15	Optical speed bars	Transverse stripes spaced at gradually decreasing distances to increase drivers' perception of speed and cause them to reduce unsafe speeds
16	Taper lane width	Visual appearance of high speed to get drivers to slow down and reduce unsafe speeds

Table 1 –	List of	Countermeasures	and Purpose
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From the table, each section utilized several countermeasures which were selected based on the emphasis areas identified by the collision history and public outreach. Each proposed safety

enhancement has an infographic card which provides a high-level cost estimate, benefit-cost ratio, crash reduction factor, implementation schedule, warrant, and geometric feasibility. The card is specific to each countermeasure for each section to detail the specific constraints and benefits a countermeasure may offer in certain locations. The data on the cards can be explained further below:

- High-level Cost Estimate an approximation of the total cost of a project at a broad level of detail given limited available information at the preliminary stages of planning. This will vary based on each section as the estimate was tailored based on scale and scope which differs based on the collision history, length of section, community feedback, and more.
- Benefit-Cost Ratio (BCR) a calculation to evaluate whether the benefits derived from the project, which is measured based on the reduction of collisions and its costs, outweighs its cost. The BCR may differ despite similar countermeasures as it is a ratio of two varying numbers: the CRF and the high-level cost estimate.
- Crash Reduction Factor ¹ (CRF) indication of the effectiveness of a countermeasure, measured by its percentage of collisions it is expected to reduce based on academic research and prior projects. This will vary based on each countermeasure and section as CRF's can target specific collision types or the reduction percentage may differ based on location specific characteristics.
- Implementation Schedule organizes countermeasures by short, mid, and long-term implementation. Short-term is defined as improvements which can be done in the near future with minimal effort and cost. Long-term countermeasures more complex and may require major engineering design, significant capital/maintenance costs, or best completed in conjunction with a future roadway project to optimize resources.
- Warrant justification for implementation of countermeasure based on analysis of collision history, community outreach, site visits, and other corridor-specific assessment.
- Geometric Feasibility high-level evaluation of limitations in the installation of the countermeasure such as additional maintenance requirements, cost, right-of-way, noise impacts, and more.

Thirteen example locations were provided to the community as a way of visualizing where some of the countermeasures the study proposed can be implemented. Each location includes details on what each improvement is intended to accomplish that vary based the challenges and needs it faces.

There are several corridor-wide proposed improvements which aim to solve issues found across multiple sections. To be suitable for implementation corridor-wide, these improvements must be low-cost and relatively straightforward to enact, such as when regularly scheduled maintenance or repaving activities occur naturally. These improvements include enhanced roadway striping (6-inch edge line), Safety Edge, centerline buffers and centerline rumble strips. The enhanced roadway striping will allow drivers to better visualize the roadway geometry to prevent lane departure collisions. The Safety Edge will allow drivers which have inadvertently departed the roadway to more easily reenter the roadway without losing control. Centerline buffers will provide additional roadway width along areas with sharp curves where drivers typically inadvertently cross the centerline. The centerline rumble strips

^{1.} Sourced from CMF Clearinghouse and the Federal Highway Administration (Introduction to Crash Modification Factors)

will provide auditory and visual warnings to drivers who may be unsafely passing or crossing the centerline.

Section 1

Section 1 analyzed two example locations in its analysis. Location A is the first S-curve south of Elizabeth Lake Road was analyzed due to its high number of collisions. Location B is the stop-controlled intersection at the community of Green Valley based on feedback received from the community.



Kimley » Horn

LOCATION A - MM 0.42 SAN FRANCISQUITO CANYON ROAD

An analysis of Location A found that collisions at this location were classified as "hit object" or "overturned," many of which occurred as drivers crossed the centerline. The collision history led to a pilot delineator installation which is being tested as a way to prevent drivers from unsafely passing along curves or other areas with a history of "head-on" collisions. The pilot delineator installation also brought additional clarity through the addition of street and warning signage.

Corridor Traffic Safety Study



Kimley » Horn

LOCATION B - MM 3.03 SAN FRANCISQUITO CANYON ROAD

Location B involves the intersection of San Francisquito Canyon Road, Spunky Canyon Road, and Calle El Monte in Green Valley. The possibility of installing a roundabout was discussed during community outreach sessions. The idea proved to be unpopular among the community and the project team found that there would be significant issues due to the need of right-of-way acquisition. Instead, the improvements at this intersection focus on tightening the turning radius as a striping change which provides the perception to drivers to slow down prior to making any turns.

Outside of these two locations, community outreach led to reports of close calls when entering or exiting intersections or private driveways. A potential long-term improvement throughout Section 1 is to widen the shoulder at these locations which will provide additional sight distance and allow drivers to pull over and exit the main roadway.

Corridor Traffic Safety Study





Corridor Traffic Safety Study



Section 2

Section 2 analyzed two example locations in its analysis. Location C is a curve at MM 6.27 because of a severe injury "head-on" collision and Location D is the horseshoe curve due to its collision history.



Kimley » Horn

LOCATION C - MM 6.27 SAN FRANCISQUITO CANYON ROAD

Location C's severe injury "head-on" collision north of the horseshoe curve was found to be caused due to unsafe speed. A driver speed feedback sign was proposed to reduce unsafe speeding in sensitive areas such as around curves.



Kimley»Horn

LOCATION D - MM 6.7 SAN FRANCISQUITO CANYON ROAD

Location D has a number of run-off collisions in the northbound direction of travel off the right edge of the roadway. The corridor-wide 6-inch edge line and Safety Edge were best suited to mitigate these issues. Additionally, community feedback found that the merge of the passing lanes heading northbound were leading to several reported close calls and led to a discussion on their removal at a community outreach meeting. Further discussion on removal of the passing lane found that it was unpopular among the community as there has been an established need for additional passing lanes to prevent unsafe passing. Alternatively, extending the paved shoulder by the merge will allow drivers to not merge immediately in cases where it is unsafe and would mitigate the issue discussed. Similar to Section 1, widening the shoulder is also proposed at private driveways throughout as needed.

Corridor Traffic Safety Study



speed such as prior to a sharp curve to reduce unsafe speeds

Corridor Traffic Safety Study



Section 3

Section 3 analyzed one example location in its analysis. Location E is a proposed passing lane from MM 10.55 to 11.80 in an effort in reduce unsafe passing along the corridor.



Kimley » Horn

LOCATION E – Beginning MM 10.55 SAN FRANCISQUITO CANYON ROAD

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Kimley » Horn

LOCATION E – End MM 11.8 SAN FRANCISQUITO CANYON ROAD

Passing Lanes are most suitable at this location due to the lack of curves in this section which has led many drivers to pass illegally and unsafely in its existing condition. The implementation of this countermeasure will allow for a safe and legal manner of passing.



Corridor Traffic Safety Study





Section 4

Section 4 analyzed six example locations in its analysis. Location F is an intersection by San Francisquito Canyon Road and Rotor Road, Location G a curve by the LADWP Power Plant 2, Locations H and I are two bridge crossings at MM 13.80 and 14.10 respectively, Location J is a series of curves near MM 14.51, and Location K is a turnout near MM 15.60. As discussed previously, Section 4 is distinguished by its many sharp curves compared to the rest of the corridor. As a result, there were a number of collisions that occurred on this section including a variety of severe injury and fatalities which led to a high number of example locations.



Kimley » Horn

LOCATION F – MM 13.28 SAN FRANCISQUITO CANYON ROAD

Location F is proposing to tighten the turning radius as a striping change in to provide the perception to drivers to slow down prior to making any turns and allow additional sight distance. This is utilized in conjunction with a striping change to reconfigure the intersection to more of a standard T-intersection with striping to minimize confusion for unfamiliar drivers.

Corridor Traffic Safety Study



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LOCATION G - MM 13.54 SAN FRANCISQUITO CANYON ROAD

Location G was brought up by community members as an area with unsafe passing taking place. There is potential for implementing delineators along this curve to prevent drivers from performing this maneuver if the pilot program at the north end of the corridor is well received.



Kimley » Horn

LOCATION H – MM 13.80 SAN FRANCISQUITO CANYON ROAD

Corridor Traffic Safety Study



Kimley » Horn

LOCATION I – MM 14.10 SAN FRANCISQUITO CANYON ROAD

Locations H and I have similar issues with the roadway width narrowing due to a bridge. To prevent collisions at both these locations, issues with unsafe speeding should be addressed. Tapering the lane width reduces the lane width available to drivers which provides the impression that there is less room and a need to slow down. Installing optical speed bars may assist with preventing unsafe speed ahead of the curve and bridge, by giving an illusion to drivers that they are speeding up.

San Francisquito Canyon Road Corridor Traffic Safety Study



Kimley » Horn

LOCATION J - MM 14.51 SAN FRANCISQUITO CANYON ROAD

Location J is a series of sharp curves near MM 14.51. The corridor-wide proposed improvements of enhanced roadway striping (6-inch edge line), Safety Edge, and centerline buffers and centerline rumble strips would serve as the most ideal implementation at this location.



Kimley»Horn

LOCATION K – MM 15.60 SAN FRANCISQUITO CANYON ROAD

Location K will widen the shoulder to expand the turnout as constraints allow to provide additional room for drivers to get up to the speed of the roadway when reentering. There is also opportunity to add additional signage to provide clarity on the usage of turnouts.





Corridor Traffic Safety Study





Corridor Traffic Safety Study



Section 5

Section 5 analyzed two example locations. Location L is a segment near MM 17.73 with issues of unsafe speeds and Location M is a curve at MM 19.22.



Kimley » Horn

LOCATION L – MM 17.73 SAN FRANCISQUITO CANYON ROAD Location L proposes a driver speed feedback sign to remind drivers of their speed and to reduce unsafe speeding.



Kimley » Horn

LOCATION M - MM 19.22 SAN FRANCISQUITO CANYON ROAD

Location M has two severe injury "head-on" collisions and the corridor-wide implementation of a 2foot buffer with rumble strips along curves is recommended to enhance safety at this location. In addition, transverse rumble strips are recommended to alert drivers of equestrian crossings utilized by the local community.

Corridor Traffic Safety Study



Benefit:

Enhanced visual indication to help drivers to prevent lane depature collisions Geometric Feasibility: Additional minor cost and

maintenance needed

Crash Reduction Factor (CRF) Benefit: Visual indication to drivers that they may be travelling over the recommended speed such as along a long straightaway to reduce unsafe speeds

Geometric Feasibility: Should limit application to maintain effectiveness

Corridor Traffic Safety Study



All of these countermeasures were composed together in a Conceptual Plan which covers the entirety of San Francisquito Canyon Road. This is meant to show all 13 example locations together and includes improvements to areas outside of these specific focus areas. The goal is to provide a single, overarching visual of the entirety of the corridor which the County can use as a baseline for future improvements to the corridor. The Conceptual Plan can be viewed in **Appendix D**, and it is important to note that future studies, further engineering analysis, regulatory requirements, and more may result in different improvements to San Francisquito Canyon Road.

7. FUNDING OPPORTUNTIES

Competitive funding resources are available to assist in the development and implementation of safety projects along San Francisquito Canyon Road. The County should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements which can be implemented in increments of the five sections explained earlier to further accelerate project timelines. This section provides a high-level introduction to some of the main funding programs and grants for which the County can apply.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federal program that apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used to preserve or improve safety conditions and performance for any projects on Federal-aid highway, bridge projects on any public road, projects involving facilities for non-motorized transportation, and other types of projects.

In addition, some improvements do not need a benefit-cost analysis conducted for them, but there is a funding cap, and improvements are subject to funding availability. These improvements include installing or upgrading edge lines (up to \$250,000) and installing or upgrading guardrails (up to \$1,000,000). The County can apply for HSIP funding for these projects with relative ease.

California's local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors. Normally, HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the federal level can be found online at: <u>https://safety.fhwa.dot.gov/hsip/</u>. California specific HSIP information, including dates for upcoming calls for projects, can be found at: <u>Local Highway Safety Improvement Program (HSIP) | Caltrans</u>.

California Senate Bill 1

California Senate Bill 1 (SB1) is a landmark transportation investment bill created to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California. SB1 funds are targeted toward transit, congested trade, and commuter corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB1 revenue, \$26 billion. The other half will go towards local roads, transit agencies, and an expansion of the state's growing network of pedestrian and bicycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Local Street and Road Maintenance and Rehabilitation: \$1.5 billion
 - This funding is dedicated to improving local road maintenance, rehabilitating, and/or safety through projects such as restriping and repaying.
- Bicycle and Pedestrian Projects: \$100 million
 - This will go to cities, counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. It is a significant increase in funding for these projects through the ATP.
- Local Planning Grants: \$25 million

Safe Streets and Roads for All Grant Program

The Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) program with \$5 billion in funds to be appropriated over five years (2022 to 2026) to support initiatives that prevent roadway deaths and serious injuries across the nation. Eligible applicants include cities, towns, counties, and metropolitan planning organizations. Applicants may apply for a Planning and Demonstration Grant or Implementation Grant. Planning Grants are to develop a comprehensive safety action plan such as a Vision Zero Action Plan or supplement an existing safety action plan. In the case of Los Angeles County, which adopted its Vision Zero Action Plan in 2020 and is eligible for Implementation Grants, projects and grant activities would need to demonstrate how the efforts would advance actions in the County's Vision Zero Action Plan.

Infrastructure Investment and Jobs Act

In November 2021, United States President Joe Biden signed into law the \$1.2 trillion Infrastructure Investment and Jobs Act. In addition to the SS4A grant program described above, this law provides billions of dollars in additional funding for improvements and investment in the transportation sector nationwide. The law provides \$30 billion in funding over five years for competitive RAISE grants for transportation projects, as well as additional funding for repair and environmental mitigation projects. As these grant programs continue to be developed, the County can position itself by identifying potential projects and programs to pursue. There are opportunities to pair this funding with local, independent funds, such as County capital expenditures, or during right-of-way maintenance activities.

8. CONCLUSION

The Corridor Traffic Safety Study was originated to reduce the volume and severity of collisions which have occurred on San Francisquito Canyon Road. This began with a review of existing conditions of safety features and collision data to provide a series of proven countermeasures that the County may implement to enhance the safety of the roadway. Extensive outreach was performed throughout the study to ensure any necessary feedback and local knowledge of the corridor were included to provide solutions best tailored to those who drive and live on San Francisquito Canyon Road.

The study identified three emphasis areas that would have the most impact to address collisions based on historical patterns and community knowledge. It was found that the County can concentrate its efforts on the following emphasis areas:

- Unsafe Speed
- Unsafe Passing
- Lane Departure Collisions

A comprehensive list of countermeasures was developed to provide the County with possible measures to reduce collisions based on the emphasis areas. As many of the countermeasures vary greatly in cost and labor, each one is further elaborated to include its probable cost, benefit/cost ratio, crash reduction factor, implementation schedule, warrant, and geometric feasibility.

The countermeasures in this report discuss some of the possible measures the County can take that would be beneficial in addressing these areas, but these improvements are dictated based on funding, available resources, and possible engineering restrictions. The suggestions discussed are only one potential method of mitigation presented for further review, and other mitigation strategies can be explored by the County where practicable.

By conducting this Corridor Traffic Safety Study, the County has ensured there is a path forward for future transportation improvements on San Francisquito Canyon Road. In addition to these improvements, the County can take additional action such as:

• Evaluate collision data after improvements are made for any trends or major changes, to ensure the efficacy of improvements and adjust strategies as needed.

- Maintain outreach with the community to ensure feedback with each implementation and ongoing support.
- Monitor available competitive funding resources, such as grants or cost-savings opportunities, including coordinating with maintenance schedules or grouping improvements for installation at one time.



APPENDIX A – EXISTING CONDITIONS ASSESSMENT

Existing Conditions Assessment

To:	Stephen Dykstra, P.E., T.E., P.T.O.E, Los Angeles County Public Works
From:	Jean Fares, T.E., Kimley-Horn and Associates, Inc.
	Darryl DePencier, AICP, GISP, RSP _{2B} , Kimley-Horn and Associates, Inc.
	Martin Phung, EIT, Kimley-Horn and Associates, Inc.
Date:	September 10, 2024

Subject: San Francisquito Canyon Road – Existing Conditions

1. Introduction

Los Angeles County Public Works authorized a Corridor Traffic Safety Study to be conducted on San Francisquito Canyon Road from the City of Santa Clarita boundary to Elizabeth Lake Road. The 19-mile segment provides important connectivity to the local neighborhoods of Green Valley and for travelers between Santa Clarita and the southwestern region of the Antelope Valley. The corridor has experienced a series of high-profile collisions and community concern in recent years, leading to a Corridor Traffic Safety Study to identify potential road safety challenges and suggest countermeasures to mitigate those safety issues. **Figure 9** illustrates the study corridor in relation to the major roads surrounding it.



Figure 9 – Overview of San Francisquito Canyon Road from City of Santa Clarita boundary to Elizabeth Lake Road

2. Analysis & Summary of Data

The adjacent land uses on San Francisquito Canyon Road primarily consist of heavy agricultural, watershed, rural commercial, and single-family residence. The rural commercial and single-family zoning is concentrated in Green Valley. Heavy agricultural zoning is located by Elizabeth Lake Road, the surrounding region around Green Valley, and the southern end of the corridor bordering the City of Santa Clarita. The watershed zone, meant for conservation of natural resources and to protect areas subject to natural hazards, is the largest zoning group by area along the corridor and makes up the remainder of the zoning.

As-built and proposed striping plans for San Francisquito Canyon Road were provided by Los Angeles County Public Works. The plans have no notable discrepancies from existing conditions as noted during field visits and reviews of aerial mapping. The proposed striping plans detail a 100-foot-wide permit line per USFS Special Use Permit for the entirety of San Francisquito Canyon Road. The width is centered on the existing centerline of the roadway.

Five years of collision data for San Francisquito Canyon Road were obtained from the Transportation Injury Mapping System (TIMS) and verified with traffic collision data from Los Angeles County Public Works. Data was collected from January 1, 2018 to December 31, 2022 as these were the most recent years with datasets considered final.

From 2018 to 2022, there were a total of 128 collisions, five of which resulted in fatalities and 24 resulted in severe injuries. The TIMS database does not include property damage only (PDO) collisions, so it was not included in the analysis. **Table 2** contains a summary of the collisions along the corridor by severity.

		10000					
Collision Severity	2018	2019	2020	2021	2022	Grand Total	Percent
Fatal	2	0	0	1	2	5	3.9%
Severe Injury	4	4	7	3	6	24	18.8%
Minor or Visible	13	9	4	11	11	48	37.5%
Injury							
Complaint of Pain	11	10	13	11	6	51	39.8%
Grand Total	30	23	24	26	25	128	100%

Table 2 – Collisions by Severity

Certain collisions resulted in more than one fatality or severe injury. **Table 3** summarizes the total fatalities and severe injury casualty by year. All nine victims of fatal collisions were either drivers or passengers. Twenty-five of those who suffered severe injury were drivers or passengers with the remaining injured parties listed as "other". There were no collisions which resulted in a fatal or severe injury to any pedestrian or bicyclist although twelve (46.2%) of the severe injury collisions involved a motorcycle.

		Table 5 – Casually Fer Tear						
Casualty	2018	2019	2020	2021	2022	Grand Total	Percent	
Fatalities	3	0	0	1	5	9	24.3%	
Severe Injuries	4	4	8	4	8	28	76.7%	
Grand Total	7	4	8	5	13	37	100%	

Table 3 – Casualty Per Year

Collisions by type for San Francisquito Canyon Road are illustrated in **Table 4**. The most common collision type was "hit object," which represents over half of all cashes that occurred on the corridor. "Head-on" and "overturned" collisions made up the next most collisions with 14.8% and 11.7%, respectively.

Table 4 – Collisions by Type								
Collision Type	2018	2019	2020	2021	2022	Grand Total	Percent	
Broadside	5	0	2	1	0	8	6.3%	
Head-On	2	4	4	3	6	19	14.8%	
Hit Object	17	14	11	14	16	72	56.3%	
Other	1	0	2	1	0	4	3.1%	
Overturned	3	3	1	7	1	15	11.7%	
Rear End	0	0	1	0	0	1	0.8%	
Sideswipe	2	2	3	0	2	9	7.0%	
Grand Total	30	23	24	26	25	128	100%	

Table 5 details the collisions by weather conditions, showing clear conditions making up 82.8% of collisions. Only 3.1% of collisions occurred during raining conditions.

Table 5 – Collisions by Weather Condition									
Weather Conditions	2018	2019	2020	2021	2022	Grand Total	Percent		
Clear	27	14	22	23	20	106	82.8%		
Cloudy	3	7	2	3	3	18	14.1%		
Raining	0	2	0	0	2	4	3.1%		
Grand Total	30	23	24	26	25	128	100%		

60.9% of collisions occurred during daylight conditions while 28.1% of collisions occurred in the dark without any street lights present. **Table 6** provides a summary of collisions by lighting conditions.

Tuble 0 – Consistins by Lighting Conditions								
Lighting Conditions	2018	2019	2020	2021	2022	Grand Total	Percent	
Dark - No Street	12	4	4	8	8	36	28.1%	
Lights								
Dark - Street Lights	2	0	4	0	0	6	4.7%	
Dark - Street Lights	1	0	0	0	0	1	0.8%	
Not Functioning								
Daylight	12	18	15	17	16	78	60.9%	
Dusk-Dawn	3	1	1	1	1	7	5.5%	
Grand Total	30	23	24	26	25	128	100%	

Table 6 – Collisions by Lighting Conditions

Tuesday and Wednesday were the most common days for collisions at 17.2% and 20.3%, respectively. Monday and Thursday made up the days with the least collisions at 10.2% and 8.6% each. **Table 7** summarizes the collisions by the day of the week.

Corridor Traffic Safety Study

Table 7 – Collisions by Day of Week									
Day of Week	2018	2019	2020	2021	2022	Grand Total	Percent		
Sunday	3	1	1	4	10	19	14.8%		
Monday	3	1	4	2	3	13	10.2%		
Tuesday	7	3	3	5	4	22	17.2%		
Wednesday	7	8	4	3	4	26	20.3%		
Thursday	1	4	4	2	0	11	8.6%		
Friday	6	2	2	5	1	16	12.5%		
Saturday	3	4	6	5	3	21	16.4%		
Grand Total	30	23	24	26	25	128	100%		

The majority of collisions occurred during the peak hours of 6:00AM – 9:00AM and 3:00PM – 6:00PM at 16.4% and 19.5%, respectively. The collisions by time of day are outlined in Table 8.

Table 8 – Collisions by Time of Day									
Time of Day	2018	2019	2020	2021	2022	Grand Total	Percent		
12:00AM - 3:00AM	2	0	0	1	1	4	3.1%		
3:00AM - 6:00AM	3	0	4	1	2	10	7.8%		
6:00AM - 9:00AM	5	6	3	4	3	21	16.4%		
9:00AM - 12:00PM	3	7	4	3	2	19	14.8%		
12:00PM - 3:00PM	3	3	3	0	6	15	11.7%		
3:00PM - 6:00PM	3	2	5	8	7	25	19.5%		
6:00PM - 9:00PM	3	1	4	5	2	15	11.7%		
9:00PM - 12:00AM	8	4	1	4	2	19	14.8%		
Grand Total	30	23	24	26	25	128	100%		

Figure 10 analyzes all collisions along San Francisquito Canyon Road to find locations with more collisions and a larger proportion of fatal/severe injuries. The figure also breaks down the collision type of all the high severity collisions. Most of these collision types are made up of "hit object" as discussed in Table 4.

San Francisquito Canyon Road Corridor Traffic Safety Study



Figure 10 – Collision Diagram along Study Corridor

The existing speed limit along the study corridor is mostly 55 mph except for a 35-mph segment in Green Valley, a 40-mph segment in the middle of the study corridor near San Francisquito Fire Station, a 45-mph zone at the south end of the study corridor, and a 50-mph zone at the north end of the study corridor. To analyze driving habits along the corridor, the County of Los Angeles provided speed and volume measurements gathered across several days in October 2023. The data compiled in **Table 9** shows excessive speed at the south end of the study segment bordering the City of Santa Clarita north of Copper Hill Drive and north of Cherokee Canyon Lane. Speed data south of Spunky Canyon Road also has over 20% of vehicles exceeding 55 mph despite the nearby vicinity of Green Valley.

	Daily Volume (vehicles)	Average Speed (mph)	85th Percentile (mph)	Percent of Vehicles > 55mph
N/O Copper Hill				
Drive	8,188	47	58	20.0%
N/O Cherokee				
Canyon Lane	6,099	52	73	47.4%
N/O San				
Francisquito				
Motorway	5,693	42	48	1.9%
N/O Spunky				
Canyon Road	6,073	37	43	1.1%
N/O Stator Lane	5,319	42	48	1.2%
S/O Elizabeth Lake				
Rd	5,935	47	53	6.2%
S/O Spunky				
Canyon Road	6,049	48	58	20.8%

Table 9 – Speed and	Volume Data
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There are multiple speed advisories ranging from 20 to 40 mph depending on the curvature of the roadway along the corridor. The County of Los Angeles provided ball bank data which measures lateral and overturning forces on a vehicle to determine adequate advisory speeds on curves. The data was collected and presented in a proposed signing plan for San Francisquito Canyon Road. The study corridor has several curves where the plans show potential enhancements with additional chevron alignment signs, horizontal alignment signs, and speed advisory signs based on the curve radius and length noted from the ball bank data. The existing speed limits and speed advisory signs are depicted on **Figure 11** to assist in further analysis of the proposed plans.

The curve radii along San Francisquito Canyon Road were measured for curves up to a radius 1,500 feet and are depicted in **Figure 12**. The radius affects the speed at which a driver is able to safety negotiate a curve as a smaller radius indicates a sharper turn that needs to be taken at a lower speed. The road alignment, ball bank data, and curve radii were considered together to ensure that the speed advisory signs display a safe speed needed to navigate the curves along the roadway.

San Francisquito Canyon Road Corridor Traffic Safety Study



Figure 11 – Speed Limit and Advisories along San Francisquito Canyon Road

Corridor Traffic Safety Study



Figure 12 - Curve Radii along San Francisquito Canyon Road

3. Field Visit

A field review was conducted in the morning of Thursday, February 27, 2024. This visit provided the opportunity to see observations not available otherwise.

Observation #1 – Rainfall has led to erosion along the edge of the roadway.



Figure 13 – Steep Erosion along Roadway

Observation #2 – There are multiple equestrian crossings along the study corridor marked with signs and crosswalks. A few locations have transverse rumble strips that show signs of wear.



Figure 14 – Equestrian Crossings with Deteriorated Transverse Rumble Strips

Observation #3 – Centerline rumble strips exist on the northern 6-mile portion of the study corridor, including through Green Valley.


Figure 15 – Existing Centerline Rumble Strips

Observation #4 – There are some existing turnout lanes along the route.



Figure 16 – 200-Feet Turnout for Northbound Drivers located by MM 15.62

4. Focus Locations & Next Step

The observed data from the collision data, constituent feedback, and field visit led to several spot locations of which greater focus would result in the largest impact. **Figure 17** shows the initial five locations overlayed with collision data provided from TIMS.





 Image: Construction of Collision
 Cents Severity
 2018-202

 Image: Construction of Collision
 Cents Severity
 2018-202

 Image: Construction of Collision
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 Image: Construction of Collision
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COLLISION DIAGRAM – LOCATION 3





Figure 17 – Five Focus Locations

Location 1 had a four "overturned" and three "head-on" collisions, two of which resulted in severe injuries. Location 2 had seven "hit object" collisions near MM 14.52. Location 3 had seven "hit object" collisions in the northbound direction. This location also had an "overturned" collision resulting in a fatality. Location 4 had a fatal "hit object" collision from a vehicle heading southbound near MM 3.53. Location 5 had a significant number of collisions showing drivers crossing the centerline onto the other side of the roadway and colliding with fixed objects. These five locations will serve as focus locations for further analysis.

A Corridor Traffic Safety Study will be made to include further additional potential improvements along the corridor. The study will build off the Existing Conditions Assessment and Focus Point Inventory. The study will provide high-level cost and collision reduction rates such that the County can prioritize the suggested improvements.



APPENDIX B – COMMUNITY COMMENT MATRIX

	Comment		
Line	Method	Comment/Question	Comment Response
			Discussed in Meeting. Fault does not
		How is a collision classified when you are ran off	affect how the causation of a collision
1	In person	the road, at no fault to your own?	is classified.
		When snow plows are being utilized in the winter,	
		there is a slip hazard by Location 1 (pilot	
		delineator location) due to icing. Suggestion for	Maintenance shall be informed of this
2	In person	additional street cleaning.	concern.
		Will there be delineators blocking driveways? How	Discussed in Meeting. There will be
3	In person	far will it extend?	no blocking of driveways.
			Discussed in Meeting. There are many
			potential types and standards, but
			typical designs will not cause major
			damage to vehicles while still
4	In person	What are the delineators made of?	providing a deterrent.
		Will the study look into installing speed cameras	Discussed in Meeting. Impossible due
5	In person	or stop sign cameras?	to state law.
			Delineators may be infeasible due to
			driveways. Potential for T-intersection
		Discussion on adding delineators around Spunky	design with Spunky Canyon Road and
		Canyon Road and San Francisquito Canyon Road to	closing direct access to Calle El Monte
6	In person	prevent vehicles from speeding around stop sign	(without impacting access to others)
		When the County scours the side of the roadway	Discussed in Meeting. Will not harm
7	In person	to remove debris will it harm the Safety Edge?	Safety Edge.
		Has the County thought about installing cameras	Discussed in Meeting. Impossible due
8	In person	for photo enforcement of speed or illegal passing?	to state law.
		Where is location 3 relative to Green Valley?	
		Concerning where the driver feedback sign will be	
9	In person	installed.	Discussed in Meeting.
		Recommendation to install driver feedback	
		signage when the speed limit changes just before	This comment was analyzed as part of
10	In person	entering Green Valley	line 55.
			Discussed in Meeting. It is known that
			an externality of rumble strips include
11	In person	Discussion on exterior noise of rumble strips	noise.
			This location has history with same
			direction run-off collisions and not
			where vehicles cross the centerline.
			Delineators can be considered
		Has delineators been considered at the horseshoe	another phase if collisions do not
12	In person	curve?	decrease with initial improvements

			Removing a passing lane is not ideal
			as there is a high demand for passing.
			Issues with merging at the end of the
		Can the passing lane be eliminated from the	passing lane will be addressed by
13	In person	horseshoe curve?	potentially extending pavement.
			Potential to extend pavement to
		Can the merge lane be extended at the horseshoe	provide extra buffer (while leaving
14	In person	curve due to driver's being cut off	edge line at existing location)
			Discussed in Meeting. General
		Positive comment about adding additional	agreement amongst most community
15	In person	pullouts	members.
			Discussed in Meeting. It has been
		Discussion about when the horseshoe curve	there for the entirety of the analysis
16	In person	passing lane was added	dates of collision history.
		Comment to add delineators at the horseshoe	This comment was analyzed as part of
17	In person	merge	line 12.
			Discussed in Meeting. This varies
			greatly depending on speed limit,
18	In person	What size is a proper turnout?	sight distance, etc.
			Potential to add R4-12 to be more
		Is there additional signage to clarify about turnout	direct. R4-13 and R4-14 are also
19	In person	purpose?	potential signs to implement
20	In person	Where is the location of the passing lane?	Discussed and shown in Meeting.
		Is there a possibility to add a red LED at the T-	This comment was analyzed as part of
21	In person	intersection?	line 32.
			Based on collision data and elevation
			from Google Earth Pro, this location is
			around MM 9.05. There is potential
		There is a fatality at the dip 5+ years ago. Is there	near this location to install a passing
22	In person	plans to address the illegal passing there?	lane for legal passing.
		Discussion on paved shoulder at T intersection to	
		allow cars to legally pass while avoiding illegal	Discussed in Meeting; no major
23	In person	parking	changes
		Is there any changes to the temporary bridge at	Discussed in Meeting; no major
24	In person	the T-intersection?	changes
		Discussion about resident at 38735 San	
		Francisquito Road having an issue with pulling into	Potential for 6' shoulder near
25	In person	driveway safely while cars are passing	driveways for sight distance
			Speed bumps are not ideal due to not
			meeting County standards (road
		Are speed bumps being considered at the town of	classification, speed limit, road
26	In person	Green Valley?	curvature, etc.)

			Transverse rumble strips can lead to
			noise complaints as discussed during
			community outreach meeting and are
			typically not installed in advance of
			stop signs. The stop signs along San
			Francisquito Canyon Road in advance
			of Spunky Canyon Road are
			adequately marked with "Stop
		Can traverse rumble strips be installed at Green	Ahead" signs and pavement markings
27	In person	Valley?	in both north and south directions
			Roundabout is significantly more
		Has a roundabout been considered at the	expensive and will have R/W impacts;
		intersection of Spunky Canyon and San	it was also not popular based on
28	In person	Francisquito?	reaction at the meeting
			Potential to implement turnout
			although this location will not provide
			as much value as other locations due
		Suggestion to provide turnout south of Elizabeth	to short distance between
29	In person	Lake Road heading northbound	intersections
			Discussed in Meeting. This is currently
30	In person	Question about implementing speed cameras	impossible due to state law
		Recommendation to install stop signs at San	
		Francisquito and Elizabeth Lake Road (stop signs	Stop signs can only be installed if
31	In person	on Flizabeth Lake Road)	warranted per MUTCD
			This improvement is ideal for cars
			which run stop signs due to lack of
			visibility: data does not corroborate
			that collisions are occurring due to
32	Zoom	What about stop signs with lights?	this issue
	200111	The 35 mph radar sign coming into Green Valley	
		from Elizabeth Lake road has its solar nanels	Maintenance has been informed of
33	Zoom	blocked by tree branches	this concern
	200111	People are deliberately blowing through the ston	
		signs after passing (across the double lines) with a	
		number of cars that are stopped waiting their turn	This comment was analyzed as part of
34	Zoom	to gol	line 6
5-	20011	Yes! That needs to be addressed. Possibly a light	Traffic lights can only be installed if
35	700m	instead of ston sign?	warranted ner MUTCD
55	20011		Additional turnouts or lengthening
			turnouts being considered Dotential
		More turnouts. Including signs to let you know to	to add PA-12 or PA 12 prior to
26	700m	turn out would halp tool	
30	Zoom	turn out would help too!	i unnouts to encourage proper usage

		Is there anything that could be done to improve	
		safety of residents that are trying to get out onto	
		San Francisquito Canyon Road from Calle	
		Manzanita? If you are heading towards Santa	Potential for an intersection ahead
		Clarita, making a left out of the neighborhood, you	sign which can be implemented prior
		can look left, right and left again and by the time	to the intersection to warn drivers of
37	Zoom	you are out on the road, someone is on your tail!	vehicles pulling out
			Speed bumps are not ideal due to not
		A lot of people cut through Calle El Parado and	meeting County standards (road
		speed thru to go towards Spunky Canyon Road.	classification, speed limit, road
38	Zoom	Can there be speed bumps added?	curvature, etc.)
		The horseshoe curve is a problem with ice in the	
		winter. I went off in 2008 with 3 other vehicles,	
		including one that landed on top of my truck.	
		There is a spring that causes this black ice when	
		temperatures are very low. Also, there is a	
		problem with the merging when headed towards	Maintenance has been informed of
39	Zoom	Green Valley from Santa Clarita.	this concern.
		I've seen many people pass over double yellow on	This comment was analyzed as part of
40	Zoom	that big curve. Delineator should be there!	line 12, 13, 14.
		It's been difficult to get onto San Francisquito	
		Canyon Road from Calle El Parado as well! People	This comment was analyzed as part of
		get right on you within seconds! They blow the	line 37. Issues with staffing
		stop sign or are speeding instantly from the stop	enforcement was discussed in
41	Zoom	sign. 35 mph needs to be more enforced.	meeting.
		A "Slower traffic keep right" sign would be good	
		on northbound before the passing lane. I've seen	
		people behind slower vehicles get stuck when	
		slower vehicle blocks passing lane and that creates	Potential to add R4-3 ("Slower Traffic
42	Zoom	more aggression instead of defusing it.	Keep Right")
			This comment was analyzed as part of
43	Zoom	Need signs to tell people what the turnout is for!	line 36.
		Great to hear expanding existing turnouts! But	
		also making more turnouts would be helpful! Oh	
		and with signs to let people know what a turnout	This comment was analyzed as part of
44	Zoom	is.	line 36.
			Call boxes are not considered to be a
			collision reduction improvement; it
			was also discussed in the meeting
			that cell service will be improved;
			County should review on their end if
45	Zoom	Call boxes for stranded vehicles!	call boxes should be implemented

Image: Second state"unofficial " ones already. Those that are frequently used are roughed up along the "safety line" making them difficult to use. More maintenance on the road edge would help. For turnouts, please try to locate them in areas that are not too steep. There's an existing one rarely used, because it's on a steep downward incline.Maintenance has been informed of this concern.46ZoomUsed, because it's on a steep downward incline.Maintenance has been informed of this concern.47ZoomThere needs to be more stop signs on San Francisquito Canyon Road throughout the town to make it more safe to get out of our streets and people speed into it the opposing lane. I've almost people speed into it the opposing lane. I've almost those turns. Cars are driving very fast and don't realize that ahead of them a car is stopped to make a left turn. They pass while you are making the left turn and it leads to many close calls.Potential to make it appear more as a T- intersection with gap in centerline and edge line so drivers will be more aware49ZoomThere's a vertical blind spot a few miles north of the bridge by the powerplant. Needs a do not pass sign and maybe other safety improvements.This location has been selected for other improvements already, but			More turnouts are good as lots of us use	
Image: Application of the state of the st			"unofficial " ones already. Those that are	
Ine" making them difficult to use. More maintenance on the road edge would help. For turnouts, please try to locate them in areas that are not too steep. There's an existing one rarely used, because it's on a steep downward incline.Maintenance has been informed of this concern.46ZoomThere needs to be more stop signs on San Francisquito Canyon Road throughout the town to make it more safe to get out of our streets and curve speeding/passing in town!Maintenance has been informed of this concern.47ZoomWhen going down toward Santa Clarita, the bridge just after the water plant should be widened as people speed into it the opposing lane. I've almost been hit head-on multiple times there!Location is under analysis and has proposal for optical speed bars and lane tapers48ZoomCan you also take a look at the left turn into Quail Trl coming from Santa Clarita? There are many residents and horse boarders that need to make those turns. Cars are driving very fast and don't realize that ahead of them a car is stopped to make a left turn. They pass while you are making the left turn and it leads to many close calls.Potential to make it appear more as a T- intersection with gap in centerline and edge line so drivers will be more aware49ZoomThere's a vertical blind spot a few miles north of the bridge by the powerplant. Needs a do not pass sign and maybe other safety improvements.This location has been selected for other improvements already, but			frequently used are roughed up along the "safety	
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sign and maybe other safety improvements.			There's a vertical blind spot a few miles north of	
sign and maybe other safety improvements.			the bridge by the powerplant. Needs a do not pass	This location has been selected for
			sign and maybe other safety improvements.	other improvements already, but
Additionally there were 2 killed in a head-on a few adding additional "Do Not Pass" sign	50	7	Additionally there were 2 killed in a head-on a few	adding additional "Do Not Pass" sign
50 Zoom years ago in the above location may be considered	50	Zoom	years ago in the above location	may be considered
l agree that additional stop signs on San			l agree that additional stop signs on San	
Francisquito Canyon Road might slow down some			Francisquito Canyon Road might slow down some	Chan since any analysis installed if
of the traffic heading into town. I am curious as to Stop signs can only be installed if			of the traffic heading into town. I am curious as to	Stop signs can only be installed if
Why there is only one stop sign from Elizabeth Warranted per MUTCD; stop signs	E 1	7.00m	why there is only one stop sign from Elizabeth	warranted per MUTCD; stop signs
S1 Zoom Lake Road to Spunky Canyon Road? Should not be used for speed control	51	20011	Lake Road to Spuriky Carlyon Road?	This commont was applying as part of
F2 Zoom Road to the Dowerbouse stop sign	52	700m	Read to the Dewerbourg stop signs	This comment was analyzed as part of
SZ Zoolin Kodu to the Powerhouse stop sign. The ST. Discussed in Meeting and in Discussed in Meeting and in	52	20011		Discussed in Monting and in
Discussed in Meeting and in PowerPoint New and expanded				PowerPoint New and expanded
How many new turnouts are you proposing			How many new turnouts are you proposing	turnouts are proposed where feasible
hetween Elizabeth Lake Road and Conner Hill based on the constraints of the			hetween Elizabeth Lake Road and Conner Hill	hased on the constraints of the
53 Zoom Drive?	53	Zoom	Drive?	environment
The Northbound passing lane south of GV still	55	20011	The Northbound passing lane south of GV still	
seems unsafe. Almost everyone I know has been This comment was analyzed as nart of			seems unsafe. Almost everyone I know has been	This comment was analyzed as part of
forced off the road there. Only limited accidents line 42. Potential to add additional			forced off the road there. Only limited accidents	line 42. Potential to add additional
Comment because of defensive driving. Better signage there signage such as a R4-3 ("Slower Traffic		Comment	because of defensive driving. Retter signage there	signage such as a R4-3 ("Slower Traffic
54 Card too.	54	Card	too.	Keep Right")

		Please install driver feedback signage sign	
		northbound on San Francisquito Canyon Road at	
		the point before Green Valley where the speed	The speed limit is set to 35 mph at
		limit changes from 55 to 35 before the sharp bend.	MM 3.8 and also already has a driver
	Comment	I think it's 35mph at the point where houses	feedback signage. It is approximately
55	Card	begin? If not, can we have the 35 limit start there?	500' from the first house.
	June 12	De-icing material causes vehicles to slip when	Maintenance has been informed of
56	meeting	snow dries up.	this concern.
	June 12	Can cameras be installed near Spunky Canyon	This comment was analyzed as part of
57	meeting	Road and San Francisquito Canyon Road?	line 30.
	Ŭ		Driver feedback signs should be
			implemented with discretion to avoid
			driver fatigue and maintain their
			effectiveness. If the collision data and
			analysis warrants the installation of a
			driver feedback sign it could be
			installed, but it is not advised to
	June 12	Suggestion for driver feedback sign near areas	systemically install these signs with all
58	meeting	with speed limit signs.	speed limit signs.
	June 12		This comment was analyzed as part of
59	meeting	Suggestion for removal of passing lanes.	line 13 and applies corridor-wide.
			Discussed in Meeting. The initial pilot
			is to test out the delineator at one
			specific location to evaluate driver
			response and collision data. If there
			are positive results, there are
			additional locations the study is
			analyzing to ensure that delineators
	June 12	Why is there no delineator in area where the	are installed at optimal locations
60	meeting	Safety Edge is proposed?	where it will reduce collisions.
		Resident asked for a different sign instead of	
		"TURNOUT" sign. They also mentioned people not	
	June 12	understanding " semi-trucks" or "big-rigs" on	This comment was analyzed as part of
61	meeting	signs.	line 19 & 36.
	June 12	Resident was suggesting road widening due to the	This comment was analyzed as part of
62	meeting	proximity of his driveway.	line 25.
			Discussed in Meeting. The Town
			Council mentioned there has been
			interest from a company to install a
	June 12	Suggestion for cell tower near San Francisquito	cell tower. Note: this is separate and
63	meeting	Canyon Road.	not a part of this study
	June 12	Suggestion for TURNOUT at the end of pass near	This comment was analyzed as part of
64	meeting	Elizabeth Lake Road for Northbound traffic.	line 29.
	June 12	Suggestion for a roundabout on Spunky Canyon	This comment was analyzed as part of
65	meeting	Road and San Francisquito Canyon Road.	line 28.

		It is difficult to merge onto San Francisquito	Potential to make it appear more as a
		Canyon Road from Calle El Parado between 5:00	T- intersection, place proper stop bar,
		AM and 8:00 AM.	and improve sight distance with tree
			maintenance
		An oak tree on the left side of Calle El Parado and	
	June 12	San Francisquito Canyon Road blocks the existing	Noted. Maintenance has been
66	meeting	stop sign and view of on-coming traffic.	informed of this concern.
		Vehicles speeding during the weekday between	Discussed in Meeting. CHP is aware of
		3:30 PM and 6:30 PM near Calle El Prado and San	issues that Green Valley is facing and
	June 12	Francisquito Canyon Road. Will inform CHP for	there is more officers proportionally
67	meeting	enforcement.	stationed here than other locations.
	June 12	Why was an extra lane added at the horseshoe	
68	meeting	curve?	Discussed in Meeting
	June 12	Requested delineators at north end of horseshoe	This comment was analyzed as part of
69	meeting	curve where lanes merge.	line 12.
		There is a crest on San Francisquito Canyon Road	Potential to add shoulders near
	June 12	between Calle El Parado and Calle Llano where it is	access points for additional sight
70	meeting	difficult to see past the hill.	distance
		Hello. I attended the safety meeting last month for	
		San Francisquito Canyon Road. I'm very concerned	Based on location and injured parties,
		about this area. Approximately 1.25 miles north of	this collision occurred on April 29,
		the stop sign where the little bridge and the DWP	2017 (Report Number: 9540-2017-
	Traffic	housing is located. There was a woman and her	06537) which is prior to our 5-year
	Safaty	child killed here a few years ago by a head on	analysis period. However, at this
	Dian	collision caused by a bad driver who survived the	location the study is looking into the
	email	collision. Anyway, hopefully your team will	possibility of installing passing lanes
	eman	address this area. It's a blind spot due to elevation.	on both northbound and southbound
1		I've seen a lot of very foolish drivers nearly have	directions to allow faster drivers to
		head-on collisions with people being forced off the	pass without having to cross the
		road. We love it up here in LE, but really are	centerline and lead into the possibility
71		considering moving. Please help us! Thank you.	of a "head-on" collision.

	70	Traffic Safety Plan email	 I've been driving San Francisquito Canyon Road for 8 years and the worst offenses occur in the morning between 4am to 6am. My comments are: More cops would help but we all know that won't happen I hope you're going to set up a camera just to observe the reckless driver blowing through the wrong side of the stop sign intersection (Spunky & San Fran) just because they know they can + get away with it. Btw, in 8yrs I have never seen a cop in Green Valley, never! You missed the 4 deaths in August 2022 and of course all of 2023 If you're going to put delineator up, they'll need to have some type of raised curbing (continuous too) or they'll just get blown out once people start running over them, and they will. Signage only works if people obey and respect the law and anyone who drives on San Francisquito Canyon Road know these people don't care, so basically new signage is nothing more then lipstick on a pig. At coordinates 34.610780, -118.439078, the creek overflows onto the road and freezes 	 CHP is aware of issues that Green Valley is facing and there is more officers proportionally stationed here than other locations. Current state law prohibits the use of speed cameras The collision analysis includes 4 deaths which occurred on August 28, 2022. Collisions were only analyzed up to the most recent, complete dataset which is 2022. Currently, it takes CHP 12-18 months to input data into the Statewide Integrated Traffic Records Systems (SWITRS) and some collisions may be missed if 2023 is included. The initial pilot will reveal the effectiveness of the County's standard delineator. The study can use the results to evaluate how the impact of the delineator is working. Noted. See CHP's already increased presence as part of the first bullet point Noted. Maintenance has been informed of this concern
Ī		Troffie	The suggestions for better safety doesn't address	This study is looking into methods of
		Traffic Safety	the fact the traffic volume has increased tremendously. A lot of people are using San	address speeding and CHP is aware of
		Plan	Francisquito Canyon Road as a short cut and	needs for increased enforcement.
	73	email	speeding while ignoring the traffic laws in very dangerous manner.	
	74	June 12 meeting	Will delineators cause issues for snowplows?	There will be some impacts. We will be proceeding with the pilot delineator project, but will be monitoring the operation and maintenance closely.
	75	June 12 meeting	Centerline rumble strips are not significant enough. We should use better versions like they use in other states like Utah or Texas.	Discussed in Meeting. Centerline rumble strips have been tested by Caltrans to have a crash reduction factor of 20%. There is also possibility to install delineators at select locations based on the collision history and the effectiveness of centerline rumble strips if the delineator pilot performs well.
L	,,,	incening		

76	June 12 meeting	Would like to see documentation on why the stop sign on the south end of San Francisquito Canyon Road by the bridges was never removed. This was supposed to have a major upgrade, but for some reason the project to redo the bridge was stopped. It may have something to do with endangered species in the river (from discussions at the GVTC meeting). Look into what that project was and provide documentation on why the decision was made to stop it and who made the decision.	This is beyond the scope of the project and we do not have documentation for why the bridge was never removed. The stop sign was never removed as it assists with reducing "head-on" collisions. The study currently has potential improvements proposed at this intersection including 6-inch edge lines, tightened turning radius, and additional configuration to provide more of a standardized layout.
		Pine Canyon Road from 3 Points to Lake Hughes has road maintenance issues. There are many	
		locations with tree branches or bushes that are	
	lune 12	encroaching into the right-of-way that need to be trimmed and a lot of sand on the road that needs	Maintenance has been informed of
77	meeting	to be cleared.	this concern.
	T (()	The suggestions for safety doesn't address the fact	
	I rattic Safety	the traffic volume has increased tremendously. A	
	Plan	Road as a short cut and speeding while ignoring	This comment was analyzed as part of
78	email	the traffic laws in very dangerous manner.	line 73.
		·	Potential to implement turnout
			although this location will not provide
			as much value as other locations due
			to short distance to intersection.
	Lakes		Turnouts can be considered in a later
70	Town		phase if collisions do not decrease
79	Council	wider turnouts are needed near Power Plant 2.	with initial improvements
			Based on published research
			approved by FHVVA ON CIVIF
			of any known
	Lakes		documentation/research showing
	Town		delineators as a hazard to
80	Council	Delineators could be a problem for motorcycles.	motorcycles.
			Discussion noted. Delineators have
			been studied and found decrease
	Lakes	Delineators aren't going to help much, but	collisions by 15% based on study
	Town	shouldn't be a problem for snow plows, they have	posted in CMF Clearinghouse (CMF
81	Council	them in Buffalo and they work fine there.	ID: 9727)

Corridor Traffic Safety Study

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			Based on the distance between Green
			Valley and Elizabeth Lake Road and
			the collision analysis, the addition of a
	Lakes		passing lane at this location would
	Town	There needs to be a passing lane at the straight	result in minimal reduction of
82	Council	uphill going past Green Valley if possible.	collisions.
		On the northbound direction of San Francisquito	
	Lakes	Canyon Road towards Elizabeth Lake Road, there	
	Town	is a lot of water buildup near the intersection.	Maintenance has been informed of
83	Council	There needs to be better drainage.	this concern.



APPENDIX C - FREQUENTLY ASKED QUESTIONS

SAN FRANCISQUITO CANYON ROAD COMMUNITY OUTREACH MEETING FREQUENTLY ASKED QUESTIONS (FAQ)

1) Can the County install delineators?



Pilot delineators on San Francisquito Canyon Road

- a. Pilot delineators have been installed on the curve ¹/₂ mile south of Elizabeth Lake Road. This pilot will serve as a demonstration to view how driver habits change and to receive community feedback.
- 2) Will the study look into installing speed cameras or stop sign cameras?
 - a. Cameras are currently not permitted to be used for enforcement under state law. A new state law took effect on January 1, 2024 which initiated a pilot program for six cities to reimplement speed cameras. This will be monitored as the pilot runs to determine whether automated enforcement can be reauthorized by the state.
- 3) Will there be more turnouts or passing lanes installed?
 - a. The study analyzed locations which could benefit from passing lanes or turnouts while balancing constraints with right-of-way and sight distance. This includes the examination of the length of existing turnouts to ensure that drivers have enough length to accelerate to a safe speed before merging back into the main road. Additional signage to instruct drivers on proper utilization of these features were reviewed as a part of the study.
- 4) Why aren't there more stop signs or traffic signals along the route?
 - a. Stop signs and traffic signals are installed based on warrants established by the California Manual On Uniform Traffic Control Devices (CAMUTCD). Under the CAMUTCD, there must be a series of warrants (essentially tests) which an intersection must pass to have a stop sign installed. Stop signs are not an effective form of speed control if not otherwise warranted.



- 5) Are speed bumps being considered at Green Valley?
 - a. Speed bumps are not appropriate for higher volume roadways and have potential to slow down emergency vehicle access. They also produce additional noise and vehicle wear and tear. There are other forms of speed control that are more effective on roadways like San Francisquito Canyon Road.
- 6) Have delineators been considered at the horseshoe curve?
 - a. This location has a history with same direction run-off collisions and not where vehicles cross the centerline. As such delineators may not be as effective in this location as other improvements. However, delineators can be considered in another phase if collisions do not decrease with the initial set of improvements.
- 7) Will the installation of Safety Edge affect the use of snowplows during the winter?
 - a. The Safety Edge and snowplows will have no adverse effects on each other.
- 8) Has the County considered stop signs with red flashing lights?
 - a. This improvement is ideal for locations where the collision history shows a recurrence of collisions at the intersection due to motorists failing to stop at the stop sign. The collision data at intersections along San Francisquito Canyon Road is not indicative that stop sign compliance will be improve with enhanced visibility.
- 9) How can safety be improved at uncontrolled access points such as driveways?
 - a. Safety can be improved with enhanced edge lines, installing Safety Edge, and shoulder space for more visibility for vehicles entering traffic. Other measures that reduce vehicle speeds will provide further benefit.



APPENDIX D - CONCEPTUAL PLANS



SHEET 1	TITLE SH
SHEET 2-26	CONCEPT
SHEET 27-49	FOCUS A









PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

CONCEPTUAL PLAN SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

> SHEET 3 OF 49 NOT TO SCALE













SHEET 7 OF 49 NOT TO SCALE







MATCH LINE SEE SHEET 9





SHEET 10 OF 49 NOT TO SCALE

LOS ANGELES COUNTY PUBLIC WORKS

CONCEPTUAL PLAN

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

TRAFFIC SAFETY AND MOBILITY DIVISION





DETAIL "A" (not to scale)



LOS ANGELES COUNTY PUBLIC WORKS

SEE

TRAFFIC SAFETY AND MOBILITY DIVISION

CONCEPTUAL PLAN SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

NRS (MPH W1-4 W13-1P (UNDER DESIGN BY COUNTY)

SEE SHEETS 39–42 FOR DETAILS \neg













PROPOSED 6-INCH EDGE-LINE



CONCEPTUAL PLAN SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD



DETAIL "B" (not to scale)

SHEET 15 OF 49 NOT TO SCALE

PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

CONCEPTUAL PLAN

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

DETAIL "B" (not to scale)

SHEET 16 OF 49 NOT TO SCALE

PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

CONCEPTUAL PLAN

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

LOS ANGELES COUNTY PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD












LOS ANGELES COUNTY PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION CONCEPTUAL PLAN SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

SHEET 21 OF 49 NOT TO SCALE





SHEET 23 OF 49 NOT TO SCALE



PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION







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LOS ANGELES COUNTY PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION





SHEET 26	OF 49	NOT TO) SCALE

LOS ANGELES COUNTY PUBLIC WORKS



FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD



PROPOSED 6-INCH EDGE-LINE-

see detail "a"----

PROPOSED 2' BUFFER WITH ADDITIONAL PAVEMENT WIDTH. EXISTING RUMBLE STRIPS ON DOUBLE YELLOW LINE.



SAN FRANCISQUITO CANYON ROAD



SPEED LIMIT: 45 MPH





DETAIL "A" (not to scale)





FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

NOT TO SCALE SHEET 28 OF 49









SEE DETAIL "B"-

SAN FRANCISQUITO CANYON ROAD

- PROPOSED SAFETY EDGE MATCH LINE SEE SHEET 30 a sound not per



PROPOSED 2' BUFFER WITH ADDITIONAL PAVEMENT WIDTH. EXISTING RUMBLE STRIPS ON DOUBLE YELLOW LINE.

PROPOSED 6-INCH EDGE-LINE



PUBLIC WORKS

LOS ANGELES COUNTY

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

TRAFFIC SAFETY AND MOBILITY DIVISION FOCUS AREAS

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SPEED LIMIT: 55 MPH

SHEET 30 OF 49 NOT TO SCALE

PUBLIC WORKS

FOCUS AREAS

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

LOS ANGELES COUNTY

TRAFFIC SAFETY AND MOBILITY DIVISION

TCH LI OWER













PUBLIC WORKS

LOS ANGELES COUNTY



FOCUS AREAS

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

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SHEET 34 OF 49 NOT TO SCALE

SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

PUBLIC WORKS

TRAFFIC SAFETY AND MOBILITY DIVISION

FOCUS AREAS

LOS ANGELES COUNTY

DETAIL "A" (not to scale)

PROPOSED SAFETY EDGE

12'



see detail "a"-/









LOS ANGELES COUNTY PUBLIC WORKS

TRAFFIC SAFETY AND MOBILITY DIVISION FOCUS AREAS SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

EX. W5-2

- PROPOSED OPTICAL SPEED BARS

PROPOSED 2' BUFFER WITH ADDITIONAL PAVEMENT WIDTH. EXISTING RUMBLE STRIPS ON DOUBLE YELLOW LINE.





SHEET 36 OF 49 NOT TO SCALE

PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

FOCUS AREAS

LOS ANGELES COUNTY

W1-8 (UNDER DESIGN BY COUNTY)



PROPOSED SAFETY EDGE

SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD



FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD



SHEET 38 OF 49 NOT TO SCALE

PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

FOCUS AREAS

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

LOS ANGELES COUNTY

(NOT TO SCALE)

SAN FRANCISQUITO CANYON ROAD







SAN FRANCISQUITO CANYON ROAD



SPEED LIMIT: 55 MPH PROPOSED RUMBLE STRIPS ON J DOUBLE YELLOW LINE



MATCH LINE SEE SHEET 41

see detail "A"—

1000



PROPOSED 6-INCH EDGE-LINE

LOS ANGELES COUNTY PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION

FOCUS AREAS SAN FRANCISQUITO CANYON ROAD FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD





PUBLIC WORKS



FOCUS AREAS

SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD











LOS ANGELES COUNTY PUBLIC WORKS TRAFFIC SAFETY AND MOBILITY DIVISION FOCUS AREAS SAN FRANCISQUITO CANYON ROAD

FROM COPPER HILL DRIVE TO ELIZABETH LAKE ROAD

SHEET 44 OF 49 NOT TO SCALE















STOP

EX. R1-1



PROPOSED 2' BUFFER WITH ADDITIONAL PAVEMENT WIDTH. EXISTING RUMBLE STRIPS ON DOUBLE YELLOW LINE.

SAN FRANCISQUITO CANYON ROAD















DETAIL "A" (not to scale)

PUBLIC WORKS

