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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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December 6, 2023

IN REPLY PLEASE

REFER TO FILE: **TPP-9**
10504-2-1-F

TO: Each Supervisor

FROM: Mark Pestrella, PE 
Director of Public Works

BOARD MOTION OF AUGUST 8, 2023, AGENDA ITEM 11 IMPLEMENTATION OF VISION ZERO ON MULHOLLAND HIGHWAY

On August 8, 2023, the Board approved a motion instructing Public Works to (1) evaluate and report back in 180 days upon the reopening of a 2.22-mile section of Mulholland Highway, commonly referred to as The Snake, to vehicular traffic on the efficacy of the safety enhancements installed in spring 2023 on Mulholland Highway from Kanan Road to Sierra Creek Road and (2) evaluate existing traffic conditions and consider other potential traffic engineering interventions to enhance safety and reduce speeds on Mulholland Highway between one mile east of April Road to Zuma Ridge Fire Road, identify potential funding to implement the interventions, perform outreach to local community organizations, residents, and relevant stakeholders, and collaborate with the California Highway Patrol and the Department of Public Health to explore and identify funding for traffic safety education campaigns and enforcement actions to deter unsafe driving behavior and report back in 120 days.

Public Works is committed to enhancing the safety of the County's roadways. The 2.22-mile section of Mulholland Highway has not been reopened to vehicular traffic; therefore, a separate report to address Board Directive 1 will be provided. Attached is a report that addresses Board Directive 2. The report presents relevant data, identifies trends, and provides recommendations to implement engineering interventions, develop educational campaigns, and explore appropriate enforcement actions along Mulholland Highway. Public Works prepared this report in collaboration with the Department of Public Health, the California Highway Patrol, and input from the communities that surround the stretch of Mulholland Highway from Zuma Ridge Fire Road to one mile east of April Road.

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During outreach conducted in response to Directive 2, many community members in the Santa Monica Mountains living along Mulholland Highway expressed their desire to maintain the closure of the 2.22-mile section of roadway to vehicular traffic. Therefore, although not specifically directed by the Board, the report also documents the general process to close a road permanently as stipulated in State law.

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.

EMD:yr

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Attach.

cc: Chief Executive Office
County Counsel
Executive Office
Department of Public Health
California Highway Patrol (Denis Ford, Adam Smith, Casey Ramstead)

IMPLEMENTATION OF VISION ZERO ON MULHOLLAND HIGHWAY REPORT

OVERVIEW

As directed by the Board, Public Works in collaboration with the Department of Public Health, the California Highway Patrol (CHP), and the community, identified opportunities to enhance traffic safety along Mulholland Highway from Zuma Ridge Fire Road to one mile east of April Road through the implementation of infrastructure, educational, and enforcement strategies.

The report provides a summary of existing roadway conditions, relevant collision data and trends, a summary of the County's community engagement efforts and feedback received over the past months, and recommendations and funding needed to implement various engineering, educational, and enforcement interventions along Mulholland Highway.

These traffic safety efforts are independent of any decisions of reopening the 2.22-mile section of Mulholland Highway that was closed to vehicular traffic as a result of damage from the 2018 Woolsey Fire and subsequent winter storms. However, the County received significant feedback from the community requesting information on the road closure process. Therefore, the report also provides an outline of the steps required by State law to close the roadway to vehicular traffic permanently.

BACKGROUND

Mulholland Highway has served Southern California primarily as a recreational highway for nearly a century. The original section of the roadway opened in 1924 extended from Hollywood to Calabasas and was funded by a City of Los Angeles bond measure. In later years, a new section was constructed to connect the roadway to the Pacific Coast Highway through the Malibou Lake and Seminole Springs communities.

Since its opening, Mulholland Highway has garnered interest from different groups ranging from locals to tourists. In its early years, the roadway provided the public a scenic drive and access to recreational opportunities, such as hiking, hunting, and leisure. Over the past few decades, the highway primarily provides access to the unincorporated community of Cornell. It is a destination for motorcyclists to ride on the weekends and people racing in vehicles. Recreational cyclists and pedestrians also frequent the roadway.

In its current state, Mulholland Highway is generally one lane in each direction with multiple curves and embankments. There are no sidewalks on Mulholland Highway and some sections of the highway include embankment guardrail. Wide shoulders and parking are generally impractical along the highway due to limited right-of-way. The sections of Mulholland Highway from State Route 1 (Pacific Coast Highway) to Kanan

Dume Road and Cornell Road to Las Virgenes Road are designated County Scenic Highways and follow the same Scenic Highway program requirements that apply to State Scenic Highways.¹

Traffic safety challenges impact all modes of transportation. Current traffic safety challenges exist on Mulholland Highway as a result of the unsafe driving behaviors of those who engage in activities, such as speeding, motorcycle stunt riding, and street racing. The roadway elements, such as sharp turns, driveways, and embankments can increase the hazards associated with unsafe driving behaviors and have contributed to fatal and severe injury crashes along the roadway.

A section of the Mulholland Highway where most illegal driving behaviors and racing occurs was damaged during the November 2018 Woolsey Fire and the winter storms that followed. A 2.22-mile section of the highway has been closed to vehicular traffic between Mile Markers 13.42 and 15.64 since the fire to allow for necessary repairs. Resident homes and local businesses are situated alongside this span of Mulholland Highway. Access to this section has been limited to pedestrians, bicyclists, and residents and property owners within the closure.

EXISTING TRAFFIC CONDITIONS

Traffic Volumes and Vehicle Speed

Public Works collected vehicle volume and speed data along Mulholland Highway at several locations throughout the study limits which were defined as from Zuma Ridge Fire Road (near Encinal Canyon Road) to one mile east of April Road. The areas covered in this collection effort were observed to have higher incidents of traffic collisions. The areas captured for this study contain segments of roadway the County has identified as Vision Zero Collision Concentration Corridors (CCCs). CCCs are further discussed under the Traffic Collision Analysis Section of this report. The investigated segments along Mulholland Highway included:

- East of April Road
- West of Kanan Dume Road
- West of Encinal Canyon Road
- East of Sierra Creek Road

Table 1 located on page 3 demonstrates trends for average traffic volume experienced along Mulholland Highway on different days of the week. Peak volume days were found to be on Saturday and Sunday. Peak traffic volumes were primarily experienced during morning hours (11 a.m.) for both Saturday and Sunday. Due to the ongoing road closure, the collected traffic volumes may not be representative of an open roadway.

¹ Caltrans, "Scenic Highways" <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (Accessed November 16, 2023)

Table 1 – Average Daily Traffic
(October 2023)

Traffic Volume Count Date	Average 24-Hour Average Daily Traffic (Vehicles)
10/26/2023 (Thursday)	1,029
10/27/2023 (Friday)	926
10/28/2023 (Saturday)	1,251
10/29/2023 (Sunday)	1,070

A vehicular speed survey was also performed along Mulholland Highway to identify the current speed trends. Table 2 below summarizes the daily average 85th percentile speed observed over a 4-day span. Speed count machines were utilized to record speed over a span of 24 hours to capture nighttime activity in the region. Radar speed checks were also performed in times of free-flowing traffic to obtain representative vehicular speeds when vehicles were not slowed down by other factors.

Table 2 – Mulholland Highway 85th Percentile Vehicle Speeds
(October 2023)

Speed Survey Date	Average 85th Percentile Speed (Miles Per Hour)
10/26/2023 (Thursday)	57
10/27/2023 (Friday)	56
10/28/2023 (Saturday)	56
10/29/2023 (Sunday)	61

The 85th percentile speed represents the typical speed behaviors for most vehicles along the roadway. The maximum average 85th percentile speed was observed to be 61 miles per hour which took place on Sunday, October 29, 2023.

The maximum average speed over the 4-day period of October 26, 2023, to October 29, 2023, was 62 miles per hour and was associated with vehicles traveling along Mulholland Highway east of April Road.

Mulholland Highway currently has a posted speed limit of 40 miles per hour from Westlake Boulevard to Encinal Canyon Road and 45 miles per hour from Encinal Canyon Road to Stunt Road.

Further information regarding the efforts associated with modifying the enforceable speed limits in the region is provided in the Additional Systemic Traffic Safety Enhancements Considered section of this report.

Traffic Collision Analysis

Public Works reviewed 10 years of traffic collision data from January 2013 to September 2023 provided by the CHP to understand traffic collision trends in the stretch of Mulholland Highway from Zuma Ridge Fire Road to one mile east of April Road.

Five Vision Zero CCCs are within the study area limits. During the development of the County's Vision Zero Action Plan adopted by the Board in August 2020, the County identified minimum half-mile segments of roadway where three or more fatal or severe injury collisions occurred between 2013 and 2017. A map of the CCCs along the study area for this report along with fatal and severe injury collision data from January 2013 to September 2023 are shown in Exhibit 1.

The following are the five CCC segments identified in the Vision Zero Action Plan:

1. 500 feet west of Sierra Creek Road to 350 feet west of Careful Avenue
2. 0.8 mile east of Kanan Road/Kanan Dume Road to 1,000 feet south of Seminole Drive
3. 0.5 mile west of Kanan Road/Kanan Dume Road to Kanan Road/Kanan Dume Road
4. 600 feet east of April Road to 3,250 feet east of April Road
5. 0.5 mile west of Encinal Canyon Road to Encinal Canyon Road

Reviewing the total limit of the study area, motorcyclists comprised approximately 74 percent of those killed or severely injured in traffic collisions on Mulholland Highway and motor vehicle occupants represented 17 percent of those fatalities or severe injuries from January 2013 to September 2023 (Table 3). Approximately 68 percent of the motorcyclists who lost their lives or were severely injured were between the two age ranges of 20 to 29 and 50 to 59 (Table 4). Ninety-six percent of fatal and severe injury victims during this timeframe were male and there were no pedestrian fatal or severe injury victims (Table 5).

Table 3 – Traffic Collisions by Injury Level and Mode
(January 2013 – September 2023)

	All Collisions		Severe Injury		Fatal Injury	
Motor Vehicle	174	56%	8	16%	1	25%
Bicycles	14	5%	5	10%	0	0%
Motorcycle	121	39%	36	74%	3	75%
Pedestrian	1	0%	0	0%	0	0%
Total Collisions	310		49		4	

Table 4 – Fatal and Severe Injury Victims by Mode and Age
(January 2013 – September 2023)

Age	Bicycle		Motorcycle		Vehicle Occupants		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
0-15	0	0%	0	0%	0	0%	0	0%
16-19	0	0%	0	0%	2	14%	2	4%
20-29	0	0%	13	34%	7	50%	20	36%
30-39	0	0%	7	18%	1	7%	8	14%
40-49	1	33%	5	13%	2	14%	8	14%
50-59	1	33%	13	34%	1	7%	15	27%
60-69	1	33%	0	0%	0	0%	1	2%
70-79	0	0%	0	0%	1	7%	1	2%
80-89	0	0%	0	0%	0	0%	0	0%
90-99	0	0%	0	0%	0	0%	0	0%
Total	3		38		14		55	

Table 5 – Fatal and Severe Injury Victims by Mode and Sex
(January 2013 – September 2023)

Sex	Pedestrians	Bicyclists	Motorcyclists	Vehicle Occupants
Male	0	3	37	13
Female	0	0	1	1
Not Stated	0	0	0	0

Based on the 10-year collision data, 75 percent of the fatal and severe injury collisions along Mulholland Highway were caused by two primary factors, as defined and indicated by the CHP: Unsafe Speed (49 percent) and Unsafe Turning Movement (26 percent) (Table 6). The top two collision types were fixed object and road departure (Table 7).

Table 6 – Fatal and Severe Injury-Top Primary Collision Factors
(January 2013 – September 2023)

Primary Collision Factors	Total	Percent of Fatal and Severe Injury Collisions
Unsafe speed	26	49%
Unsafe turning movement	14	26%
Unsafe passing	1	2%
Failed to stop at sign	1	2%
Failed to yield at stop sign	1	2%
Failed to yield before entering highway	1	2%
Unlawful left or U-turn across divided section	1	2%
Unpermitted passing of double lines	2	4%
Driving under the influence	4	7%
Other than driver	2	4%

Table 7 – Fatal and Severe Injury Collision Types
(January 2013 – September 2023)

Collision Type	Total	Percent
Bicycle	4	8%
Driveway Left Turn	2	4%
Intersection Rear End	2	4%
Intersection Right Angle	3	6%
Midblock Fixed Object	18	34%
Midblock Head On	7	13%
Midblock Left Road / Road Departure	13	24%
Midblock U-Turn	2	4%
Midblock Sideswipe	1	2%
Miscellaneous	1	2%
Total	53	

A review of the times of the week when fatal and severe injury collisions occur most frequently in the stretch of Mulholland Highway showed an increased number of collisions occurring on weekends between 6 a.m. and 6 p.m. (Table 8). This increase is likely largely correlated with the increased volume of motorists using the roadway for recreation during this time. The highest number of fatal and severe injury collisions occur on Sundays between 6 a.m. to 6 p.m. Fatal and severe injury collisions were trending upward before the Woolsey Fire disaster (Table 9). After this event, a portion of

Mulholland Highway was closed to vehicular traffic and naturally traffic fatalities and severe injuries along Mulholland Highway decreased.

Table 8 – Fatal and Severe Injury Collisions by Time of Day and Day of Week
(January 2013 – September 2023)

Day	Morning 6 a.m. – 12 p.m.	Afternoon 12 p.m. – 6 p.m.	Evening 6 p.m. – 10 p.m.	Overnight 10 p.m. – 6 a.m.
Monday	3	1	1	0
Tuesday	0	0	0	1
Wednesday	1	0	1	0
Thursday	0	2	0	1
Friday	0	1	0	0
Saturday	3	6	0	1
Sunday	10	17	2	2

Table 9 – Number of Fatal and Severe Injury Collisions per Year
(January 2013 – September 2023)

Year	Fatal	Severe Injury	Totals
2013	0	5	5
2014	0	8	8
2015	1	8	9
2016	1	8	9
2017	0	5	5
2018*	0	7	7
2019	1	2	3
2020	0	2	2
2021	0	2	2
2022	1	1	2
2023	0	1	1

*Portions of Mulholland Highway were closed for repairs due to the Woolsey Fire in November 2018 and subsequent storm events.

Further, Public Works analyzed where the victims of fatal and severe injury collisions resided. Approximately half of the victims reside in the most adjacent areas that include the San Fernando Valley, Santa Monica Mountains, and Santa Monica (Table 10).

Table 10 – Areas of Residence of the Fatal and Severe Injury Collisions
(January 2013 – September 2023)

Area	Total	Percentage
Camarillo	2	4%
Diamond Bar	1	2%
East Los Angeles	1	2%
Garden Grove	1	2%
Hollywood	2	4%
Las Vegas	1	2%
Los Angeles	1	2%
Millbrae	1	2%
Moorpark	2	4%
Ojai	1	2%
Oxnard	1	2%
San Clemente	1	2%
San Diego	1	2%
Santa Clarita	1	2%
San Fernando Valley	14	26%
Santa Monica	7	13%
Santa Monica Mountains	8	15%
Simi Valley	2	4%
South Bay	4	7%
South Los Angeles	2	4%
Trabuco Canyon	1	2%

COMMUNITY ENGAGEMENT

Public Works engaged as many constituent groups that reside in the Santa Monica Mountains or travel along Mulholland Highway as possible and provided the public the opportunity to share their feedback.

Communication and Engagement Opportunities

A total of four community outreach events were organized and attended by Public Works, Public Health, and CHP. These included two virtual events and two in-person events. This approach was implemented so constituents would have several opportunities and ways to provide input. Public Works launched English and Spanish websites for the effort and the public was invited to share their experiences through an online survey.

Public Works collaborated with Public Health, CHP, and the Third Supervisorial District to obtain key interest groups that would provide local insight. The groups identified

included the Seminole Springs Community, Las Virgenes Homeowners Federation, and patrons of the Rock Store.

Public Works primarily relied on mailers and coordination with existing community groups to advertise engagement opportunities (Table 11). English and Spanish mailers were sent to approximately 6,048 mailing addresses in the Santa Monica Mountains communities (Exhibit 2). The mailers included a survey and website link that recipients could utilize to provide feedback and include direct contact information for Public Works staff if they preferred to speak directly to County staff or schedule their own meeting. A total of 188 surveys were collected online and in-person.

Table 11 – Community Touchpoints

Channel	Touchpoints
Mailers	6,048 mailers
Website	174 unique views
Online Survey	101 responses
Las Virgenes Homeowners Federation Virtual Meeting (October 18, 2023)	75 attendees
Public Works Hosted Virtual Meeting (October 25, 2023)	19 attendees
Public Works Hosted Tabling at the Rock Store (October 29, 2023)	44 hand-written surveys and approximately 100 patrons
Public Works Hosted Community Meeting at Seminole Springs Community Center (November 2, 2023)	43 hand-written surveys and 56 attendees

Public Feedback Obtained

Public feedback was primarily documented through survey forms and community event notes (Exhibit 3).

Generally, the comments touched on several recurring themes: interest in the road remaining closed or being reopened to vehicles, infrastructure, driving behaviors, noise, enforcement, and education.

The following lists provide a general overview of recurring comments:

Road Closure

- Most residents prefer Mulholland Highway to remain closed to vehicles.
- Overwhelmingly, residents shared with the County the benefits of the road remaining closed to vehicular traffic, including greater opportunity to use the closed portion for active recreation, reduction in noise in the overnight hours from street racing, as well as daytime noise

from motorcycle racing, reduction in traffic and illegal behaviors along the entire limits of the study area, and an increase in safety for residents and visitors to the area.

- Some community members have requested the County explore closing portions of Mulholland Highway overnight to address noise from street racing.
- Nearly all stakeholders who ride motorcycles recreationally through Mulholland Highway noted how much they enjoyed riding and want to see the roadway reopened for this purpose.

Infrastructure

- Property ingress/egress along Mulholland Highway can be challenging due to curves near driveways and vehicle speeds. Community members noted particular concerns around the Seminole Springs Community driveway, Careful Avenue, and Sierra Springs Road.
- Feedback indicating that consideration should be given to road markings used to prevent bicycles and motorcycles from slipping.
- Residents and visitors were generally supportive of centerline rumble strips.
- Most community members felt that curve advisory signs would be helpful at night. However, they felt that due to the number of curves, when applying state guidance to the layout of curve advisory signs, the number of signs installed degrades community aesthetics and scenic views.

Driving Behaviors

- Documented speeding and street racing activity in the area among vehicles and motorcycles.
- Community stakeholders noted motorcyclists performing stunts, including wheelies, and taking curves with unsafe lean angles. Some attributed these behaviors to the presence of commercial photographers and crowds along challenging and scenic sections of the roadway.
- Unsafe driving practices during nighttime are predominantly vehicles.

Noise Issues

- Excessive noise from vehicles and motorcycles. Most prevalent in the early morning hours from 12 a.m. to 4 a.m. (vehicles) and on Sundays (motorcyclists).
- Stakeholders noted motorcyclists with modified exhausts create a nuisance.

Enforcement

- Road users are receptive to having law enforcement presence to reduce unsafe driving behaviors, and residents requested a consistent point of contact with CHP, West Valley Area Office.
- Stakeholders and CHP noted challenges for enforcement in responding and issuing citations based on the geography of the region (e.g., response times and motorcycles outrun law enforcement).
- Groups communicate with each other to avoid law enforcement in the area.
- The community would like increased citations and consequences for reckless driving (e.g., higher fines and potential impoundments).

Education

- Motorcyclists saw the benefits of additional opportunities for motorcyclist training courses as a significant number of motorcyclists indicated having never received formal training. Some indicated that the cost of those courses can be prohibitive.
- Motorcyclists felt an education campaign for younger riders highlighting the hazards and consequences of unsafe driving would be effective and having members of the motorcycle community deliver the messaging instead of government agencies.
- A portion of the feedback believes education to be ineffective in the short term and was skeptical that those who engage in illegal behavior would be receptive to the message.

MULHOLLAND HIGHWAY ROAD CLOSURE

Community members in the Santa Monica Mountains living along Mulholland Highway overwhelmingly preferred to retain the current vehicular closure between Mile Markers 13.42 and 15.64. This feedback was provided through surveys and at community outreach events. Residents near the closed portion of the roadway indicated feeling safer

due to the absence of vehicles and motorcycles, improved quality of life by not being woken up from street racing overnight and hearing motorcycle racing reverberate through the mountains during the day, and improved access to active modes of recreation in the mountains.

Public Works provided the community with the general process required for permanent road closure with the public. California Vehicle Code Section 21101, which is copied below, outlines the conditions required for the closure.

California Vehicle Code Section 21101

A legislative body having jurisdiction must find either of the following to be true:

1. The roadway is no longer needed for vehicular traffic, or
2. The closure is in the interest of public safety and all of the following conditions and requirements are met:
 - a. The street proposed for closure is located in a county with a population of 6 million or more.
 - b. The street has an unsafe volume of traffic and a significant incidence of crime.
 - c. The affected local authority conducts a public hearing on the proposed street closure.
 - d. Notice of the hearing is provided to residents and owners of property adjacent to the street proposed for closure.
 - e. The local authority makes a finding that closure of the street likely would result in a reduced rate of crime.

Public Works and County Counsel have met regarding the general process to close a roadway outlined in State law. State law does not provide explicit methodology, conditions, or requirements. However, the decision to permanently close the road would, at a minimum, need to involve discussions among the Board offices, CHP, and the Sheriff and Fire Departments, and it would need to be demonstrated that not only the conditions outlined in State Law are met, but also that the closure would not impact emergency access, performance of public utility services, access to adjacent properties, and a myriad of other potential impact concerns.

Additionally, the decision to permanently close the road would require consideration of the future status and usage of the closed segment of the roadway, as well as the associated impacts on funding eligibility, maintenance responsibilities, and liability assumption. For instance, if properties within the closure area want to maintain vehicular access to their properties, vacating the public road easement to convert the roadway to private could be further analyzed for consideration. It should be noted that the planned roadway repairs within the currently (temporarily) closed segment of Mulholland Highway, as a public road, are presently eligible for Federal disaster funding reimbursement. Should the roadway remain closed to vehicles and/or be made private, it could jeopardize this anticipated Federal reimbursement, or similar reimbursements in the future.

Past Temporary Road Closures

In 1989, the CHP worked with then Supervisor Michael D. Antonovich to pilot closing a portion of the roadway on Sundays from 9 a.m. to 5 p.m. between Kanan Road and Seminole Drive during the summer to deter illegal motorcycle racing and mitigate many of the similar concerns raised by residents over the past months.² While CHP and Public Works have limited documentation of the results of this closure, anecdotal data show that incidents of unsafe behavior decreased as a result of these temporary closures.³

PROPOSED TRAFFIC SAFETY ENHANCEMENTS

Public Works proposes implementing systemic traffic safety enhancements along Mulholland Highway. The collision data presented in this report coupled with public feedback have helped shape the proposed infrastructure and other efforts to mitigate serious injuries and fatalities.

Proposed Systemic Safety Enhancements

Fatal and severe injury collision types recognized along Mulholland Highway were vehicles leaving the roadway and, in some cases, striking a fixed object, as represented in Table 7. Therefore, Public Works identified the following measures to target these crash types:

- Curve advisory and chevron signage to assist drivers with identifying changing road features along winding roads in the area. The Federal Highway Administration (FHWA) reports chevron signs having a 25 percent reduction in nighttime crashes and a 16 percent reduction in non-intersection fatal and injury crashes⁴.
- Wider edge line, centerline rumble strips, and reflective markers to alert drivers if they have departed from their travel lane and help them avoid other vehicles, signs, and guardrails. The FHWA has reported wider edge lines reducing non-intersection fatal and severe injury crashes up to 37 percent on rural two-lane roads.⁵

² Fuentes, Gabe, "2-Mile Stretch of Mulholland to Close Sunday to Halt Racing." Los Angeles Times, August 5, 1989, p. 10

³ Curtiss, Aaron, "Mulholland Is Open Road Again." Los Angeles Times, June 25, 1990, B3

⁴ Federal Highway Administration, Making Our Roads Safer: One Countermeasure at a Time, FHWA-SA-21-071, "Enhanced Delineation for Horizontal Curves" FHWA-21-035 (October 2021), https://safety.fhwa.dot.gov/provencountermeasures/pdf/FHWA-SA-21-071_PSC%20Booklet_508.pdf

⁵ Federal Highway Administration, Making Our Roads Safer: One Countermeasure at a Time, FHWA-SA-21-071, "Wider Edgelines" FHWA-SA-21-055 (October 2021), https://safety.fhwa.dot.gov/provencountermeasures/pdf/FHWA-SA-21-071_PSC%20Booklet_508.pdf

- Speed reduction pavement markings to alert drivers of their speed and encourage them to slow down. FHWA reported speed reduction pavement markings can reduce overall speeds downstream of curves up to 5 miles per hour.⁶

These types of enhancements typically are most effective when layered together. While one measure cannot prevent all crashes, a systemic application can reduce the likelihood of fatal and severe injury collisions for drivers, especially drivers who are not engaged in street racing.

Largely, the public was generally receptive to wider edge lines, centerline rumble strips, and reflective markings. Many community members were concerned with the increase in signage negatively impacting scenic views throughout the mountains. Applying State guidance on curve advisory and chevron signs can result in a roadway appearing cluttered with signs, especially on back-to-back curves, due to the number of signs needed to meet State guidance. To mitigate these concerns, Public Works is reviewing options to reduce the number of signs needed to sign a curve without sacrificing the intended safety benefit.

These systemic traffic safety enhancements are already installed along a 3.3 mile stretch of Mulholland Highway from Kanan Road to Sierra Creek Road. The total cost to extend these enhancements along Mulholland Highway, in the westerly direction to State Route 23 (Decker Road) and in the easterly direction to Las Virgenes Road (for a total extension of approximately 9 miles) is estimated to be \$1,500,000 and can be funded through existing Public Works programs, such as the Pavement Preservation Program consistent with maintenance and rehabilitation schedules. Public Works intends to proceed with the design and installation of these systemic safety enhancements and is currently evaluating program schedules to determine what portions of the roadway are suitable for these improvements to be installed as stand-alone safety projects prior to maintenance taking place.

Additional Systemic Safety Enhancements Considered

Public Works explored additional traffic safety enhancements, such as posting a lower speed limit, installing speed cameras, and installing speed cushions as community members commonly requested these treatments.

Speed cushions or speed humps are typically applied to roadways in urban areas that are straight and flat with low to moderate volumes and vehicular speeds. Provided the geometry of Mulholland Highway, the opportunities are limited for Public Works to deploy these devices in a way that does not introduce a potential hazard for road users.

California Vehicle Code Section 627 outlines the process for jurisdictions when posting an enforceable speed limit. In general, an Engineering and Traffic Survey needs to be conducted which includes consideration of the prevailing speed of a roadway. As

⁶ Federal Highway Administration, "Low Cost Treatments for Horizontal Curve Safety 2016", FHWA-SA-15-084 (January 2016), https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/fhwasa15084/

shown in Table 2 and described in its accompanying narrative, the prevailing speed of Mulholland Highway is above the current posted speed limit. Therefore, at this time, a reduction in the current speed limit cannot take place.

Recent legislation (Assembly Bill 43, Friedman), which was signed into law by Governor Gavin Newsom on October 8, 2021, allows jurisdictions flexibility to reduce the posted speed limit if the roadway is located on safety corridors, such as a high-injury network.

The studies required to post a speed limit should, however, be done when a roadway is in normal conditions. Therefore, when the closed section of Mulholland Highway is fully opened to vehicular traffic and traffic has had an opportunity to normalize, Public Works will conduct a new Engineering and Traffic Survey to evaluate the posted speed limit.

Secondly, given the challenges for the CHP to always be present along Mulholland Highway and stop illegal behavior, many community members suggested deploying speed enforcement cameras. FHWA identified speed safety cameras as a proven safety countermeasure⁷ with varying degrees of safety benefits depending on the roadway types where they are deployed. Today, the use of this safety countermeasure is not allowed in California. The County recently supported State legislation Assembly Bill 645 to launch a program to pilot these devices across cities in California, including locally in Los Angeles, Long Beach, and Glendale. Communities under the enforcement jurisdiction of CHP, such as unincorporated communities are ineligible to participate in this pilot program.

Proposed Spot Treatments

During public engagement, Public Works heard from the community about a few spot locations along Mulholland Highway that were of concern to them. These included:

- Seminole Overlook area
- Seminole Springs Community driveway
- Sierra Creek Road and Mulholland Highway intersection
- Careful Avenue and Mulholland Highway intersection

Public Works is considering other traffic calming and safety enhancements to address concerns brought up for the listed locations. Treatments currently being considered include additional warning and guide signs, flashing beacons to enhance warning signage, transverse raised rumble strips, optical speed bars, enhanced intersection delineation, edge lines, driver feedback signs, multi-way stops, and embankment and fixed object guardrail.

⁷ Federal Highway Administration, Making Our Roads Safer: One Countermeasure at a Time, FHWA-SA-21-071, "Speed Safety Cameras" FHWA-21-070 (October 2021), <https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>

The anticipated cost of the proposed spot treatments is estimated to be \$500,000 to \$1,600,000, with the wide range of costs being dependent on the complexity of infrastructure needed to support embankment and fixed object guardrail. Guardrail alone is estimated to cost \$200,000; appurtenant facilities, such as retaining walls or specialized materials may cost up to \$1,000,000.

While a portion of the spot treatments may be able to be paid for utilizing existing Public Works programs, additional funding may need to be pursued if more complex treatments are warranted. As evaluation of these locations progresses and the scope is better defined, funding needs will be assessed further.

Once the treatments listed above have been evaluated further, which is estimated to take 4 to 6 months, the preliminary concepts will be presented to the community.

TRAFFIC SAFETY EDUCATION EFFORTS

As part of the motion, Public Works was directed to collaborate with the Third Supervisorial District Board office, CHP, and the Department of Public Health to explore and identify funding for a traffic safety educational campaign for Mulholland Highway between one mile east of April Road to Zuma Ridge Fire Road to deter unsafe driving behavior.

As described earlier in this report, the County conducted community outreach to gather input from community members about recommended actions that could be taken to address street racing and motorcycle racing on Mulholland Highway. This generated key ideas that informed a proposed approach to traffic safety education in this study area. Specific community feedback included the following:

- Local motorcyclists see collisions and unsafe driving as a problem primarily among younger and inexperienced riders.
- Many motorcyclists, including older adults, lack the experience and technique needed to maneuver the curves and layout of Mulholland Highway.
- On-cycle safety classes to enhance skills could be helpful, but access to classes is typically limited and expensive, leaving most people to learn informally from peers or by practicing in parking lots and on baseball diamonds.

Demographic data indicates that men in their 20's and 50's constitute a plurality of motorcycle collisions and fatalities and that 50 percent of these motorcyclists live in or near communities surrounding the Mulholland study area. Traffic data also suggests that most of the severe injury and fatal collisions on Mulholland Highway and other canyon roads involve motorcyclists speeding and engaging in unsafe driving behaviors during rides on Sunday mornings and afternoons. Thus, to save lives, education for motorcyclists whose behaviors create the highest risk of fatal or severe injury should be prioritized.

Existing literature and resources are limited regarding effective traffic safety education campaigns that target motorcycle racing and unsafe behaviors. However, the Community Preventive Services Task Force⁸ generally recommends mass media campaigns and school-based community programs, among others, as effective intervention strategies to prevent motor vehicle crash injuries and deaths.

Public Health will explore funding and partnership opportunities to:

1. Collaborate with the CHP to promote and advertise their existing motorcycle safety classes to help increase safe riding behaviors, such as:

California Motorcyclist Safety Program: The CHP's official motorcycle safety and training program is the California Motorcyclist Safety Program. The program offers a course for basic and advanced riders. The program is mandatory for individuals under 21 and recommended for those over 21 seeking a motorcycle license. Successful course completion enables riders to waive the California Department of Motor Vehicles skills test. While there are over 100 CHP-approved training facilities in California, most, if not all, charge nearly \$400, which may deter motorcyclists from taking advantage of these training opportunities.

Get Educated and Ride Safe: On October 13, 2023, the CHP announced implementation of Get Educated and Ride Safe VI, a yearlong motorcycle safety and awareness program designed to reduce the increasing number of motorcycle-involved crashes and crash victims in California.⁹ Funding for this program was provided by a grant through the California Office of Traffic Safety. During the grant period, the CHP intends to increase motorcycle safety activities in regions with high numbers of motorcycle incidents and participate in traffic safety education campaigns. The program will promote the use of United States Department of Transportation compliant helmets for all riders and raise driver awareness of sharing the road with motorcyclists. Funding will also be used to increase enforcement in areas with a high number of motorcycle-involved crashes, which resulted from speed, improper turns, and driving under the influence of alcohol or drugs.

2. Collaborate with CHP to enhance their Start Smart traffic safety curricula for teenagers to include additional information about street racing, motorcycle racing, and unsafe motorcycle riding.

⁸ The CPSTF is an independent body established by the U.S. Department of Health and Human Services (DHHS) to issue evidence-based recommendations and findings on public health interventions.

⁹ California Highway Patrol, "Grant Fuels The CHP's Motorcycle Safety and Awareness Efforts", <https://www.chp.ca.gov/PressReleases/Pages/GRANT-FUELS-THE-CHP%E2%80%99S-MOTORCYCLE-SAFETY-AND-AWARENESS-EFFORTS-.aspx>, (Accessed November 16, 2023)

This program aims to help newly licensed- or soon to be licensed-teenage drivers between ages 15 and 19 become more aware of the responsibilities associated with driving. The teen and their parents/guardians are invited to participate in a free two-hour Start Smart class typically hosted at a local CHP office. The CHP officers interact through candid conversations, discussing topics, such as collision avoidance techniques and collision causing elements, such as excessive speed, driving under the influence, seat belt use, and distracted driving.¹⁰

3. Work with local stakeholders to create social media messaging that can influence people to engage in safer motorcycle riding behaviors and to participate in existing motorcycle safety classes.

The forward movement on these educational strategies is contingent upon funding and staff capacity. As mentioned, empirical data around effective street racing messaging are limited. The County would need to secure California Office of Traffic Safety or other educational funding to develop and launch messaging campaigns.

Public Health will submit an application to the California Office of Traffic Safety in January 2024 that will include a request for funding for a social media campaign related to safe motorcycle riding.

TRAFFIC SAFETY ENFORCEMENT EFFORTS

The CHP has remained a strong and engaged partner in addressing street racing and illegal driving behaviors in the Santa Monica Mountains. The local 580 CHP West Valley office serves this area and routinely receives calls from residents regarding traffic safety and quality of life issues:

Table 12 – CHP Citation Data for 2022

Area	Number of Citations
Canyons in the Santa Monica Mountains	604
Pacific Coast Highway (West Valley Office Portion)	175
Kanan Road	109
Mulholland Highway	17
Las Virgenes Road	13
Topanga Canyon Boulevard	33

The collaboration with CHP highlighted the challenges that their officers face when responding to incidents in the mountains, including:

¹⁰ California Highway Patrol, “Start Smart: Driving to Stay Safe”, <https://www.chp.ca.gov/programs-services/programs/youth-programs/start-smart-driving-smart-to-stay-safe>, (Accessed November 16,2023)

- Limited capacity to patrol the roadway as officers in the area are also responding to enforcement needs on other roadways, such as Pacific Coast Highway and United States Route 101.
- Difficulty stopping motorcyclists and street racers as drivers can outrun CHP patrol vehicles by increasing their vehicle speeds and driving unsafely.
- Limited ability to address residents' concerns as speeding offenders are often gone before officers have arrived.

The CHP reports having used grant funding to have more officers in the Santa Monica Mountains to respond to concerns around modified exhausts, speeding, and general failure to obey traffic laws.

Furthermore, the CHP noted that officers do not assign a fine amount to their citations, and the CHP is not provided the final cost of the citations they write. Many citations have initial prices of \$25-\$100. After penalty and assessment fines are added, the cost of a citation can be anywhere from \$250-\$1,000. The CHP also relayed that vehicles are typically only impounded based on the operator's Driver's License status. Where a driver is arrested for Driving Under the Influence or Reckless Driving, the vehicles are stored and not impounded.

Potential efforts to enhance enforcement actions have been conceptualized in collaboration with the Department of Public Health, CHP, and community members. The CHP plans to:

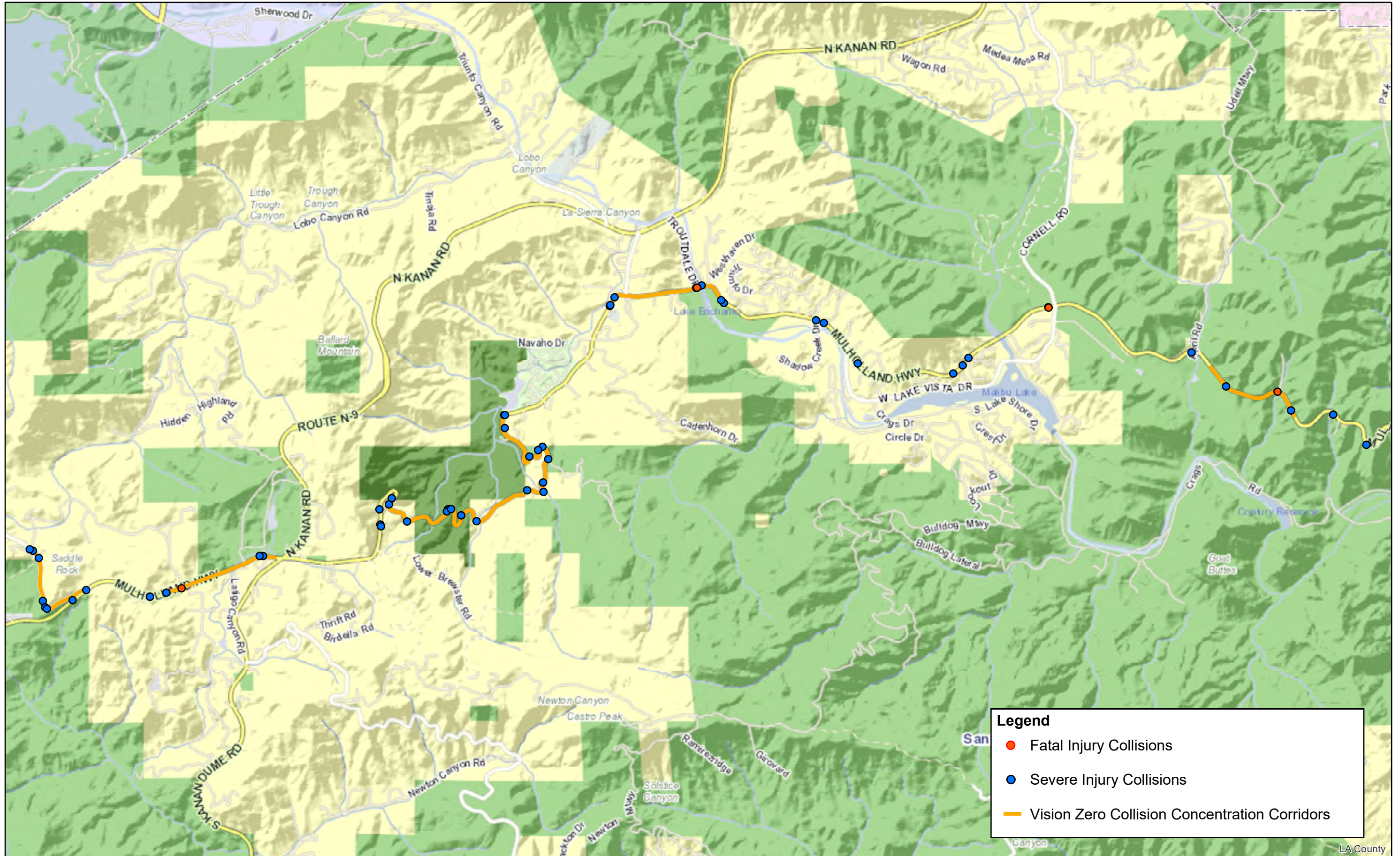
1. Utilize the Street Racing Enforcement Unit (SREU) to increase enforcement in the weeks before the reopening of the closed portions of Mulholland Highway and maintain heavy patrol within the beginning weeks.

The SREU is an effort of the CHP focused on deterring street racing across the region. Members primarily focus on deterring organized events, such as takeovers or races that are on unincorporated County roadways. The CHP deploys to areas with known issues with street racing and excessive speeding as resources allow. The SREU is funded through grants, such as the Speed Prevention, Education, and Enforcement Deterrence grant.

2. Prioritize Saturdays and Sundays from morning to evening with specific attention to key areas of interest around the Seminole Springs Community, Seminole Overlook, and the Cornell community.
3. Partner with local communities to provide a consistent point of contact.
4. Evaluate the effects of the roadway reopening with call data.
5. Review if posting maximum fines for speeding and street racing is feasible.

The CHP receives California Office of Traffic Safety grant funding to carry out various enforcement activities. To be able to expand enforcement of street racing and speeding in the Santa Monica Mountains additional funding is needed. The County will work with the CHP to explore and identify additional funding opportunities.

Mulholland Highway (Zuma Ridge Fire Road to 1 mile east of April Road) Vision Zero Collision Concentration Corridors and Fatal and Severe-Injury Collisions (January 2013 - September 2023)



Data source:
 Los Angeles County Public Works Traffic Collision Database (Exported September 2023)
 Los Angeles County Vision Zero Action Plan (November 2019)

Mulholland Highway

TRAFFIC SAFETY ENHANCEMENTS

Whether you walk, ride, or drive, LA County is working to enhance safety along Mulholland Highway.

On August 8, 2023, the Board of Supervisors approved Supervisor Horvath’s motion regarding traffic safety along Mulholland Highway, bringing together engineers, public health professionals, law enforcement, and community members to identify ways to eliminate fatal and severe injury crashes along the roadway.

Mulholland Hwy (2013–September 2023)¹:

60%

Of severe injury and fatal collisions along Mulholland Hwy involved a fixed object or roadway departure.

50

Severe injuries among drivers, passengers, bicyclists, and motorcyclists.

4

Fatalities among all drivers: 3 motorcyclists, 1 person inside vehicle.

Did you know?²

Wider edge lines reduce non-intersection fatal and severe injury crashes up to 37% on rural 2-lane roads.

Chevron Signs – 25% reduction in nighttime crashes, 16% reduction in non-intersection fatal and injury crashes.

Speed Reduction Pavement Markings – Can reduce overall speeds downstream of curves up to 5 mph.



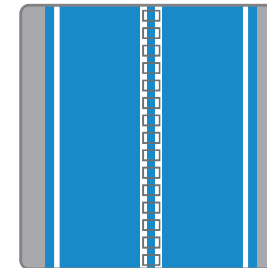
Traffic Safety Enhancements

Public Works is proposing implementing the following traffic safety measures from Zuma Ridge Fire Rd (near Encinal Canyon Rd) to one mile east of April Rd:



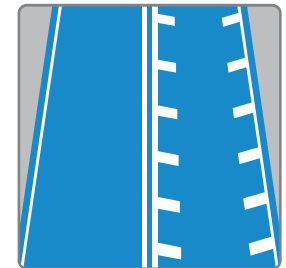
Curve Advisory & Chevron Signage

to assist drivers with identifying changing road features.



Wider Edge Line, Centerline Rumble Strips, and Reflective Markers

to alert drivers if they’ve left their lane and help them avoid other vehicles, signs, guardrails, and other features



Speed Reduction Pavement Markings

to encourage drivers to be aware of their speed and slow down.



To learn more and share your input:

Scan the QR Code to visit the project web site and share your experience: pw.lacounty.gov/tpp/mulholland-hwy/

- Los Angeles County Public Works Traffic Collisions Database – Exported 9/19/23 – Data from 2013 to Sept 2023
- Federal Highway Administration, FHWA-SA-21-055, FHWA-SA-21-035, and Low-Cost Treatments for Horizontal Curve Safety 2016, “Chapter 3 Markings”

Meet with a Public Works engineer:

Call **1-833-VZ4-LACO** or (833) 894-5226
Email VisionZero@pw.lacounty.gov



Mulholland Highway

MEJORAS EN LA SEGURIDAD VIAL

Ya sea que camine, monte o conduzca, el condado de Los Ángeles está trabajando para mejorar la seguridad a lo largo de Mulholland Highway.

El 8 de agosto de 2023, la Junta de Supervisores aprobó la moción de la Supervisora Horvath sobre la seguridad vial a lo largo de Mulholland Highway, reuniendo a ingenieros, profesionales de la salud pública, agentes del orden y miembros de la comunidad para identificar maneras para eliminar accidentes fatales y con lesiones graves a lo largo de la carretera.

Mulholland Hwy (2013–Septiembre 2023)¹:

60%

De las lesiones graves y las colisiones mortales a lo largo de Mulholland Hwy involucraron un objeto fijo o desvíos de la carretera

50

Lesiones graves entre conductores, pasajeros, ciclistas y motociclistas

4

Muertes entre todos los conductores: 3 motociclistas, 1 persona dentro del vehículo

¿Sabía?²

Las líneas de borde más anchas reducen los accidentes fatales y con lesiones graves fuera de intersecciones hasta en un 37% en caminos rurales de 2 carriles.

Señales Chevron – reducción del 25 % en choques nocturnos, reducción del 16 % en choques fatales y con lesiones fuera de intersecciones.

Marcas en la carretera para reducción de velocidad – pueden reducir la velocidad general después de las curvas hasta 5 mph.

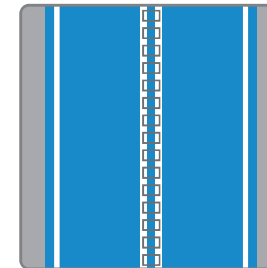


MEJORAS EN LA SEGURIDAD VIAL

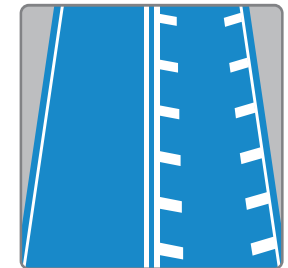
Obras Públicas propone implementar las siguientes medidas de seguridad vial desde Zuma Ridge Fire Rd (cerca de Encinal Canyon Rd) hasta una milla al este de April Rd:



Aviso de curvas y señalización de Chevron para ayudar a los conductores a identificar los cambios en las características de la carretera.



Líneas de borde más anchas, Franjas sonoras de línea central y Marcadores Reflectantes para alertar a los conductores si se salen de su carril y ayudarlos a evitar otros vehículos, señales, barandillas y otras características.



Marcas en el pavimento para reducción de velocidad para animar a los conductores a ser conscientes de su velocidad y reducir la velocidad.



Para obtener más información y compartir sus comentarios:

Escanee el código QR para visitar el sitio web del proyecto y compartir su experiencia: pw.lacounty.gov/tpp/mulholland-hwy/

1. Base de datos de colisiones de tráfico de obras públicas del condado de Los Ángeles - Exportada el 19/09/23 - Datos de 2013 a septiembre de 2023
2. Administración Federal de Carreteras, FHWA-SA-21-055, FHWA-SA-21-035 y tratamientos de bajo costo para la seguridad en curvas horizontales 2016, "Capítulo 3 Marcas"

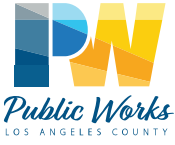
Reúnase con una ingeniera de obras públicas:

Llame al **1-833-VZ4-LACO** o al (833) 894-5226
Correo electrónico **VisionZero@pw.lacounty.gov**





**LOS ANGELES COUNTY PUBLIC WORKS
TRANSPORTATION PLANNING AND PROGRAMS DIVISION**
900 SOUTH FREMONT AVENUE
ALHAMBRA, CA 91803



Mulholland Highway Traffic Safety Enhancements

Mulholland Highway
Mejoras en la Seguridad Vial



Attend a virtual or community meeting to learn more
Asista a una reunión comunitaria virtual o en persona para obtener más información.

Mulholland Highway TRAFFIC SAFETY ENHANCEMENTS

Mulholland Highway MEJORAS EN LA SEGURIDAD VIAL

Whether you walk, ride, or drive, LA County is working to enhance safety along Mulholland Highway.

Ya sea que camine, monte o conduzca, el condado de Los Ángeles está trabajando para mejorar la seguridad a lo largo de Mulholland Highway.



Mulholland Highway

TRAFFIC SAFETY ENHANCEMENTS

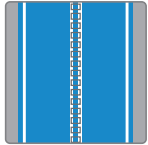
Traffic Safety Enhancements being considered

Public Works is proposing implementing the following traffic safety enhancements from Zuma Ridge Fire Rd (near Encinal Canyon Rd) to one mile east of April Road:



Curve Advisory & Chevron Signage

to assist drivers with identifying curves and changing road features.



Wider Edge Lines, Centerline Rumble Strips, and Reflective Markers to alert drivers if they've left their lane and help them avoid other vehicles, signs, guardrails, and other features.



Speed Reduction Pavement Markings to encourage drivers to be aware of their speed and slow down.

Mulholland Highway

MEJORAS EN LA SEGURIDAD VIAL

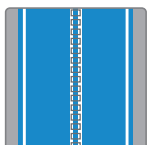
Se están considerando mejoras en la seguridad vial

Obras Públicas propone implementar las siguientes medidas de seguridad vial desde Zuma Ridge Fire Rd (cerca de Encinal Canyon Rd) hasta una milla al este de April Rd:



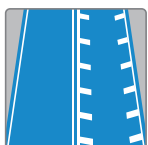
Aviso de curvas y señalización de Chevron

para ayudar a los conductores a identificar las próximas curvas y las características de la carretera.



Líneas de borde más anchas, Franjas sonoras de línea central y Marcadores reflectantes

para alertar a los conductores si se salen de su carril y ayudarlos a evitar otros vehículos, señales, barandillas y otras características.



Marcas en el pavimento para reducción de velocidad

para animar a los conductores a ser conscientes de su velocidad y reducir la velocidad.

We need your help to ensure that Mulholland Highway is safe for all.

Share your experience through the online survey at lacounty.pw/mulholland and join us at an upcoming event to learn more:

Attend our Virtual Meeting:

Wednesday, October 25th | 6-7 p.m.

Register at: pw.lacounty.gov/tpp/mulholland-hwy/

Stop by our tabling event to learn more about the project:

Sunday, October 29th | 11 a.m.-2 p.m.

The Rock Store
30354 Mulholland Hwy.
Agoura Hills, CA 91301

Attend our in-person community meeting:

Thursday, November 2nd | 6:30-8 p.m.

Seminole Springs Community Center
30473 Mulholland Hwy.,
Cornell, CA 91301

Talk with a Public Works engineer:

Call **1-833-VZ4-LACO**

Email VisionZero@pw.lacounty.gov

Visit our Project Website:

pw.lacounty.gov/tpp/mulholland-hwy/



Necesitamos su ayuda para garantizar que Mulholland Highway sea segura para todos.

Comparta su experiencia a través de la encuesta en línea en lacounty.pw/mulholland y únase a nosotros en un próximo evento para obtener más información:

Asista a nuestra reunión virtual:

Miércoles 25 de octubre | 6-7 p.m.

Regístrese en: pw.lacounty.gov/tpp/mulholland-hwy/

Pase por nuestro evento de presentación para obtener más información sobre el proyecto:

Domingo 29 de octubre | 11 a.m.-2 p.m.

The Rock Store
30354 Mulholland Hwy.,
Agoura Hills, CA 91301

Asiste a nuestra reunión en persona:

Jueves 2 de noviembre | 6:30-8 p.m.

Seminole Springs Community Center
30473 Mulholland Hwy.,
Cornell, CA 91301

Reúnase con una ingeniera de obras públicas

Lláme al **1-833-VZ4-LACO**

Envíe un correo electrónico

VisionZero@pw.lacounty.gov

Visite nuestro sitio web del proyecto:

pw.lacounty.gov/tpp/mulholland-hwy/



Mulholland Highway Traffic Safety Enhancements Survey

Survey Questions

1. I live or work in the Santa Monica Mountains Yes _____ No _____
2. I regularly use the following mode(s) of transportation to travel along Mulholland Hwy
In a vehicle (non-motorcycle) _____ Motorcycle _____
Bicycling _____ Walking _____
3. Either I or someone I personally know has been in a traffic collision on Mulholland (select all that apply):
I have been in a traffic collision _____
I personally know someone who has been in a traffic collision _____
I do not personally know anyone who has been in a traffic collision _____
4. In its current conditions and with the roadway open, I feel safe using Mulholland Hwy
Strongly Disagree _____ Disagree _____ Agree _____ Strongly Agree _____
5. What unsafe behaviors have you observed among road users on Mulholland Hwy?
6. Understanding that law enforcement is unable to be present every day, what actions should be taken to address these unsafe behaviors?
7. What are the most important audiences that the County should educate to encourage safe driving? How can the County best reach these audiences? Are there specific organizations or groups that the County should be coordinating with?
8. On which days (Sunday through Saturday) and during which times (early morning, morning, afternoon, etc.) should the County focus efforts to enhance traffic safety on Mulholland Hwy?

9. I would be interested in attending (or having my teen driver attend) motorcycle safety courses or defensive driving safety courses if made available by the County or California Highway Patrol.

Yes ____ No ____

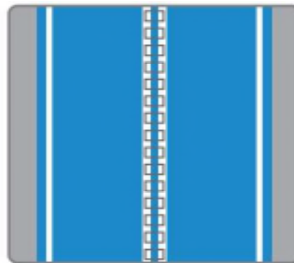
10. Please share anything else you would like to communicate with the County relating to traffic safety along Mulholland Highway.

11. Circle the traffic safety countermeasures that you are supportive of the County implementing (or indicate none).



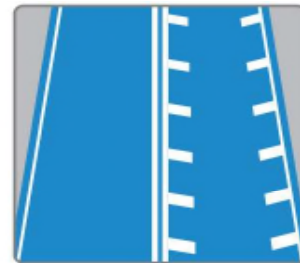
Curve Advisory & Chevron Signage

to assist drivers with identifying changing road features.



Wider Edge Line, Centerline Rumble Strips, and Reflective Markers

to alert drivers if they've left their lane and help them avoid other vehicles, signs, guardrails, and other features



Speed Reduction Pavement Markings

to encourage drivers to be aware of their speed and slow down.

Name: _____

Email: _____

Phone #: _____

IMPLEMENTATION OF VISION ZERO ON MULHOLLAND HIGHWAY SURVEY RESPONSES

Q1: I live or work in the Santa Monica Mountains

- Yes, I do - 146 responses
- No, I do not - 45 responses

Q2: I regularly use the following mode(s) of transportation to travel along Mulholland Hwy with the roadway open (select all that apply):

- In a vehicle (non-motorcycle) - 125 responses
- Walking - 95 responses
- Bicycling - 70 responses
- Riding a motorcycle - 49 responses

Q3: Either I or someone I personally know has been in a traffic collision on Mulholland Highway (select all that apply):

- I have been in a traffic collision. - 18 responses
- I personally know someone who has been in a traffic collision. - 94 responses
- I do not personally know anyone who has been in a traffic collision. - 86 responses

Q4: In its current conditions and with the roadway open, I feel safe using Mulholland Highway.

- Strongly Disagree - 76 responses
- Disagree - 48 responses
- Agree - 24 responses
- Strongly agree - 41 responses

Q5 (Open Ended): What unsafe behaviors have you observed among road users on Mulholland Highway?

- Unsafe and excessive speeding; street racing - 149 responses
- Unsafe passing on curves, double yellow lines and centerlines, wrong-way driving - 60 responses
- Cyclists riding side by side, in middle of lanes, on wrong side of road - 14 responses
- Donuts, street stunts, blocking the road - 7 responses
- Failure to yield to traffic or stop signs - 6 responses
- U-turn maneuvers, lack of signaling, or braking unexpectedly - 4 responses
- Skateboarding/longboarding at unsafe speeds - 4 responses
- Driving or riding and using a cellular device - 2 responses

Q6 (Open Ended): Understanding that law enforcement is unable to be present every day, what actions should be taken to address these unsafe behaviors?

- Infrastructure (speed bumps, no U-turn signs, rumble strips, bike lanes, one way road) - 53 responses
- More law enforcement and heavier fines - 23 responses
- Speed camera automated enforcement - 16 responses
- Community education and engagement with riding groups - 3 responses
- Close the road during certain times of the day or evenings - 2 responses
- Provide safe organized area to race / stunts - 1 response
- None/satisfied - 10 responses

Q7 (Open Ended) What are the most important audiences that the County should educate to encourage safe driving?

- New drivers / riders, college campuses, high schools, and teens - 31 responses
- Motorcycle groups / car groups - 31 responses
- All bicyclists - 6 responses
- Repeat violators - 1 response

How can the County best reach these audiences? Are there specific organizations or groups that the County should be coordinating with?

- Riders at motorcycle stores / local dealerships - 10 responses
- High schools, colleges, Drivers Ed, MSF training courses - 10 responses
- Social Media - 3 responses

Organizations/Groups mentioned:

- Seminole Springs HOA
- Malibou Lake HOA
- Businesses (Rock Store, The Old Place, Neptunes, and Jack-in-the Box (Kanan patrons))
- Super Car Sunday
- Stingray car clubs
- The 59 Club
- Hells Angels

Q8: Which of the following traffic safety countermeasures are you supportive of the County implementing (select all that apply)?

- Curve Advisory & Chevron Signage - 58 responses
- Wider Edge Line, Centerline Rumble Strips, and Reflective Markers - 66 responses
- Speed Reduction Pavement Markings - 54 responses
- None of the above - 9 responses

Q9: On which days and during which time frames, should the County focus efforts to enhance traffic safety on Mulholland Highway (Zuma Ridge Fire Rd to one mile east of April Rd)? (Check up to 3)

- Weekday Morning (6 am-12 pm) ----- 9 responses
- Weekday Afternoon (12 pm - 6 pm) ---- 6 responses
- Weekday Evening (6 pm - 10 pm) ----- 4 responses
- Weekday Overnight (10 pm - 6 am) ---- 12 responses
- Saturday Morning (6 am-12 pm) ----- 33 responses
- Saturday Afternoon (12 pm - 6 pm) ----- 27 responses
- Saturday Evening (6 pm - 10 pm) ----- 7 responses
- Saturday Overnight (10 pm - 6 am) ----- 13 responses
- Sunday Morning (6 am - 12 pm) ----- 35 responses
- Sunday Afternoon (12 pm - 6 pm) ----- 23 responses
- Sunday Evening (6 pm - 10 pm) ----- 4 responses
- Sunday Overnight (10 pm - 6 am) ----- 9 responses

Q10: I would be interested in attending (or having my teen driver attend) motorcycle safety courses or defensive driving safety courses if made available by the County or California Highway Patrol.

- Yes, I would be interested - 71 responses
- No, I am not interested - 101 responses

Q11 (Open Ended): Please share anything else you would like to communicate with the County relating to traffic safety along Mulholland Highway.

- Keep Mulholland closed to vehicles – 21 responses
- Night activity is detrimental, burnouts at turnouts are common – pushes dirt and debris into roadway - 19 responses
- Open Mulholland to vehicles - 10 responses
- More enforcement - 9 responses
- Speed bumps - 7 responses
- Road quality needs improvement, repaving; Shrubbery needs to be cut along corners - 7 responses
- Traffic control for Seminole Springs Community driveway- 6 responses
- Signage or flashing lights to warn of curves, stop signs - 5 responses
- Injuries on Mulholland are caused by lack of rider skills or experience – more advanced training is needed for mountain areas - 4 responses
- Bicyclists don't often yield to sharing the road - 3 responses
- Signage detracts from the scenic beauty of Mulholland - 3 responses
- Make Mulholland one-way - 2 responses
- Guardrails - 1 response

MOTION BY SUPERVISOR LINDSEY P. HORVATH

August 8, 2023

Implementation of Vision Zero on Mulholland Highway

In 2018, the Woolsey Fire and the winter storms that followed caused substantial damage to portions of Mulholland Highway between the Cities of Malibu and Calabasas in the Unincorporated Santa Monica Mountains. Due to critical public safety risks, Public Works closed a 2.4 mile section of Mulholland Highway to vehicular traffic, but allowed it to remain open to pedestrians and cyclists. Since the closure, Public Works has made significant progress in implementing repairs (slope reconstruction, drainage pipe replacements, roadway construction, and retaining wall installations) and is in the process of scheduling the last remaining road repairs that need to be completed prior to the road being reopened.

However, this section of the Mulholland Highway is well-known among motorcyclists and sports car enthusiasts for its tight twists and turns, specifically the section which many refer to as "The Snake". For many years, frequent speeding along "The Snake" has resulted in a number of severe-injury and fatal collisions. Furthermore, the ingress and egress for over 200 residents of the Seminole Springs Mobile Homes Park and others, are directly impacted by its popularity and frequent reckless driving of visitors to the area.

MOTION

SOLIS _____

MITCHELL _____

HORVATH _____

BARGER _____

HAHN _____

In 2020, the Board adopted the "Vision Zero Los Angeles County (LAC): A Plan for Safer Roadways 2020-2025" Action Plan that seeks to eliminate traffic-related fatalities on roadways within the unincorporated County by 2035. The development of the Plan was led by the Departments of Public Health and Public Works to guide the County's efforts in enhancing traffic safety in unincorporated LAC communities. The plan identifies concentrations of fatal and severe injury collisions, or a "Collision Concentration Corridor", which is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. In the vicinity of the closed segment of Mulholland Highway, there are five Collision Concentration Corridors from one mile east of April Road to Zuma Ridge Fire Road and includes the following street segments:

- (a) Mulholland Highway, 0.8 mile east of Kanan Road/Kanan Dume Road to 1000 feet south of Seminole Drive
- (b) Mulholland Highway, 500 feet west of Sierra Creek Road to 350 feet west of Careful Avenue
- (c) Mulholland Highway, 0.5 mile west of Kanan Road/ Kanan Dume Road to Kanan Rd/ Kanan Dume Road
- (d) Mulholland Highway, 600 feet east of April Road to 3250 feet east of April Road
- (e) Mulholland Highway, 0.5 mile west of Encinal Canyon Road to Encinal Canyon Road

Public Works has prioritized improving street safety and reducing roadway fatalities by accelerating the implementation of the measures within the Vision Zero Action Plan. The current closure of a portion of Mulholland Highway to motorized vehicles

presented an opportunity for the County to identify and install traffic engineering interventions aimed at enhancing safety and reducing vehicular speeds and creating an overall safer environment for the community. Earlier this year, Public Works made several safety enhancements on Mulholland Highway from Kanan Road to Sierra Creek Road, which includes the closed roadway segment. Among the safety enhancements installed are centerline rumble strips, reflective centerline pavement markers, speed reduction pavement markings, curve advisory and chevron signage on various curves, and 6-inch edge-line striping. The efficacy of the installed enhancements cannot be evaluated until Mulholland Highway is fully reopened, but if proved to be effective may be able to be installed elsewhere along the corridor.

I, THEREFORE, MOVE that the Board of Supervisors:

1. Direct Public Works to evaluate and report back in 180 days upon the reopening of “The Snake” on the efficacy of the safety enhancements installed in Spring 2023 on Mulholland Highway from Kanan Road to Sierra Creek Road. The report should include recommendations on implementing the same traffic safety enhancements along the surrounding Collision Concentration Corridors on Mulholland Highway, from one mile east of April Road to Zuma Ridge Fire Road.
2. Direct Public Works to report back in 120 days on the following:
 - a. Evaluate existing traffic conditions and consider other potential traffic engineering interventions, including but not limited to, implementation of quick build safety improvements and long-term capital improvements, to enhance safety and reduce speeds on Mulholland Highway between

one mile east of April Road to Zuma Ridge Fire Road with a focus on increasing safety and visibility for ingress and egress for residents living along this corridor.

- b. Identify potential funding sources to implement the above changes.
- c. Direct Public Works to conduct outreach to local community organizations, residents, and relevant stakeholders, in addition to collaborating with the California Highway Patrol (CHP), in the development of the interventions.
- d. Collaborate with the Third District Board Office, CHP and the Department of Public Health, to explore and identify funding for a traffic safety educational campaign for Mulholland Highway between one mile east of April Road to Zuma Ridge Fire Road, to deter unsafe driving behavior.
- e. Collaborate with CHP and the Department of Public Health to explore and identify funding for appropriate traffic safety enforcement actions, including similar measures taken by CHP and the Los Angeles County Sheriff's Department's "Street Racing Task Force" in the Sante Fe Springs area, on Mulholland Highway between one mile east of April Road to Zuma Ridge Fire Road, to deter unsafe driving behavior.

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