CITY OF AGOURA HILLS

PUBLIC WORKS SUBCOMMITTEE

MEMORANDUM

DATE: July 13, 2022

TO: City Council

FROM: Jessica Forte, Public Works Director / City Engineer

CC: File

SUBJECT: Amended LRSP Executive Summary

Good Afternoon Honorable Council Members,

The adoption of the Local Road Safety Plan (LRSP) is recommended within item 11 of tonight's City Council Agenda. It was evident that a clarification to the Executive Summary of the LRSP would better describe the intent and purpose of the Case Studies found in Appendix A. As such, staff has made revision to pages ES-2 and ES-3. You find enclosed with this memo the two copies of the Executive Summary 1) with tracked changes to the pages noted above and; 2) a clean copy that will be considered the final language of the LRSP's Executive Summary.

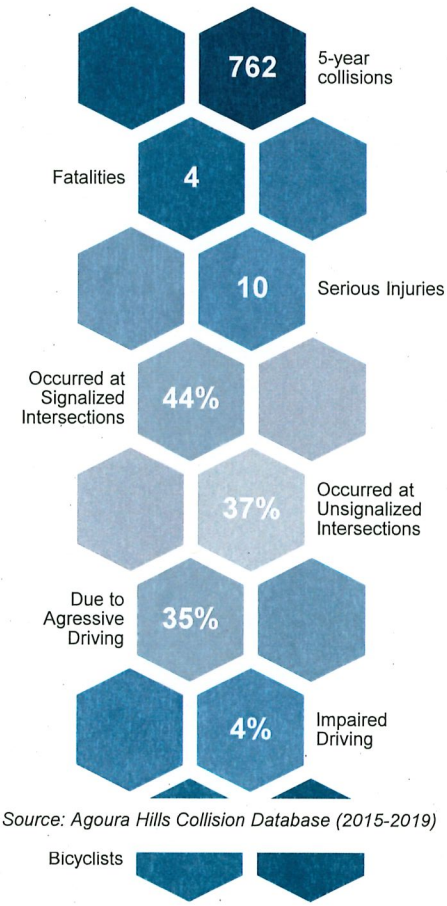
As always, I welcome any questions or comment you may have. I am available in advance of this evening's meetings should anyone have concerns regarding this change or the LRSP in general. Thank you.

EXECUTIVE SUMMARY

The City of Agoura Hills Local Roadway Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, as well as city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for opportunities to:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety: Engineering, Enforcement, Education, and Emergency Response to encourage safer driver behavior and better severity outcomes.

Agoura Hills has successfully taken steps to enhance traffic safety throughout the City but can take additional steps towards improving roadway safety citywide. This is demonstrated in its 2019 California Office of Traffic Safety (OTS) rankings, which placed the City 42nd of 103 peer cities regarding traffic injuries. It is noted that number one (1) in the OTS crash rankings is considered the highest, or "worst". Agoura Hills's peer cities include 103 similar-sized cities with populations ranging from 10,001-25,000. For reference, the OTS rankings of neighboring cities within the Las Virgenes-Malibu Council of Governments (COG) include Calabasas, which placed 34th of 103 peer cities, and Malibu, which ranked 1st of 103 in traffic injuries among its peer cities. OTS rankings help cities compare their traffic statistics to others of similar-size and identify emerging traffic safety problem areas. The crash rankings are developed using data from the Statewide Traffic Records System (SWITRS) and are based on the Empirical Bayesian Ranking method, which factors crash counts involving fatalities and injuries, population, and vehicle miles traveled.[1]



Source: Agoura Hills Collision Database (2015-2019)

With this LRSP, the City continues its safety efforts by identifying areas of emphasis and systemic recommendations to enhance safety.

[1] California Office of Traffic Safety (OTS), 2022 https://www.ots.ca.gov/media-and-research/crash-rankings-results/

The City's vision is to enhance the transportation network and reduce traffic fatalities and serious injury related crashes, and the goals for the City of Agoura Hills include the following:

Goal #1: Identify areas with a high risk for crashes.

Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Goal #3: Plan future safety improvements for near-, mid- and long-term.

Goal #4: Define safety projects for HSIP and other program funding consideration.

This LRSP analyzes the most recent range of crash data (January 1, 2015 – December 31, 2019) and roadway improvements to assess historic trends, patterns, and areas of increasing concern. The year 2020 data was not included in the analysis due to the atypical travel and safety patterns during the COVID-19 pandemic that may not be representative of future years.

Further, the collision history was analyzed to identify locations with elevated risk of collisions either through their collision histories or their similarities to other locations with more active collision patterns. Using a network screening process, locations were identified within the City that will most likely benefit from safety enhancements. Using historic collision data, collision risk factors for the entire network were derived. The outcomes informed the identification and prioritization of engineering and non-infrastructure safety measures to address certain roadway characteristics and related behaviors that contribute to motor vehicle collisions with active transportation users.

Emphasis areas were developed by revisiting the vision and goals developed at the onset of the planning process and comparing them with the trends and patterns identified in the crash analysis.

Emphasis Area #1: Intersections

Emphasis Area #2: Vulnerable Road Users (Pedestrians & Bicyclists)

Emphasis Area #3: Aggressive Driving

Emphasis Area #4: Impaired Driving

Five (5) case study locations were chosen to be representative of the City's corridor and intersection configurations, meaning signalized intersections, unsignalized intersections, and roadway segments. A Safety Project Case Study was developed for each of the following locations:

Case Study #1: Unsignalized Intersection: Reyes Adobe Road and Stonecrest Drive

Case Study #2: Signalized Intersection: Lake Lindero Drive and Thousand Oaks Boulevard

Case Study #3: Signalized Intersection: Kanan Road and Thousand Oaks Boulevard

Case Study #4: Unsignalized Intersection: Driver Avenue and Conejo View Drive

Case Study #5: Segment: Canwood Street from Lake Lindero Drive to Reyes Adobe Road

These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics. While there is not a significant history of crashes at Case Study #1, this location was selected based on stakeholder engagement. Case Studies #2 and #3 were selected because these locations have an over-represented number of collisions involving pedestrians and aggressive driving, which have been identified as emphasis areas for the City. Case Studies #4 and #5 were selected because the overall observed crash rates are higher than expected based on the facility type and vehicle volume. Facilities with on-going or planned improvements were not included as Case Study locations.

For each case study, countermeasures were developed to address the safety patterns at that location. These countermeasures were compiled into a countermeasure toolbox and can also be applied to similar locations for a systemic safety approach that the City can employ to achieve the most cost-effective safety benefits. A breadth of facility types was selected to generate a variety of depth of countermeasures for the City.

An evaluation and implementation plan was created, and actionable items were identified to help the City achieve the goals and vision of this LRSP. Using the analyzed data and outputs from this LRSP, the City has completed or plans to complete the following tasks:

- Actively seek other funding opportunities to improve safety for all modal users,
- Collaborate with established safety partners & neighboring municipalities as improvements are made to create a cohesive transportation network, and
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in Agoura Hills.

It was recommended that the City Council formally adopt this plan, and to update the plan once every five years.

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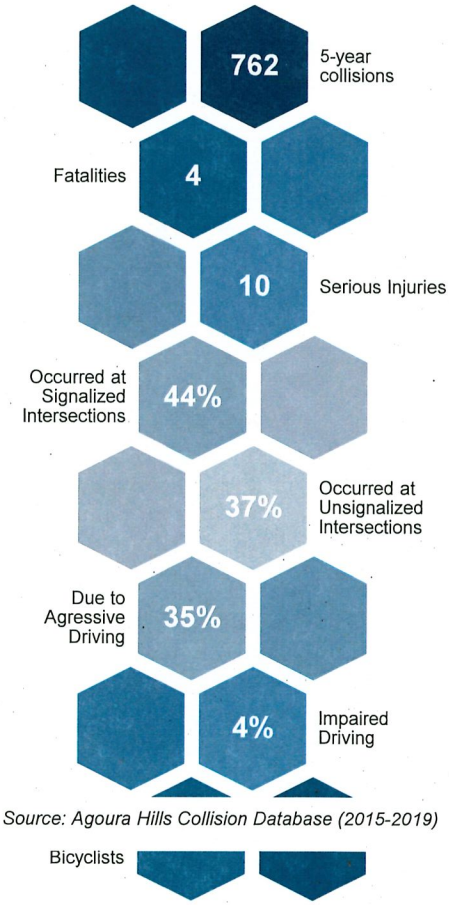

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