



**CITY of CALABASAS**

**TRAFFIC AND TRANSPORTATION COMMISSION AGENDA REPORT**

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**DATE: JULY 18, 2024**

**TO: TRAFFIC AND TRANSPORTATION COMMISSION**

**FROM: CURTIS CASTLE, PE, PUBLIC WORKS DIRECTOR**

**BY: THOMAS MERICLE, PE, TE, TRAFFIC ENGINEERING SERVICES**

**SUBJECT: SPEED LIMITS AND SAFETY CORRIDORS**

**MEETING**

**DATE: JULY 23, 2024**

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**BACKGROUND:**

The City posts speed limits for all arterial and collector streets. To make these posted speed limits enforceable, the City is required to establish speed zones based on the laws stated in the California Vehicle Code (CVC) and the guidance in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Some recent changes to these laws and guidance have provided some additional flexibility for local agencies to determine speed limits using additional safety factors related to people walking and biking and for the establishment of safety corridors.

**DISCUSSION/ANALYSIS:**

**Speed Limits**

Speed limits are established in California by performing a speed study to determine the 85th-percentile speed of free-flowing traffic. The law then requires that the

posted speed be established at the nearest 5 mph increment (rounding up or down) with a further reduction of 5 mph allowed for various conditions, including collision history, highway, traffic, and roadside conditions not readily apparent to the driver, residential density, and bicycle and pedestrian safety. An additional 5 mph speed reduction may be established on local agency roadways for locations where a safety corridor designation has been established or adjacent to land or facilities generating high concentrations of bicyclists and pedestrians. The purpose of this report is to recommend the establishment of safety corridors in the City of Calabasas. This designation will not only allow for potential speed limit reductions but should also assist the City in applying for traffic safety grant applications. Staff will be bringing further recommendations regarding the establishment of new speed limits to a future Commission Meeting, which will include additional discussion and recommendations related to areas with high concentrations of bicyclists and pedestrians.

### **Safety Corridors**

A safety corridor is defined in CVC Section 22358.7(a)(1) as a roadway segment within an overall roadway network where the highest number of serious injury and fatality collisions occur. One or more of the required collision weighting factors listed shall be used to prioritize the locations of fatal and serious injury collisions in developing the "Safety Corridor." These weighting factors include:

- Crash severity: Fatal Crashes, Serious Injury Crashes
- Mode: Pedestrian-bicycle related crashes, vehicle/other
- Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen
- Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey
- School proximity (within 0.25 miles) based on the California School Campus Database

Data used to determine a safety corridor may use the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS) collision data source. In this case staff used SWITRS data through the University of California, Berkeley's SafeTREC Transportation Injury Mapping System (TIMS).

The CVC also requires that the prioritized subset of safety corridors identify specific locations with high collision occurrences, identify corridor-level segments with a pattern of collision reoccurrence, and be able to be stratified by mode. Safety corridors should represent a prioritized subset of the overall roadway network and shall not exceed one-fifth of the overall roadway network. In addition, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury collisions occur.

To determine candidates for safety corridors in the City staff reviewed all available collision data for 12 years (2012-2023). Typically, only 3-5 years is used. However, since the City experiences a relatively low number of collisions, it is better to use a larger data set to determine differences between corridors. During this 12 year time period, there were a total of 42 fatalities or serious injury collisions in the City for an average of 3.5 per year. 88% of these collisions occurred across the following six roadways:

1. Mulholland Hwy - (36%)
2. Old Topanga Cyn Road - (12%)
3. Las Virgenes Road - (10%)
4. Agoura Road - (10%)
5. Calabasas Road - (10%)
6. Parkway Calabasas - (10%)

Using this list as a starting point, staff then reviewed the collision locations for concentration areas and those related to traffic speeds. This further narrowed the list of potential safety corridors for further evaluation and prioritization to the following three:

1. Mulholland Hwy
2. Parkway Calabasas
3. Las Virgenes Road

To determine the limits of the safety corridor designation recommendation the entire length of these roadways was further evaluated based on the concentration of collisions so the designation would be appropriate to where the fatal and severe collisions are taking place. The recommended limits are as follows:

<b>Corridor Number</b>	<b>Corridor Location</b>	<b>Corridor Limits</b>	<b>Serious or Fatal</b>

1	Mulholland Hwy	All	15
2	Parkway Calabasas	Calabasas Road to Paseo Primario	3
3	Las Virgenes Road	Thousand Oaks Blvd to Lost Hills Rd	3

These limits represent 28.6 percent of all serious or fatal collisions within the City, exceeding the minimum 25% required. The CA MUTCD recommends prioritizing corridors based on factors such as collision severity, mode, and proximity to schools. When applying these factors listed in the table below the rankings are recommended to be:

Corridor Priority	Corridor Location	Collision Severity		Mode			Number of Schools
		Fatal	Serious	Vehicle	Bike	Pedestrian	
1	Mulholland Hwy		15	0	3	1	3
2	Las Virgenes Road	3	0	3	0	0	1
3	Parkway Calabasas		3	2	0	1	1

The recommended corridors represent a total of 7.8 centerline miles of roadway or 10.8 percent of the overall citywide centerline length of 61.1 miles. This is less than the maximum allowable one-fifth or 12.2 miles. Therefore, all three of these recommended safety corridors will satisfy state law for establishment.

Once these safety corridors have been established staff will be able to re-evaluate speed limits in the City and will return at a later date with those recommendations.

**FISCAL IMPACT/SOURCE OF FUNDING:**

There is not fiscal impact to the City for designating safety corridors.

**REQUESTED ACTION:**

Staff recommends that the Traffic and Transportation Commission support the staff recommendation and recommend to the City Council the designation of safety corridors along the following three corridors in priority order:

1. Mulholland Hwy
2. Las Virgenes Road
3. Parkway Calabasas

**ATTACHMENTS:** None