CITY of CALABASAS

CITY COUNCIL AGENDA REPORT

DATE: **OCTOBER 29, 2024**

TO: **CITY COUNCIL**

FROM: **CURTIS CASTLE, P.E., PUBLIC WORKS DIRECTOR/CITY ENGINEER**

SUBJECT: **ADOPTION OF RESOLUTION NO. 2024-1934 ESTABLISHING SAFETY CORRIDORS**

MEETING DATE: **NOVEMBER 13, 2024**

SUMMARY RECOMMENDATION:

Staff recommends that the City Council support the recommendation of the Traffic and Transportation Commission and adopt Resolution No. 2024-1934, establishing safety corridors.

BACKGROUND:

The City has the authority to set speed limits on local arterials and collector streets. To ensure the posted speed limits are 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).

Recent changes to these laws and guidance have provided some additional flexibility for local agencies to determine speed limits using additional safety factors to establish 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 miles-per-hour (mph) increment (rounding up or down) with a further reduction of 5 mph allowed for various conditions, including collision history, 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 the road segment is adjacent to features generating high concentrations of bicyclists and pedestrians. The designation of safety corridors is a recent change in State law enacted by the passage of Assembly Bill (AB) 43, which became effective in July 2024.

The purpose of this report is to establish safety corridors in the City of Calabasas. The designations will not only allow for increased local agency flexibility when setting speed limits but will also assist the City in applying for traffic safety grant applications along the designated safety corridors. Staff will bring further recommendations regarding establishing new speed limits citywide to a future City Council meeting following data collection, analysis, and development of recommendations.

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: Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) or locally defined disadvantaged community status based on the 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

Information used to determine a safety corridor may include the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS) as a source

of data. 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 combined fatal and 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 three to five years is used. However, since the City experiences a relatively low number of collisions, engineering staff determined it was better to use a larger data set to ascertain differences between corridors. During this 12-year period, there were a total of 42 fatalities or serious injury collisions in the City for an average of 3.5 per year. Eighty-eight percent 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 (shown in Attachment A):

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

Reported collisions on the roadways that did not make the final list were either scattered, or the primary collision factor was other than, or not directly related to, vehicle speed, such as failure to yield or illegal turning movements.

To determine the limits of the safety corridor, the entire length of these roadways was further evaluated based on the concentration of collisions so the designation would be appropriate to the locations where the fatal and severe collisions are taking place. The recommended limits are shown in Table 1.

Table 1. Safety Corridors Roadway Limits

Number	Corridor Location	Corridor Limits	Serious or Fatal
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% of all serious or fatal collisions within the City, exceeding the minimum 25% required mentioned earlier. The CA MUTCD recommends prioritizing corridors based on factors such as collision severity, mode, and proximity to schools. When applying these factors listed in Table 2 below, the rankings are recommended to be:

Table 2. Safety Corridor Priority

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 combined 7.8 centerline miles of roadway, or 10.8% of the total citywide network length of 61.1 centerline miles. The recommended 7.8 miles of safety corridors are less than the maximum allowable limit under the CVC of one-fifth of the roadway network, or 12.2 miles in the City of Calabasas. 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 no fiscal impact to the City for designating safety corridors. However, following the designation of the safety corridors, staff will initiate a full review and evaluation of the posted speed limits across the City to ensure compliance with recent changes to state law and to City roadway classifications approved by the City Council as a part of the General Plan update. The updated roadway classifications were also recently approved by the California Department of Transportation (Caltrans) and the Federal Highway Administration. The speed limit update process will cost approximately $12,000 for data collection. The analysis and recommendations will be performed by the City's traffic engineering on-call consultant.

REQUESTED ACTION:

Staff recommends that the City Council adopt Resolution No. 2024-1934 designating safety corridors along the following three roadway segments in priority order:

1. Mulholland Hwy from City limit to City limit
2. Las Virgenes Road from Thousand Oaks Boulevard to Lost Hills Road
3. Parkway Calabasas from Calabasas Road to Paseo Primario

ATTACHMENTS:
A. Safety Corridor Map
B. Resolution No. 2024-1934