



# Complete Streets Safety Assessment (CSSA) Recommendations

CITY OF CALABASAS

JULY 23, 2024

# Overview

The City of Calabasas was approved for the Complete Streets Safety Assessment (CCSA) in February 2024.

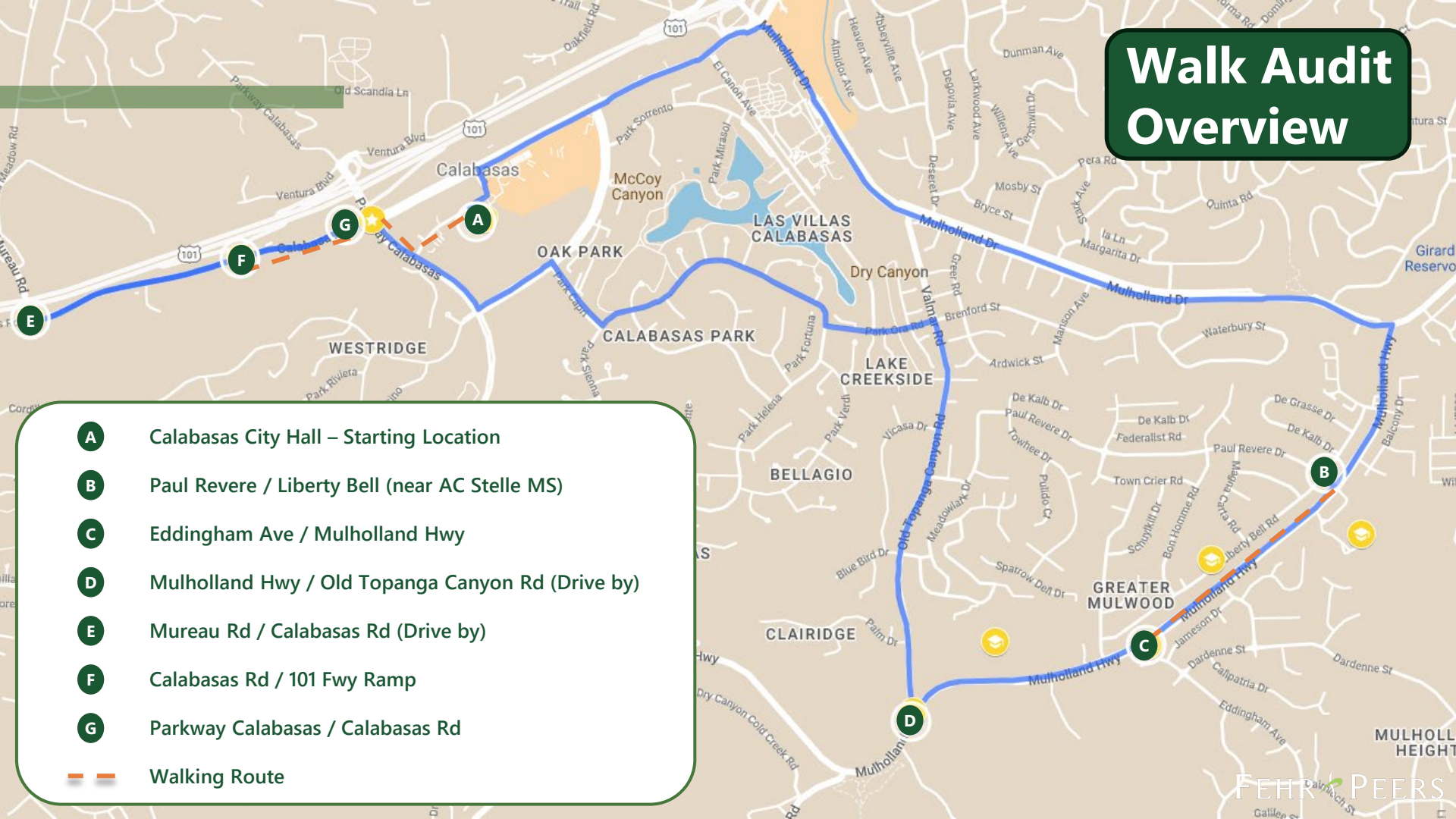
CCSA process involves:

- Assessing historic collision data, focusing on pedestrians and cyclists
- Benchmarking programs, policies, standards, and guidelines
- Conducting complete streets field audits with suggestions for improvements

CCSA goals:

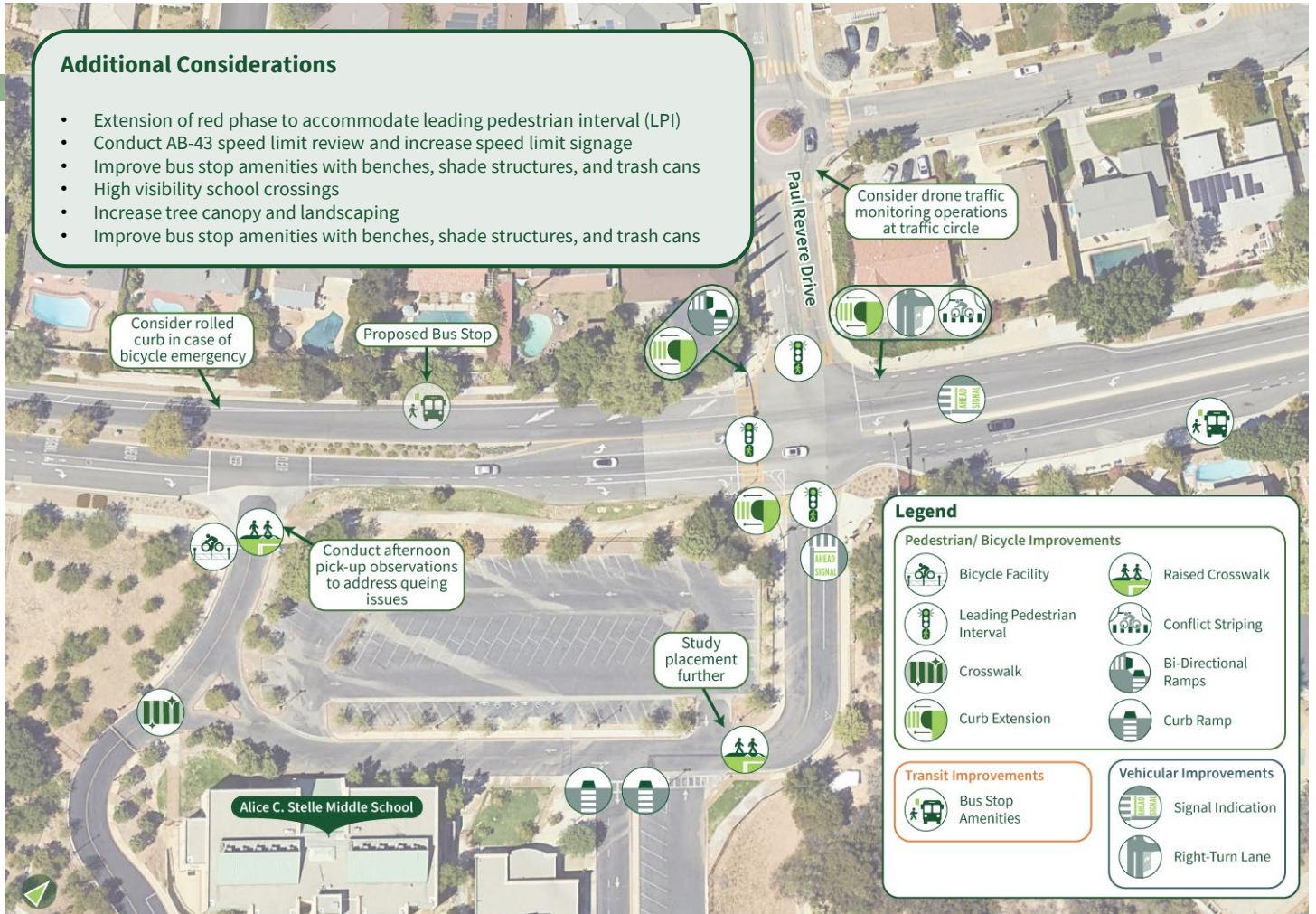
- Enhance walkability accessibility
- Integrate Safe System Approach into policy, program, & design decisions
- Address unique roadway safety needs

# Walk Audit Overview



- A** Calabasas City Hall – Starting Location
- B** Paul Revere / Liberty Bell (near AC Stelle MS)
- C** Eddingham Ave / Mulholland Hwy
- D** Mulholland Hwy / Old Topanga Canyon Rd (Drive by)
- E** Mureau Rd / Calabasas Rd (Drive by)
- F** Calabasas Rd / 101 Fwy Ramp
- G** Parkway Calabasas / Calabasas Rd
-  Walking Route

# AC Stelle MS Mulholland Highway / Paul Revere Drive



# AC Stelle MS Mulholland Highway / Paul Revere Drive



## SPOTLIGHT: BIKE LANE DESIGN

- Convert right travel lane into a right turn pocket with arrow and striping
- Shift the bike lane to run adjacent to the travel lane to reduce conflicts between people walking and turning vehicles
- Add in curb extensions to shorten the distance to cross Mulholland for pedestrians
- Add green paint to conflict zones (areas where cyclists, buses, and vehicles will be sharing road space) on both sides of the street
- Add bollards to curb extensions and striped roadways

# Mulholland Highway / Eddingham Ave

## Additional Considerations

- Rolled curbs
- Mature Tree Preservation
- In-Road Warning Lights (IRWL)

## Legend

### Pedestrian / Bicycle Improvements



Bike Access Ramp or  
Curb Cut



Curb Extension



Pedestrian Refuge  
Island



HAWK Beacon or  
Signal



# Calabasas Rd / 101 Freeway

## Additional Considerations

- Rolled curbs
- Revisit Specific Plan for roadway cross section and daily corridor volumes
- Class IV bike lane would require reconfiguration of roadway

## Legend

### Pedestrian/ Bicycle Improvements



Conflict Striping /  
Bike Line Mixing



Retaining Wall/  
Protected Barrier



Signalized Crosswalk

### Vehicular Improvements



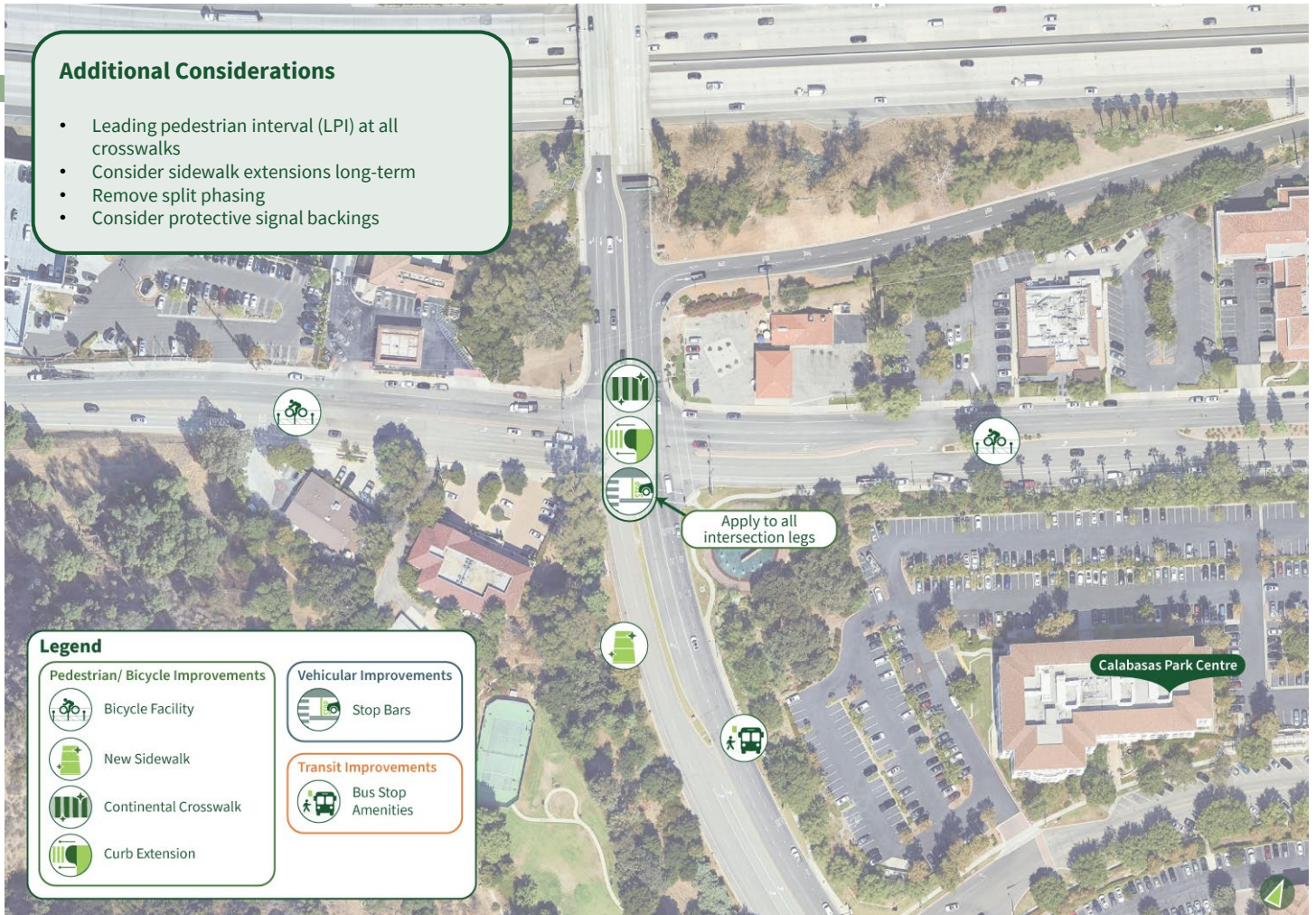
Roundabout



Yield Lines



# Calabasas Rd / Parkway Calabasas



## Additional Considerations

- Leading pedestrian interval (LPI) at all crosswalks
- Consider sidewalk extensions long-term
- Remove split phasing
- Consider protective signal backings

### Legend

#### Pedestrian/ Bicycle Improvements



Bicycle Facility



New Sidewalk



Continental Crosswalk



Curb Extension

#### Vehicular Improvements



Stop Bars

#### Transit Improvements



Bus Stop Amenities

Apply to all intersection legs

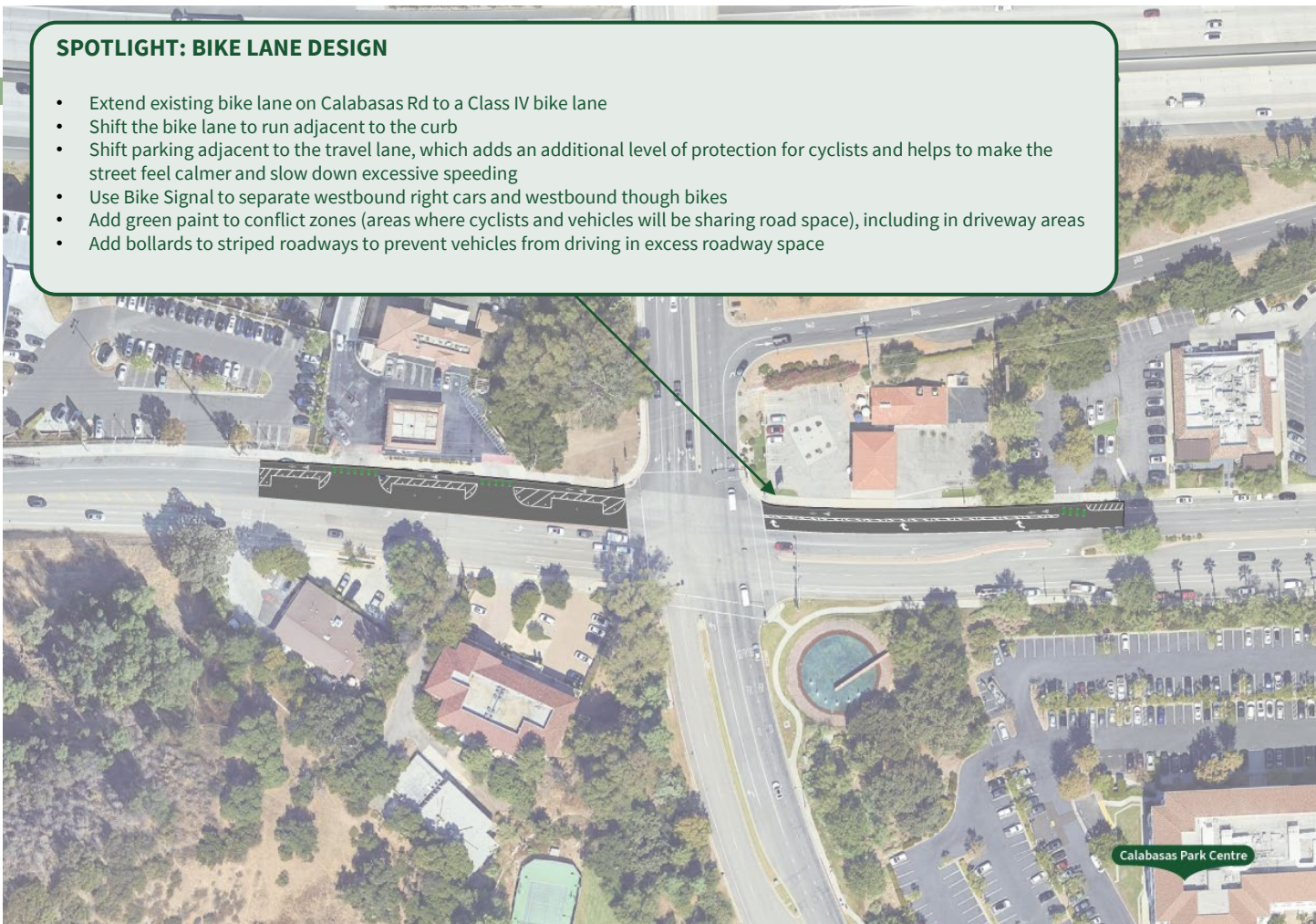
Calabasas Park Centre



# Calabasas Rd / Parkway Calabasas

## SPOTLIGHT: BIKE LANE DESIGN

- Extend existing bike lane on Calabasas Rd to a Class IV bike lane
- Shift the bike lane to run adjacent to the curb
- Shift parking adjacent to the travel lane, which adds an additional level of protection for cyclists and helps to make the street feel calmer and slow down excessive speeding
- Use Bike Signal to separate westbound right cars and westbound though bikes
- Add green paint to conflict zones (areas where cyclists and vehicles will be sharing road space), including in driveway areas
- Add bollards to striped roadways to prevent vehicles from driving in excess roadway space



# Key Findings

- Enhance walkability, pedestrian safety and connectivity, e.g.:
  - painted crosswalks
  - Leading Pedestrian Interval Signals
  - sidewalk installation
  - curb extensions
  - vehicle stop bars to enhance visibility
- Enhance transit stop amenities at key locations
- Further study protected bike way designs for greater connectivity
- Further explore school zone treatments on campus
- Explore restricting right-turn movements to eliminate conflicts
- Update specific plans to include Safe Systems approach
- Standardize intersections with pedestrian amenities