Mulholland Highway Feasibility Study

Public Workshop

March 4, 2020

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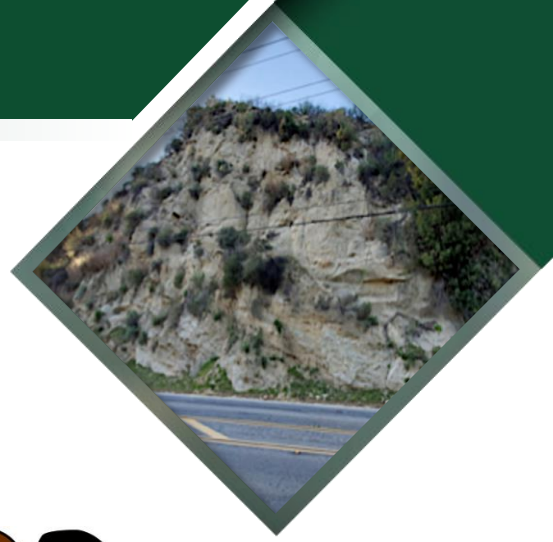
Michael Baker INTERNATIONAL

Why are we meeting today?



Purpose of Today's Meeting

- Present purpose of Mulholland Highway Feasibility Study
- Provide available information on existing conditions
- Get community input (you)

Feasibility Study Purpose

- First step in the project development process
- Develop feasible concept alternatives

Project Overview

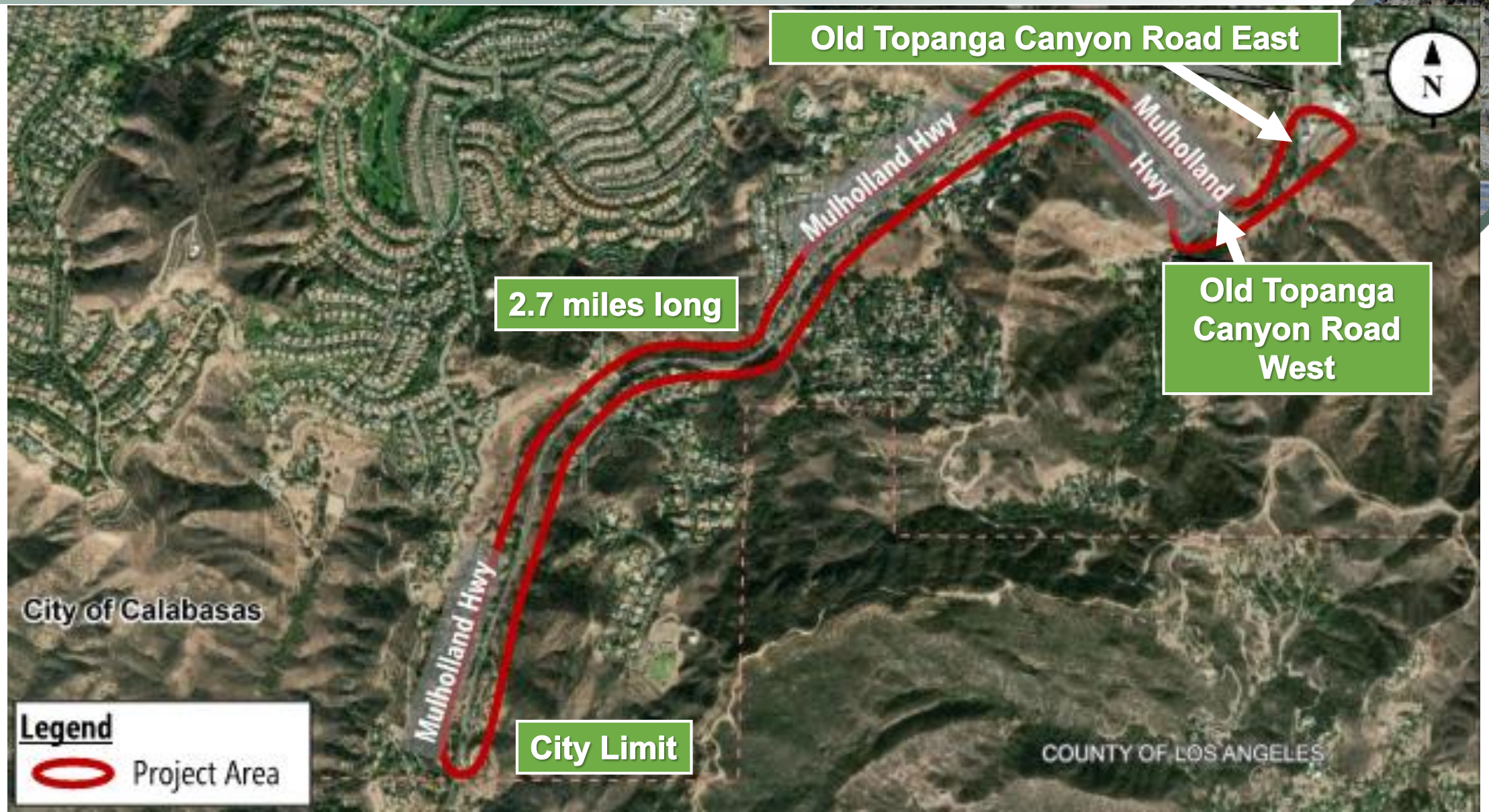
Project Purpose & Need

- Improve safety and dependability of Mulholland Highway
- Connect Wild Walnut Park & Calabasas High School
- Improve shoulders for bicyclists

Project Design Objectives

- Improve safety for **all transportation modes**
- Address slope stability/erosion prone areas
- Improve corridor traffic flow
- Preserve rustic/natural characteristics

Project Study Area



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Existing Issues

Existing Issues

- **Narrow and Inconsistent Shoulder Widths**
- Shoulder width varies from 0 to 9 feet

Existing Issues

- **Damaged Guardrail**

Existing Issues

- **Erosion Prone Areas**

Existing Issues

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Existing Issues

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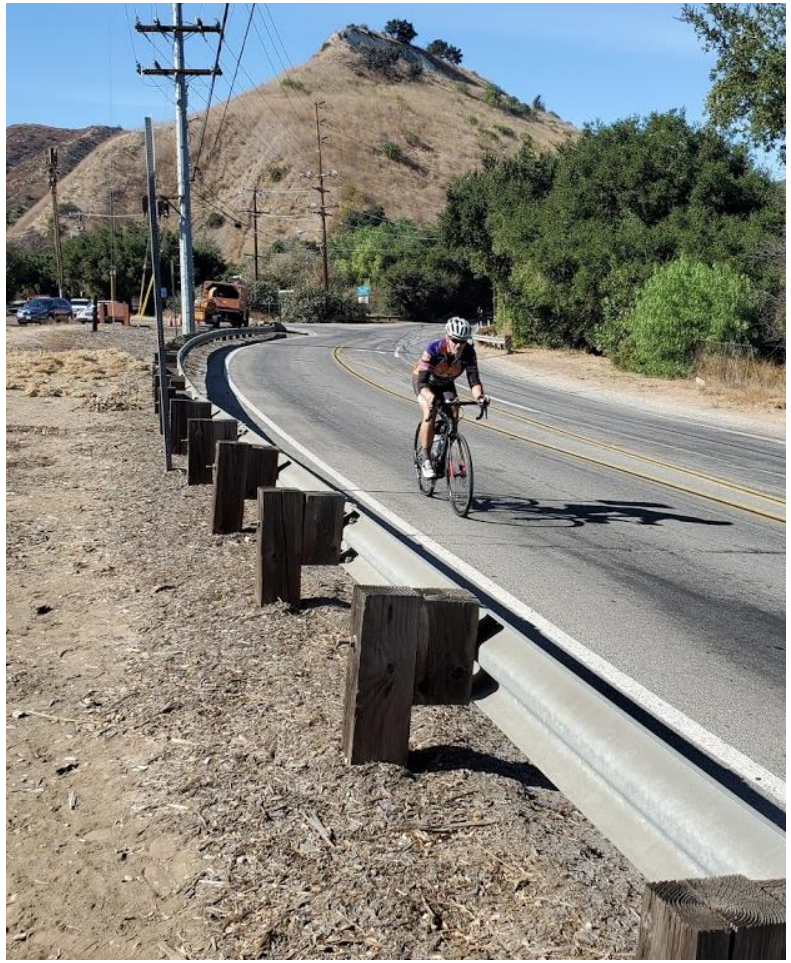
Existing Issues

- **Lacking Pedestrian Facilities and Shoulder Near Wild Walnut Park**



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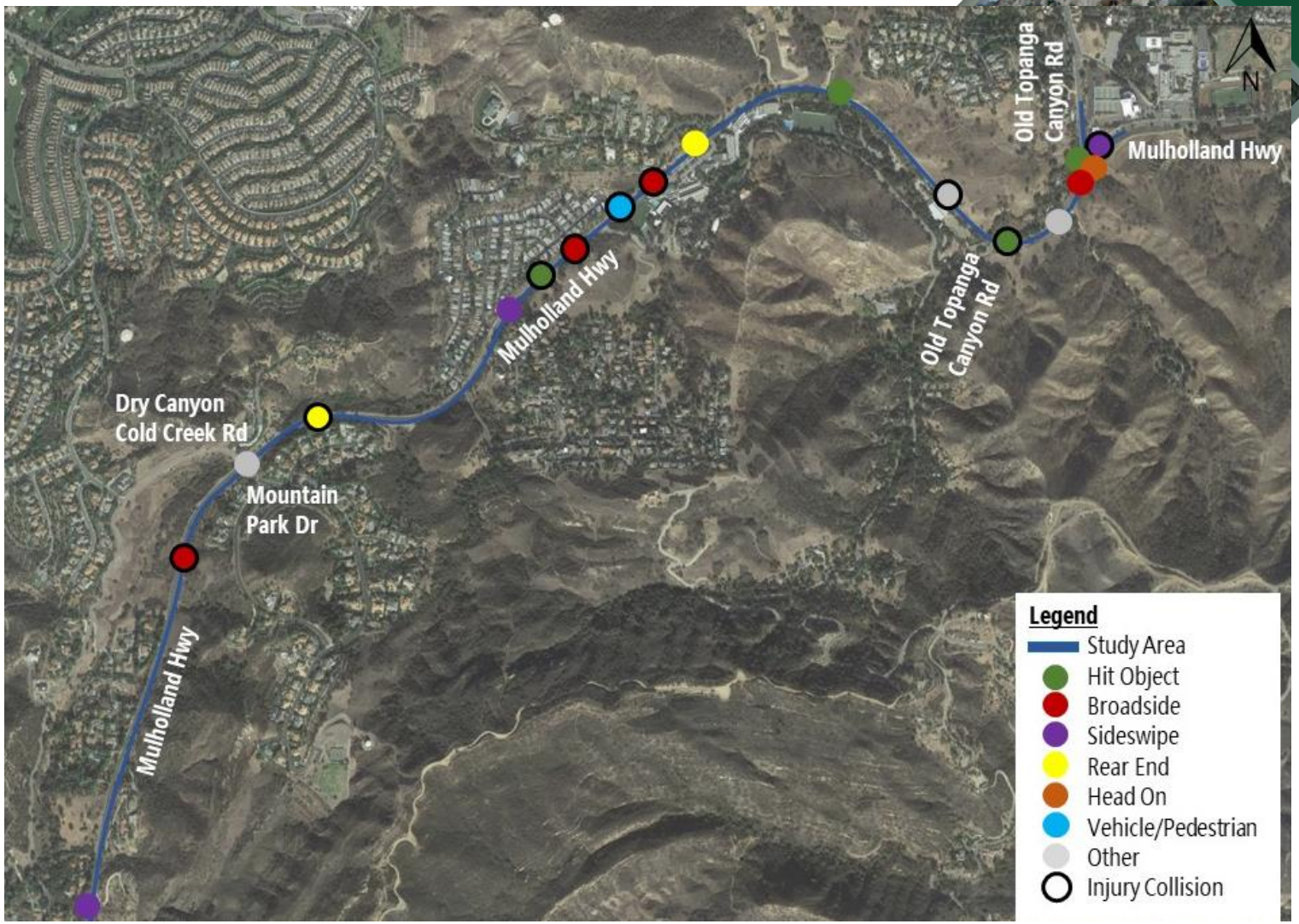
Historic Collision Data

Historic Collision Data Summary

- **Crash Data Source:** Los Angeles County Sheriff's Department and Statewide Integrated Traffic Records System (SWITRS)
- **Collision History Period:** January 1, 2016 – December 31, 2018 (3 years)



Historic Collision Data Summary

Top 3 Collision Types
Broadside (22%)
Hit Object (22%)
Sideswipe (17%)

Bicycle-/Pedestrian- Related Collisions
Bicycle = 3
Pedestrian = 1

Severity and Number of Collisions						
Severity:	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Total
Number of Collisions:	0	3	4	2	9	18

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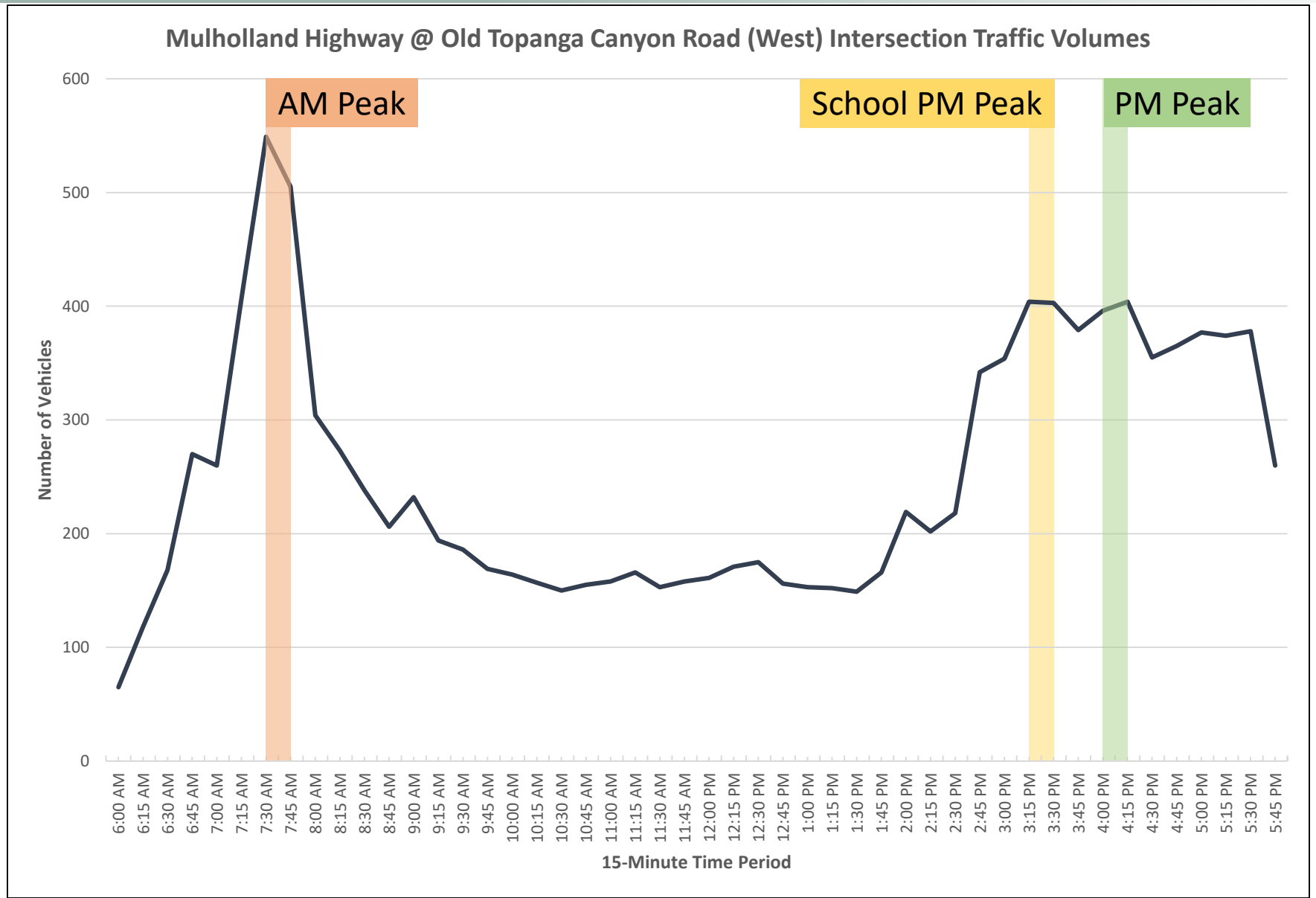
Traffic Analysis

Traffic Analysis

- **Traffic Data Collection**
  - Volumes - Intersection turning movement & roadway segment counts
  - Collision data
  - Field observations
- **Operations Analysis**
  - Existing Year 2019 & Future Year 2045
  - AM Peak, School PM Peak & PM Peak
  - Primary measure of effectiveness = Level of Service (LOS)
- **Bicycle and pedestrian activity**
- **Traffic signal warrant analysis**

Traffic demand exceeds available turn lane storage - Mulholland Hwy at Old Topanga Canyon Rd (East)

Traffic Volume Trends



Bicycle and Pedestrian Data

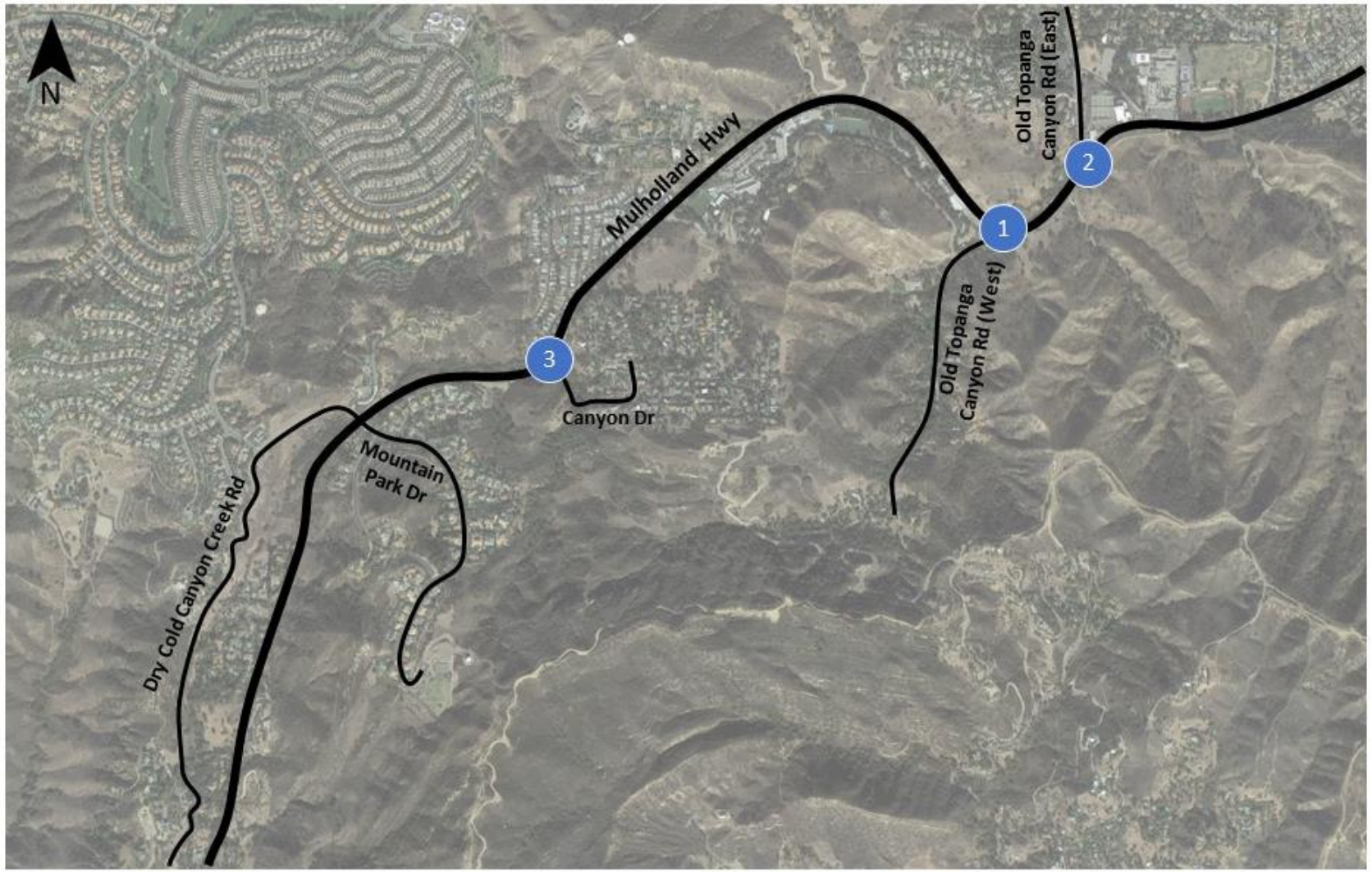
Existing Weekday Volumes

Mulholland Highway @ Old Topanga Canyon Rd (West)

- Minimal activity observed

Travel Mode	Total Volume at Intersection		
	AM Peak Hour	School PM Peak Hour	PM Peak Hour
Bicyclists	0	5	2
Pedestrians	0	0	0

Traffic Study Intersections



Legend:

(#) Study Intersection

Road Network

Intersection Level of Service Defined

Level of Services (LOS)

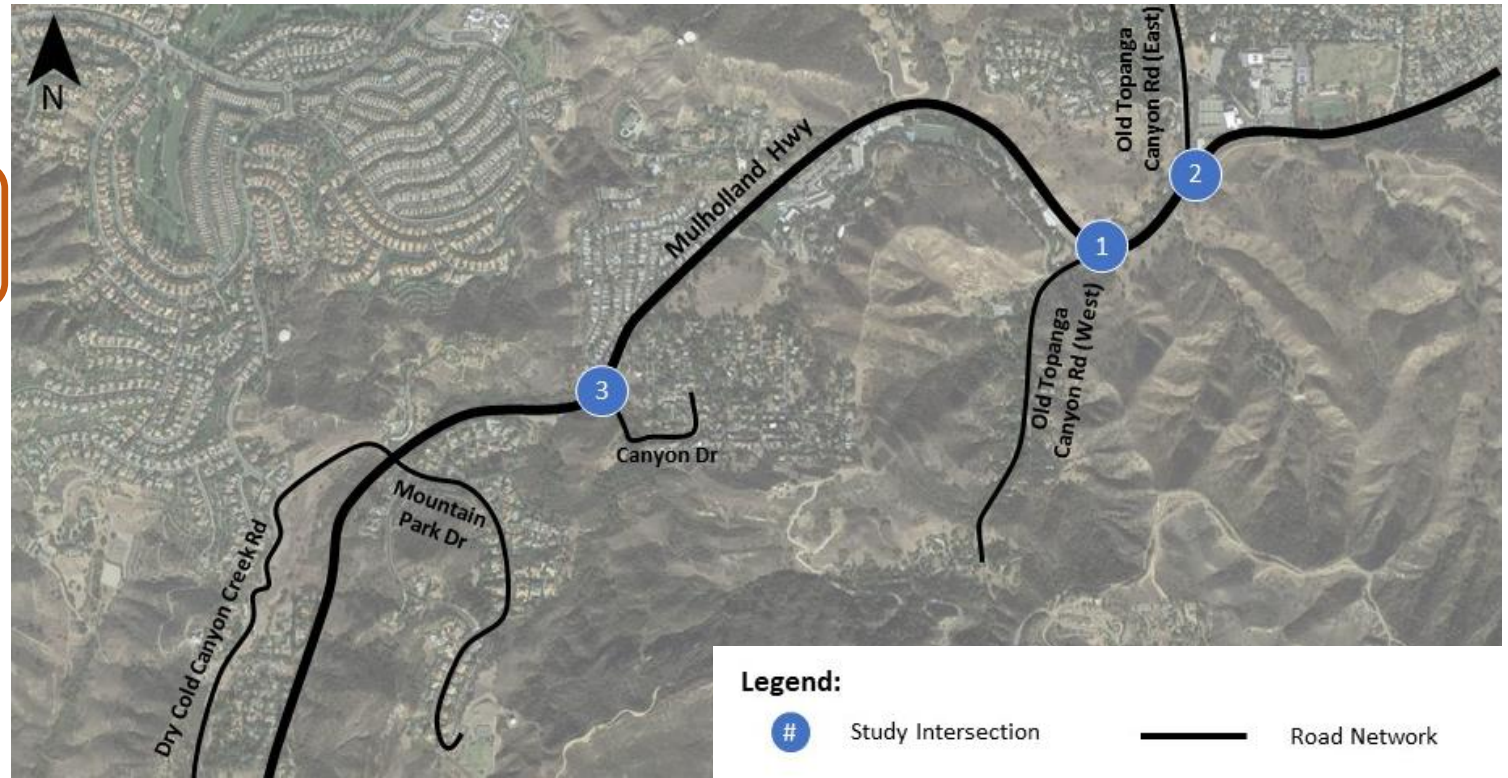
- Performance measure representing quality of service
- Highway Capacity Manual (6th Edition) Methodologies

LOS	Description
A	Free Flow
B	Stable Flow (Slight Delays)
C	Stable Flow (Acceptable Delays)
D	Approaching Unstable Flow (Tolerable Delay)
E	Unstable Flow (Intolerable delay)
F	Forced Flow (Congested and queues fail to clear)

Intersection Analysis Findings

Mulholland Highway Intersection		Existing 2019 LOS			2045 No Build LOS		
		AM	School PM	PM	AM	School PM	PM
1	Old Topanga Canyon Rd (West)	F	F	F	F	F	F
2	Old Topanga Canyon Rd (East)	D	C	C	E	D	C
3	Canyon Road	B	B	B	B	B	C

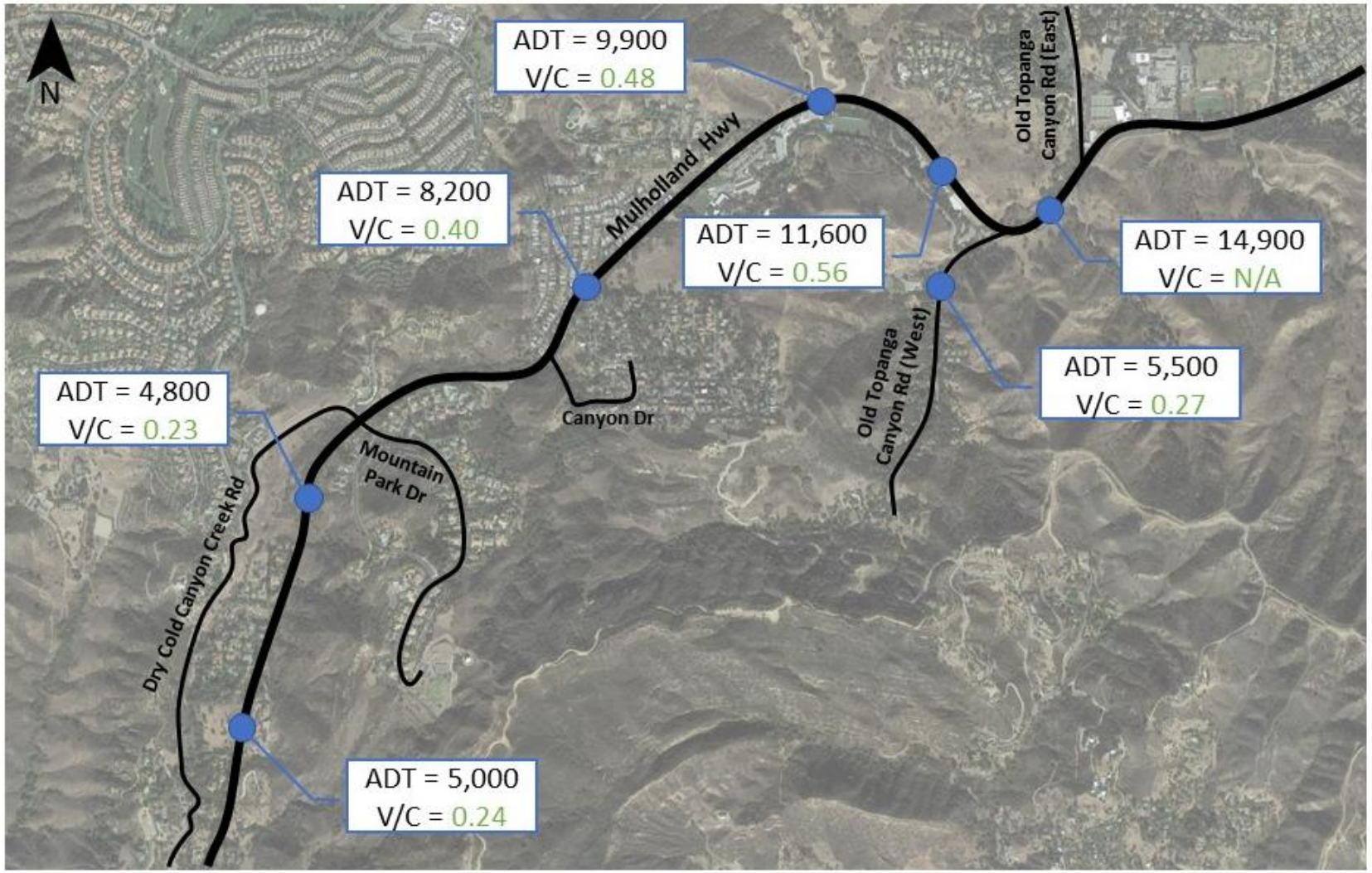
Traffic Signal Warrant Met



Notes:

1. *LOS for intersection #1 & #3 (stop-controlled) are for the worst movement.*
2. *LOS for intersection #2 (signal) is overall.*

Corridor Daily Traffic Volumes



Legend:

●	Data Location	ADT	Average Daily Traffic Volume	0.00	Under Capacity
—	Road Network	V/C	Volume-to-Capacity Ratio	0.00	Over Capacity

Notes:

1. *Analysis based on LOS E capacity of 20,600 vehicles per day for a two-lane uninterrupted roadway segment.*
2. *N/A indicates that operations are governed by intersection capacity.*
3. *Year 2045 traffic volumes shown.*

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Potential Corridor Enhancements

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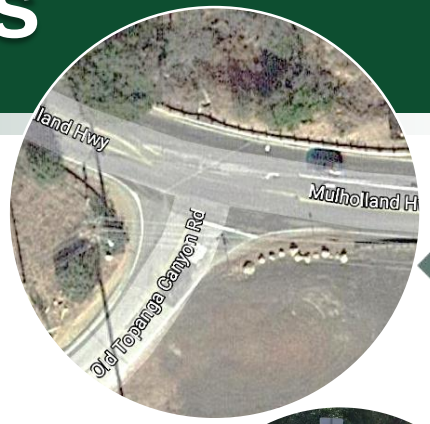
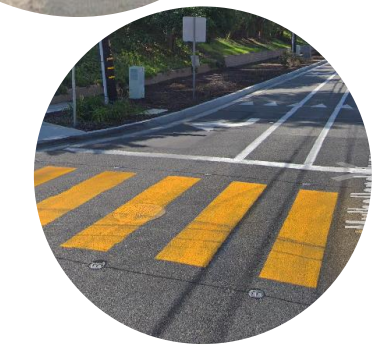
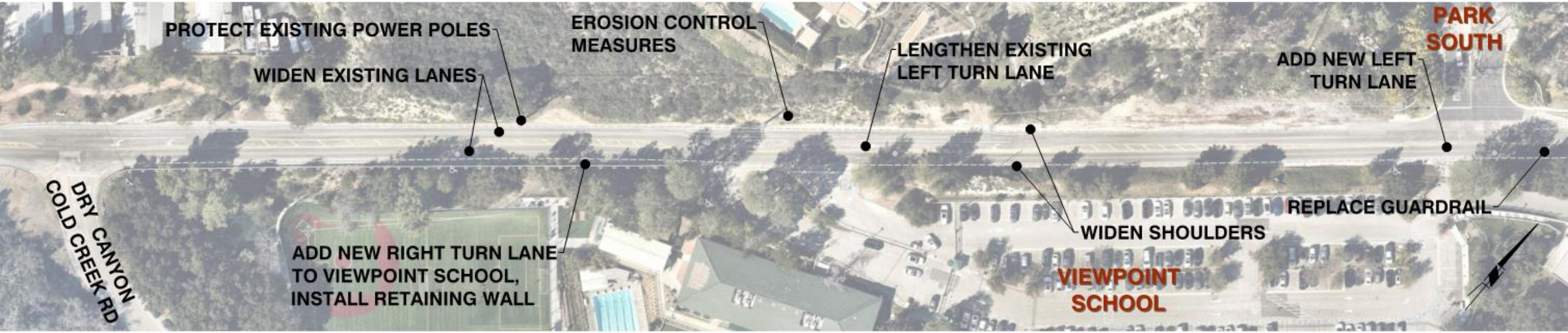
- Signalize Old Topanga Canyon Road (West)
- Add crosswalks near Wild Walnut Park
- Add sidewalk between Old Topanga Canyon Road intersections
- Lengthen existing left-turn lanes that are too short
- Add dedicated left and right turn lanes, where feasible
- Widen shoulder to 4 - 6 feet, where possible
- Replace existing guardrail where needed
- Install new guardrail where appropriate
- Address erosion prone areas with features such as retaining walls or “rock mesh.”
- Address drainage deficiencies





Potential Enhancement Options

- **Near Viewpoint School**



Potential Enhancement Options

- **Near Wild Walnut Park**

Potential Enhancement Options

Example Shoulder Widening

- 4-6 feet

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Example Shoulder Widening

- 4-6 feet

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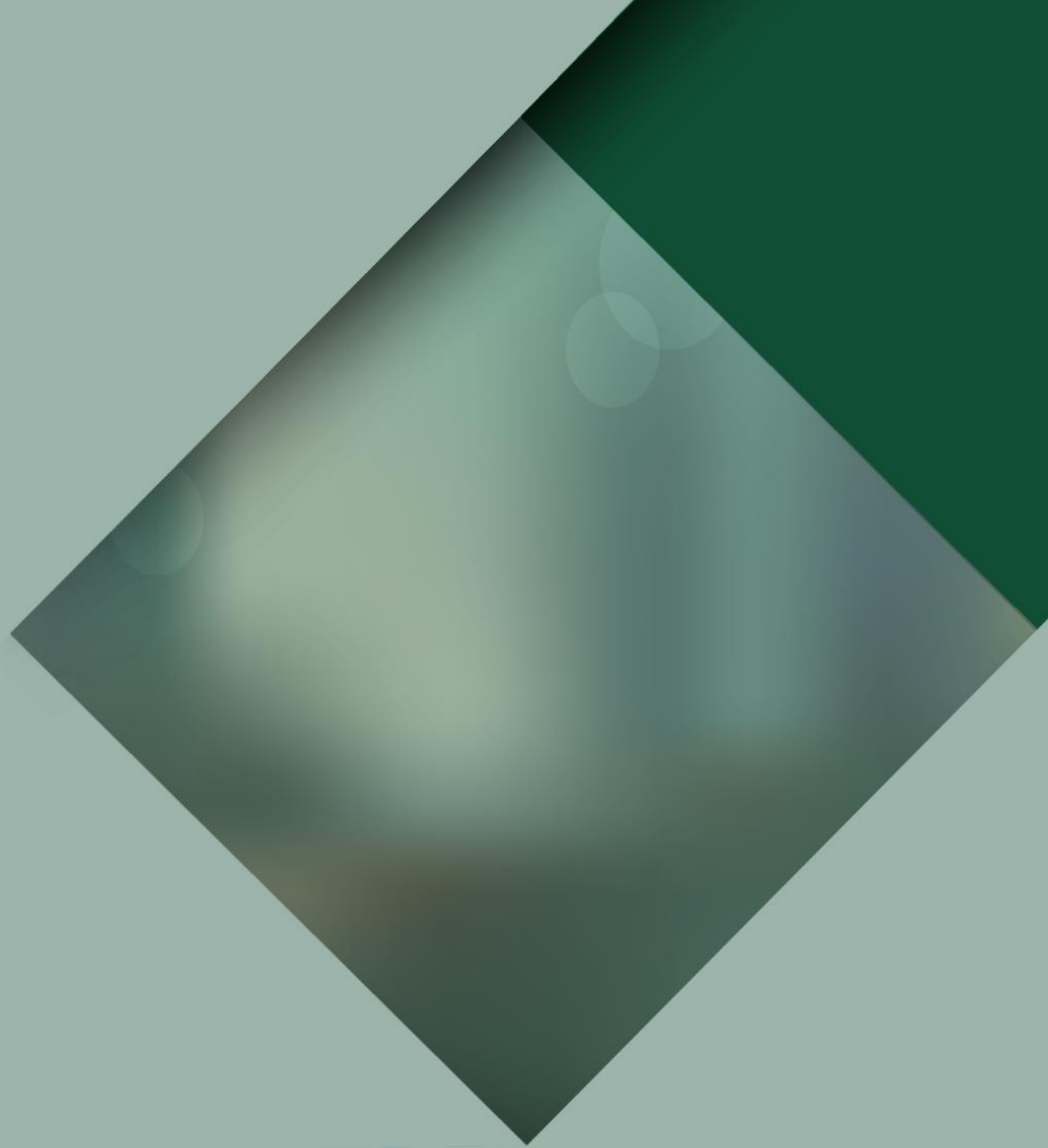
What's Next?



Next Steps and Estimated Schedule

Feasibility Study Schedule

- Spring 2020 – Develop Preliminary Concepts
- Summer 2020 – Public Workshop #2
- Fall 2020 – Complete Feasibility Study

Potential Project Schedule (contingent upon available funding)

- Feasibility Study – December 2019 – October 2020
- Phase 1 Environmental and Final Design (PS&E) – November 2020 – December 2021
- Start Construction of Phase 1 – Early 2022

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Questions & Comments?