WELCOME

PUBLIC MEETING
February 19, 2015
Malibu City Hall

Pacific Coast Highway Safety Study
Study Scope

- Promote improved safety for all modes of travel along PCH within the Malibu city limits

- Phase I, now Phase II
  - Review of Previous Materials
  - Alternatives Analysis
  - Funding Plan
  - Final Report
  - Ongoing Public Involvement and Meetings
Purpose of tonight’s meeting

- Existing Conditions
  - Traffic Volumes
  - Safety Summary
- Field Observations
- Conceptual Improvements
- Study Schedule
- Next Steps
- Break-out Session

We want your input!
Vehicular Traffic Conditions

- Traffic volumes vary:
  - Throughout the corridor
  - Over the seasons
  - From year to year
Collision Data

- Three years of reported collision data
  - Jan. 1\textsuperscript{st}, 2012 – Dec. 31\textsuperscript{st}, 2014

- 954 total collisions
  - 9 fatalities - 6 pedestrian, 1 bicycle involved
  - 376 (39\%) injury collisions
Fatality Locations

- Pedestrian 160' east of Decker Rd.
- Pedestrian 850' east of Decker Rd.
- Bicycle 2000' south of Puerco Canyon Rd.
- Pedestrian 470' north of John Tyler Dr.
- Pedestrian 1320' east of Webb Way
- Broadsides 170' east of Rambla Vista (E)
- Pedestrian 1 mile east of Flores Canyon Rd.
- Pedestrian 1580' east of Las Flores Canyon Rd.
- Head-On 2640' east of Tuna Canyon Rd.
Collision Statistics

- 41 involved bicycle (including 1 fatality)
- 19 involved pedestrian (including 6 fatalities)
- 597 (63%) occurred at signalized intersections
- 608 (64%) occurred east of Cross Creek Road
Collisions by Location
Collision Statistics

- 482 (51%) rear-end collisions
- 125 (13%) involved a parked car
- 128 (13%) involved preceding left turn/u-turn movement
- 407 (43%) occurred between 2 p.m. and 7 p.m.
Field Observations

- Intersection Issues:
  - Traffic signal deficiencies
  - Inefficient signal phasing
  - Lack of street lighting and low visibility of pedestrians
  - Lack of ADA-compliant sidewalks/crosswalks
  - Undesirable bus stop locations
Field Observations

- Non-Intersection Issues:
  - Narrow shoulder widths/no shoulders
  - Lack of buffer zones with parked vehicles
  - Roadway and signage reflectivity deficiencies
Field Observations

- No shoulder due to right turn lane
- Limited visibility of north side traffic, pedestrians
- No shoulder due to right turn lane & parking
- Exposed signal poles
- Sidewalk not continuous, obstructions
Field Observations

- Right-turning vehicle must slow, impede through traffic
- No shoulder
- ADA issues with crosswalks
- No sidewalks
Field Observations

- Lack of sidewalks to bus stops
- Crosswalk ends at dirt shoulder on one side and curb on the other
- Parked vehicles on shoulder
- Crosswalk ends at curb
Field Observations
Conceptual Improvements

- Improved traffic signal system, signal standards, and signal phasing
- Increase buffer on roadway shoulder width
- Spot widening
- Installation of raised medians
Conceptual Improvements (contd)

- Enhanced night time visibility
- ADA compliance for crosswalks and completion of sidewalks at intersections
- Relocation of bus stops
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Next Steps

- Gather stakeholder and community input
- Finalize Alternatives Analysis process
- Develop funding strategies plan
- Final Report
Thank you for attending tonight’s workshop!

Please review the corridor maps and fill out your comment sheet.
Your Input is Critical to this Study!

www.malibucity.org/pch-safetystudy

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