

May 15, 2015

APPENDIX 3

Public Outreach Materials

Pacific Coast Highway Safety Study
Public Meeting
Minutes

February 19, 2015 6:30 pm
Malibu City Hall, 23825 Stuart Ranch Road, Malibu, CA 90265

Purpose: The City of Malibu in collaboration with the Southern California Association of Governments (SCAG) is conducting a study of safety along Pacific Coast Highway (PCH) from the eastern to the western Malibu City limits, approximately 21 miles. The study is for all modes of travel including pedestrians, bicycles and automobiles.

The public was invited on February 19th for a public meeting where all community members were encouraged to share ideas and concerns, and ask questions regarding the safety of PCH for motorists, cyclists, transit riders and pedestrians. City staff, the Southern California Association of Governments (SCAG), and the consultant team gave an update on the progress of the PCH Safety Study, findings, next steps and the process of developing recommendations to improve safety on PCH in Malibu.

The feedback received from the public and project stakeholders will be used to finalize the Safety Study analysis and develop a list of recommended projects and policy recommendations.

Attendance: City Staff in attendance included Elizabeth Shavelson, Matt Myerhoff and Bob Brager.

Consultant Team attendees were Rock Miller, Ashley Day, Jason Xu of Stantec Consulting and Leslie Scott from Leslie Scott Consulting.

There were approximately 50 public participants who attended the meeting. The participants included Malibu residents, businesses, press and neighboring community members.

Introduction: Project Manager Elizabeth Shavelson opened the meeting at 6:40 pm. She introduced the California Highway Patrol, Los Angeles Sheriff, Los Angeles Beaches and Harbors, Assemblyman Richard Bloom's Representative, and City Staff. Ms. Shavelson also announced the new consulting team.

Presentation: The PCH Study presentation was led by Stantec Engineering Consultant Rock Miller. He explained the project topics along with photo slides. In summary, the presentation included:

- Study Scope (Phase I and Phase II)
- Purpose of Tonight's Workshop – We want your new ideas!
- Existing Conditions -Traffic Analysis and Collision Summaries
- Field Evaluation – Specific Intersections

- Conceptual Improvements
- Next Steps
- Study Schedule
- Contact information
- Thank you for attending tonight's meeting

Questions and Answers: After the presentation, Rock Miller, Stantec Engineering Consultant, opened the floor to general questions. It was an open discussion format, where participants voiced different views about PCH. There were approximately 50 attendees and 62 discussion points from the public. The comments from the public, in alphabetical order, included:

Bicycles

- Bicyclists travel through the PCH corridor and canyons.
- Cycling patterns are in the mid-morning, and leave the area by afternoon.
- Will there be more consideration for bicycles?

Bus Stops

- Need bus stops with K-rails and other barriers.
- Bus stops seem unprotected.
- What about school buses?

Caltrans

- Does Caltrans consider PCH a highway or community road?
- Where is Caltrans representative?
- Previously, someone could call Caltrans, but not now.
- What is Caltrans involvement and ability to make improvements?

Collision Data and Statistics

- Will bicycle traffic counts be looked at as part of the statistics?
- Are collisions by day of the week?
- Intersections (for collisions) to look at are Las Flores, Webb Way and Heathercliff.

Delineator Paddles

- Sight lines are obstructed by paddles in the middle of the road.
- Paddles were put in during middle of the night
- Residents were not asked if they wanted it (paddles) or not.
- Cannot get out of driveway because of paddles.

Engineering Measures

- What kinds of engineering can improve safety?
- Are there specific (engineering) recommendations and when will we see them?
- Can you change right and left hand turns to make the road safer?

Law/traffic Enforcement

- Historically, law enforcement gave tickets for speed.
- Need more tickets for speeding violations.
- The highway is not policed enough.
- Enforcement is the answer.
- Understand that there are funds for traffic enforcement.
- Increase law enforcement on PCH.
- Can you look at statistics for law enforcement?

Lighting

- Improved lighting at intersections.

- Concerned about lighting for pedestrians.
- Some areas of PCH are too dark.
- There is a dark sky lighting issue.

Outside City Limit Traffic

- Traffic from Santa Monica to Malibu is getting worse.
- Ingress and egress to Santa Monica and Los Angeles is bad.
- Used to travel to LA in 30 minutes and it shouldn't take this long.
- If you leave at different times, 6:15, 6:30 or 7, the time it takes can be double.

Parking

- Is it legal for residents to set out parking cones in front of their house?

Pavement Markings

- Pavement grooves improve safety.
- Other markings (dot botts) or high visible paint on the road will help.
- What about the paint with grooves that makes a noise when you go over the line?

Pedestrians

- Pedestrian safety issues for residents is different than visitors.
- People walking to buses need to get there easier.
- Remove pedestrian obstructions (as it relates to American Disabilities Act).

Road Shoulder

- Is the City considering shoulder improvements as part of this study or another project?
- Are you (consultant) doing the shoulder study?
- People need to park completely on the shoulder and not stick out in the road.
- Wider parking shoulders for cars.

Signage

- The reflective signs are good.
- Address signs are not visible and people slow down to see it, causing traffic.
- Signs (traffic) could be improved, with better visibility.

Signals

- Signal (timing) can affect speeds.
- What about adding flashing signal lights where needed.

Seasonal Traffic

- Traffic volume issues vary summer and winter.
- Problems are not seasonal and happen all year around.
- Consider road conditions in the day, sunset and evening.

Traffic Flow

- Accidents impede traffic flow.
- Traffic slows down or stops when there is a collision.

Vehicle Speeds

- Accidents would be less significant if speeds were lower.
- People speed.
- Cars never went this fast before, but seem to go faster now.
- Drivers do not go the posted speeds, they drive fast.
- Isn't the speeds based on the average of how fast the cars are going?
- Can speed limits be changed/reduced?

Public Comments: Following the open discussion, the public participants were invited to speak about specific issues with the engineering consultants and staff. There were two options for providing written comments; either writing on project area maps or comment sheets. The area maps included technical engineering field observations along with public comments made at previous workshops (Exhibit A). Comment sheets with a general project map were also available for the public to share their ideas (Exhibit B). Detailed comments will be included in the final report.

Website Material: All of the meeting material was posted on the City's website, shortly after the meeting. This included the agenda, presentation and comment sheets. The comment period was extended until March 6, 2015.

Meeting Adjournment: The meeting was adjourned at 8:40 pm.

Exhibit A
Area Map





PACIFIC COAST HIGHWAY SAFETY STUDY

**PUBLIC MEETING
COMMENTS**

**Malibu City Hall
23825 Stuart Ranch Road, Malibu, CA 90265**

February 19, 2015



Name: _____
Address: _____

Phone: _____
E-mail: _____



The Pacific Coast Highway Safety Study is transitioning from the first phase into the second phase. All previous public participation continues to be taken into consideration and new suggestions and ideas are welcome.

Is this your first public meeting for the PCH Safety Study?

Yes No

Other

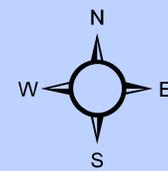
Please share your comments.

Project Area Map on Reverse Side

Submit your comments no later than March 6, 2015
by sending the comment sheet to the email or mailing address below.

For more information, please contact Elizabeth Shavelson, Public Works Analyst at eshavelson@malibucity.org or (310) 456-2489 extension 254, at City Hall 23825 Stuart Ranch Road, or visit the study website at <http://www.malibucity.org/PCH-SafetyStudy>

Pacific Coast Highway Safety Study



- Signalized Intersections
- Marked Crosswalk
- Local Landmark
- Pacific Coast Hwy
- Roadway
- ▭ City Boundary









Street light present only on inland side at intersection

Vehicles parking on inland side of PCH, no street lights exist



Street light is present,
but not over PCH



Street parking is allowed on inland side prior to the beach ONLY

Street lights do not exist

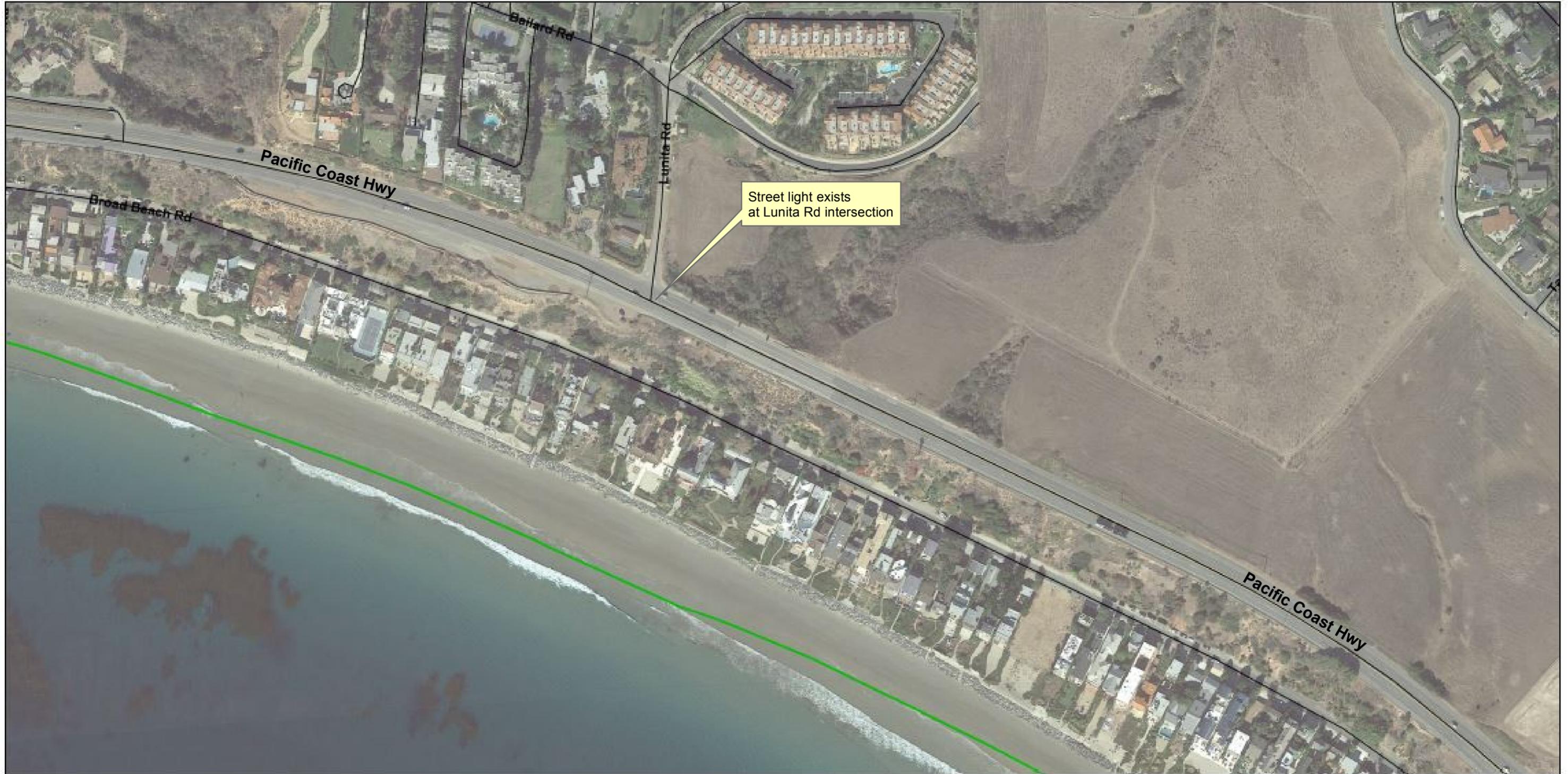
Comment: Unsafe conditions at Broad Beach Rd. near the curve approaching Encinal Canyon Rd.

Double yellow center line begins on the ocean side, two-way left turn lane begins on the inland side

Street light exists at Broad Beach Road intersection

Comment: Visual obstacles exist when coming out of the curve heading eastbound







Signal poles are exposed to vehicular traffic

Crosswalk conflicts with left turning traffic coming from Trancas Canyon Rd

Walking route from beach to shopping center is desirable

Bus stop is unimproved

Shopping center corner on inland side is unimproved

Shopping center driveways on inland side are difficult to turn into as the turning vehicles are impeding through traffic

Comment: Bridge between Trancas Market and Escondido needs to be improved

No street light present at Guernsey Ave. intersection

Comment: From PCH turning left onto Guernsey Ave, paddles in median need to be shorter because current height blocks the view of traffic

Zuma Beach





Comment: There are people running across PCH all day long in both directions

Zuma Beach

Right turn lane on inland side of PCH is short and width for bike lane exists

Heavy school traffic present, a right turn island could provide refuge

Heavy on-street parking on inland side approaching and beyond Morning View Dr. signal

Heavy on-street parking area on ocean side, but recent widening minimizes reduces vehicle conflicts with parked cars and passengers

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Bus stop on ocean side requires pedestrians to walk on shoulder

Beach access path should also connect to bus stop



Comment: Parking across Zuma Beach is always a concern. Perhaps adding more lanes to the parking lot to improve traffic flow

Only inland side bus stop is present at the intersection

Ocean side bus stop is currently located within traffic island

Inland side shoulder does not exist due to side by side left turn lanes, this forces bicycles to use through travel lane

Comment: High level of accident rates at Bonsall and Westward Beach intersection, left turns should not be allowed

Zuma Beach

Crosswalk leads to shoulder on ocean side, no sidewalk exists, should connect to beach area

Improved access could be gained by constructing a 4th leg to the Busch Drive intersection for Zuma Beach access, could also serve Westward Beach Road and eliminate side-by-side left turn lanes

Right turn movement from Westward Beach Road makes seeing oncoming traffic difficult

Comment: Underpass to Zuma beach lot is closed sometimes due to flooding, need better signage, existing sign is hidden behind telephone pole





No sidewalk or bu stop exists from Cavalleri to Kanan Dume signal

Inland side sidewalk approaching Kanan Dume intersection is unimproved

No shoulder on inland side approaching Zumirez Drive

Acceleration lane on inland side is short and causes conflicts with through traffic

Inland side approaching Zumirez Drive intersection is unimproved

Flush, painted median exists in this area

Double-striped left-turn lane prevents width for shoulder on inland side

No street lighting at Caballeri Rd. intersection

Pedestrians must walk on shoulder to access bus stop far from intersection

Deceleration lane on ocean side closes bike lane







Geoffrey's Restaurant

Heavy pedestrian activity and bus stops located at Via Escondido Dr. intersection

Vegetation encroaches shoulder on inland side



No street light present



Latigo Shores Dr/Seagull Way intersection does not have a street light present

Barrier on inland side is lacking appropriate end treatment

Vegetation encroaches shoulder on inland side approaching Corral Canyon Road

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Comment: Malibu Seafood is a dangerous area. Lack of safety lights is hazardous to pedestrians.

Malibu Seafood

Heavy use of ocean side on-street parking

Bayshore Dr



Vegetation encroaches shoulder on inland side

No parking demand on inland side since Cross Creek Road

Cross Creek Road

Puerto Canyon Rd

Pacific Coast Hwy

Pacific Coast Hwy

State Rte 1

Sta

Bayshore Dr





Sidewalk ramps not compliant

No bus stops at intersection

Median obstruction in crosswalk

Acceleration lane on inland side occupies shoulder

Intersection causes backup to PCH in PM peak

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Short acceleration lane on ocean side becomes third through lane

Pedestrian countdown signals do not exist

Shopping Center on ocean side is Right Turn Only onto Webb Way and No U-turn at access road, vehicles are forced to use acceleration lane

Left and through lane from ocean side are active with crosswalk, signal timing could be re-phased

No shoulder stripe on ocean side



On-street parking blocks shoulder on inland side, buffered diagonal parking could work here

Crosswalk misses ramp and hits curb instead, trip hazard

Shopping center driveway has high center

Heavy right turn movement

Acceleration lane is too short on beach side, bad sight distance

Inland side corner sidewalk is not ADA compliant

Parking prohibited

Comment: Not enough parking in Cross Creek area



Comment: Not enough parking in the Malibu Beach Inn area

No crosswalk ramps for either side of PCH

Bus stop is not close to intersection

Wide travel lanes and wide shoulders with heavy parking in this area on both sides

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Wide travel lanes with wide shoulders and heavy parking on both sides

Uncontrolled crosswalk

Building is under construction, could have changes in access

Signal controller blocks sidewalk, crosswalk ends in driveway

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Left turn to ocean goes into closed area, only u--turn movement possible



Lots of vehicle parking with 12 ft. shoulder along inland side

Continuous sidewalk along inland side

Comment: Clear line of sight is not available for left turning vehicles from Rambla Vista (W) onto PCH

Many pedestrian obstructions along ocean side in this area

Wide travel lanes with wide shoulders, moderate to heavy on-street parking in this area

Extremely tight area on ocean side for bicycles

Comment: Horizontal curve on PCH at Carbon Canyon Rd is sharp and does not have warning signs



Comment: La Costa Beach Club is missing stop signs, bright lines to slow traffic

Uncontrolled Crosswalk

No shoulder on inland side due to right turn lane at Rambla Pacifico

Northbound right-turning vehicles cannot see if pedestrians are present in crosswalk

Parked vehicles on inland side shoulder cause visual obstruction for vehicles exiting driveway

Comment: No indications that the crosswalk is present, insufficient advanced signing is obstructed by poles, wires, and other street furniture

Comment: Access to commercial use is too close to intersections of Rambla Pacifico and Rambla Vista, outbound access has no signage

Pedestrian button on wrong side of signal pole

Comment: Crosswalk timing is not long enough for pedestrians crossing at Las Flores Canyon Rd.

Signal is in poor condition, poles are located in shoulder, many ADA deficiencies in this area



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Lots of vehicles parking on street on inland side

Frequent pedestrian crossings near vicinity of Moonshadows

Comment: Moonshadows is dangerous due to lack of activated crosswalks and results in safety hazard for pedestrians

Moonshadows

Comment: People make U-turns looking for parking for Moonshadows

Backout driveways exist on ocean side



Signal is in good shape, but crosswalk time appears to be minimal

Very narrow shoulder on inland side, several areas with no shoulder

Exposed barrier, install end treatment on inland side

Advanced detector loops for signal at Big Rock Dr. are close to intersection

Narrow shoulder on inland side

Comment: Protected left turn signal needed in the eastbound direction along PCH

Comment: Crosswalk timing is not long enough for pedestrians crossing Big Rock Dr.

Ocean side signal pole is located on shoulder with parking nearby

Driveways and on-street parking on ocean side



Very narrow shoulder on inland side

Vegetation encroaching shoulder on inland side

Exposed barrier, install end treatment on inland side

Backout driveways exist on ocean side



Narrow shoulders on inland side

MALIBU CITY LIMITS

Lots of on-street parking and congestion during heavy beach use hours on both ocean and inland sides

Left-turn lane to Topanga Canyon Rd. is short and subject to spill back into through traffic

Existing signal poles in islands

Right-turn lane onto Topanga Canyon Rd. is short, but #3 lane is not heavily used

Very heavy right-turning traffic, but volumes don't require long 200plus-second signal cycle length

Comment: One of several locations where trash trucks stop in the eastbound travel lane in the morning when visibility is low due to fog

Garages back into shoulder and on-street parking is present on inland side