

APPENDIX B

PUBLIC COMMENT SUMMARY

Submitted By/From	Postmile	Location	Comments
Public Workshop Q & A	n/a	Corridorwide	Improved lighting at intersections.
Public Workshop Q & A	n/a	Corridorwide	Concerned about lighting for pedestrians.
Public Workshop Q & A	n/a	Corridorwide	Some areas of PCH are too dark.
Public Workshop Q & A	n/a	Corridorwide	The reflective signs are good.
Public Workshop Q & A	n/a	Corridorwide	Address signs are not visible and people slow down to see it, causing traffic.
Public Workshop Q & A	n/a	Corridorwide	Signs (traffic) could be improved, with better visibility.
Public Workshop Q & A	n/a	Corridorwide	Signal (timing) can affect speeds.
Resident	n/a	Corridorwide	Better modernization and synchronization of traffic signals. This is especially important in the event of residential emergency evacuation.
Resident	n/a	Corridorwide	Ideally, a bike/walking path as in Santa Monica would be best. Wider bike lanes. More lighted parking areas and lit crosswalks.
Resident	n/a	Corridorwide	It seems there are so many drunk drivers on PCH it would behoove the city to have officers lining the borders and major intersections, as well as setting up some sort of safe driver protocols with bars and restaurants that line the PCH. Other than summer tourism, and every evening after dark, the PCH feels quite safe to me.
Resident	n/a	Corridorwide	During daylight savings hours and times, the lights need to be turned on MUCH earlier and more sheriff patrol during the sunrise and sunset hours.
Public Workshop Q & A	n/a	Corridorwide	Need more tickets for speeding violations.
Public Workshop Q & A	n/a	Corridorwide	Increase law enforcement on PCH.
Public Workshop Q & A	n/a	Corridorwide	Other markings (dot botts) or high visible paint on the road will help.
Public Workshop Q & A	n/a	Corridorwide	Wider parking shoulders for cars.
Resident	n/a	Corridorwide	Shoulders should be widened and must be metered parking.
Resident	n/a	Corridorwide	Rows of reflective markers and signage would help alert drivers to slow down for pedestrians.
Resident	n/a	Corridorwide	Also, focus on widening the shoulders so that bicyclists are never forced into traffic. A way to simplify biking and parking safely on PCH would be to not allow any parking unless the shoulder is wide enough to fit a parked car and a bicycle at the same time.
Resident	n/a	Corridorwide	More enforcement by the California Highway Patrol (CHP)
Resident	n/a	Corridorwide	The speed limit on PCH should be lowered from the current 50 mph to 40 mph. Higher speeds increase the danger. PCH is both a freeway in terms of speed and a residential street. In California the speed limit for residential streets is 35 mph so I believe 40 mph is a compromise.
Resident	n/a	Corridorwide	Install bumps on the sides of the road to remind drivers to not cross the lines. 45 mph is too fast when road narrows, peds walking, biking, jaywalking, flipping u-turns, pulling out of driveways. Caltrans needs to decide what PCH is as it can not be all of this.
Resident	n/a	Corridorwide	Not crosswalks, but traffic lights that would only turn red when a button is pushed by a pedestrian, thereby minimizing traffic disruption. These are needed both for the safety of pedestrians and drivers. Most pedestrians would gladly opt for safe places to cross the highway, if provided. Simple crosswalks, even the ones with blinking lights on the road can't be seen well enough in heavy, fast-moving traffic.
Resident	n/a	Corridorwide	Better and wider shoulders will give space for people to get out of their cars without interfering with the road, and will make it safer for cyclists.

Resident	n/a	Corridorwide	My concerns are speeding and lighting along PCH. I seldom see Sheriff's or Highway Patrol giving speeding tickets any more. I have assumed that they have given up. We need two-week speed ticket blitzes a couple times a year. Lack of budget is not an excuse. Nothing is more important than public safety and funds should be reallocated immediately. I suppose you can hire another PR person, host some more meetings or hire more consultants. Lighting along stretches of East Malibu are inadequate. In the evening it is nearly impossible to see people walking across the highway.
Public Workshop Q & A	n/a	Corridorwide	The highway is not policed enough.
Public Workshop Q & A	n/a	Corridorwide	Isn't the speeds based on the average of how fast the cars are going?
Public Workshop Q & A	n/a	Corridorwide	Intersections (for collisions) to look at are Las Flores, Webb Way and Heathercliff.
Public Workshop Q & A	n/a	Corridorwide	Can you change right and left hand turns to make the roads safer?
Public Workshop Q & A	n/a	Corridorwide	Is the City considering shoulder improvements as part of this study or another project?
Public Workshop Q & A	n/a	Corridorwide	Consider road conditions in the day, sunset or evening.
Bryan Martinez - Resident	n/a	Corridorwide	I am an avid cyclist and have ridden PCH from Santa Monica to Pt. Mugu and back. I have only ridden on PCH once in the last 15 years and will NEVER ride PCH again unless it is closed to cars for a cycling event. PCH is a highway with motorized vehicle speeds at 70+mph!
Public Workshop Meeting	n/a	Corridorwide	SLOW DOWN!!!
Public Workshop Q & A	n/a	Corridorwide	Can you look at statistics for law enforcement.
Public Workshop Q & A	n/a	Corridorwide	Remove pedestrian obstructions (as it relates to American Disabilities Act).
Public Workshop Q & A	n/a	Corridorwide	Accidents would be less significant if speeds were lower.
Former Mayor of City of Malibu	n/a	Corridorwide	More traffic police on PCH.
Resident	n/a	Corridorwide	There are many accidents as a result of speeding, reckless and distracted driving. Need more Sheriff's patrols. Unsafe cyclists should be held accountable just as unsafe drivers.
Resident	n/a	Corridorwide	It is dangerous for pedestrians to be expected to safely cross PCH with vehicles traveling at very high speeds. There are no signs regarding restrictions to parking, jay-walking, or speed limits, to my knowledge.
Resident	n/a	Corridorwide	PCH should have reduced speeds through residential areas. Additional traffic lights would also slow traffic and create more crosswalks for pedestrians. A series of bridges for pedestrian traffic could be installed. The shoulder of the road should be better graded and prepared for parking to be less dangerous. Maybe a structure of bridges to create a superhighway be constructed to take the problem off PCH and allow it to be a residential road with appropriate speeds.
Resident	n/a	Corridorwide	I believe enforcing consistency for everyone at a more moderate speed limit would help alleviate driver frustration.
Resident	n/a	Corridorwide	Speeds should be reduced.
Resident	n/a	Corridorwide	Sheriff's office does not have enough presence today along PCH. The average speed has increased by 8 to 10 mph in the last 30 years.
Resident	n/a	Corridorwide	Too many drivers transitioning to turn left or merging into traffic drive a far distance in center turn lane. This creates an unsafe situation for drivers wanting to use the center turn lane, squeezes the drivers on either side in driving lanes and pressures the moving traffic to brake unexpectedly. CA DMV rules limit the driving distance in the center lane and require a full stop before merging or turning. These rules are never enforced.
Resident	n/a	Corridorwide	The low (32-34" high) concrete barriers have been incredibly effective in stopping head-on collisions. They are low enough that they would not prevent drivers or pedestrians from seeing the ocean views. There could be plenty of breaks in the dividers to enable pedestrians to cross.

Public Workshop Q & A	n/a	Corridorwide	Sight lines are obstructed by paddle in the middle of the road.
Public Workshop Q & A	n/a	Corridorwide	Will there be more consideration for bicycles?
Public Workshop Meeting	n/a	Corridorwide	Street parking and walking pedestrians on PCH are a hazard!
Public Workshop Q & A	n/a	Corridorwide	Historically, law enforcement gave tickets for speed.
Public Workshop Q & A	n/a	Corridorwide	Enforcement is the answer.
Public Workshop Q & A	n/a	Corridorwide	Understand that there are funds for traffic enforcement.
Public Workshop Q & A	n/a	Corridorwide	There is a dark sky lighting issue.
Public Workshop Q & A	n/a	Corridorwide	People walking to buses need to get there safer.
Public Workshop Q & A	n/a	Corridorwide	People need to park completely on the shoulder and not stick out in the road.
Public Workshop Q & A	n/a	Corridorwide	Drivers do not go the posted speed limits, they drive fast.
Public Workshop Q & A	n/a	Corridorwide	Can speed limits be changed/reduced?
Resident	n/a	Corridorwide	Perhaps we should put a digital speed check at various points along PCH to see how fast vehicles are going and then move to control it. A series of lights could be timed for adjusted traffic flow, and keep it at a slower speed. Crosswalks could be added at each stoplight. No one seems to be policing the speed on the highway. Weekends seem the most dangerous and accidents seem to be more common.
Resident	n/a	Corridorwide	LOWER THE SPEED LIMIT ON PCH!!!
Public Workshop Meeting	n/a	Corridorwide	Too much jaywalking on PCH.
Public Workshop Q & A	n/a	Corridorwide	Pavement grooves improve safety.
Public Workshop Q & A	n/a	Corridorwide	What about the paint with grooves that makes a noise when you go over the line?
Public Workshop Q & A	n/a	Corridorwide	What about adding flashing signal lights where needed.
Public Workshop Q & A	n/a	Corridorwide	Traffic volume issues vary summer and winter.
Resident	n/a	Corridorwide	DUI checkpoints must be expanded.
Resident	n/a	Corridorwide	Pot holes should be repaired in timely fashion.
Resident	n/a	Corridorwide	There should not be tolerance for vehicles racing.
Public Workshop Q & A	n/a	Corridorwide	Will bicycle traffic counts be looked at as part of the statistics?
Public Workshop Q & A	n/a	Corridorwide	Are collisions by day of the week?
Public Workshop Q & A	n/a	Corridorwide	Paddles were put in during middle of the night.
Public Workshop Q & A	n/a	Corridorwide	Are you (consultant) doing the shoulder study?
Public Workshop Q & A	n/a	Corridorwide	Problems are not seasonal and happen all year around.
Resident	n/a	Corridorwide	Implement Class II bike lane along the highway throughout its entire stretch.
Resident	n/a	Corridorwide	A major concern is cycling on PCH, especially when the cyclists travel in large groups
Resident	n/a	Corridorwide	Education efforts to Pepperdine students, bike clubs, etc. to PCH safety and common courtesy.
Resident	n/a	Corridorwide	Stop the septic trucks from parking on the side of the roads - very dangerous.
Public Workshop Q & A	n/a	Corridorwide	Cycling patterns are in the mid-morning, and leave the area by afternoon.
Public Workshop Q & A	n/a	Corridorwide	Bus stops seem unprotected.
Public Workshop Q & A	n/a	Corridorwide	What about school buses?
Public Workshop Q & A	n/a	Corridorwide	Does Caltrans consider PCH a highway or community road?

Public Workshop Q & A	n/a	Corridorwide	What is Caltrans involvement and ability to make improvements?
Public Workshop Q & A	n/a	Corridorwide	What kinds of engineering can improve safety?
Public Workshop Q & A	n/a	Corridorwide	Are there specific (engineering) recommendations and when will we see them?
Public Workshop Q & A	n/a	Corridorwide	If you leave at different times, 6:15, 6:30, or 7, the time it takes can be double.
Public Workshop Q & A	n/a	Corridorwide	Pedestrian safety issues for residents is different than visitors.
Public Workshop Q & A	n/a	Corridorwide	Accidents impede traffic flow.
Public Workshop Q & A	n/a	Corridorwide	Traffic slows down or stops when there is a collision.
Public Workshop Q & A	n/a	Corridorwide	People speed.
Public Workshop Q & A	n/a	Corridorwide	Cars never went this fast before, but seem to go faster now.
Resident	n/a	Corridorwide	Please reduce the number of DUI checks.
Resident	n/a	Corridorwide	Let us try and maintain and improve surface integrity and smoothness as a primary safety condition optimization measure, as the damage occurs.
Resident	n/a	Corridorwide	Having smooth surfaces is one of the most important aspects of safety. Maintaining and repairing damage immediately is hence of primary importance and necessity.
Resident	n/a	Corridorwide	All crack filling and repair should be done to a high quality to achieve a SMOOTH resulting surface. Even a small 1/4" is noticeable to a 100 lb high pressure thin road bike tire. Less than 1/8" differential should be striven for.
Public Workshop Q & A	n/a	Corridorwide	Bicyclists travel through PCH corridor and canyons
Public Workshop Q & A	n/a	Corridorwide	Where is Caltrans representative?
Public Workshop Q & A	n/a	Corridorwide	Previously, someone could call Caltrans, but not now.
Public Workshop Q & A	n/a	Corridorwide	Residents were not asked if they wanted it (paddles) or not.
Public Workshop Q & A	n/a	Corridorwide	Cannot get out of driveway because of paddles.
Public Workshop Q & A	n/a	Corridorwide	Traffic from Santa Monica to Malibu is getting worse.
Public Workshop Q & A	n/a	Corridorwide	Ingress and egress to Santa Monica and Los Angeles is bad.
Public Workshop Q & A	n/a	Corridorwide	Used to travel to LA in 30 minutes and it shouldn't take this long.
Public Workshop Q & A	n/a	Corridorwide	Is it legal for residents to set out parking cones in front of their house?
Public Workshop Meeting	n/a	Corridorwide	There are so many pedestrians in PCH.
Resident	n/a	Corridorwide	Only allow right turns on highway. Need greater law enforcement presence and enforcement.
Adventure Cycling Association	n/a	Corridorwide	We recommend the installation of a bicycle lane east and westbound along the PCH through the City of Malibu. Hazardous debris in shoulder forces bicycles into travel lanes. Degraded pavement quality, especially asphalt spreading, poses hazards even when debris is cleared.
Resident	n/a	Corridorwide	Stricter rules that pedestrians follow that don't put their lives in danger.
Public Workshop Q & A	n/a	Corridorwide	Need bus stops with K-rails and other barriers.
Resident	n/a	Corridorwide	Pedestrians need to use designated crosswalks and tickets should be issued to those that disobey this.

Resident	n/a	Corridorwide	An increase in traffic adds to increased congestion and subsequent increased safety issues. In two years, the travel time has regularly doubled, the death toll become a topic of discussion, the crazy drivers and near accidents increased. On a weekend day in February, it took 15-20 minutes to go from Busch Drive to Heathercliff Rd. If development continues, the risk to pedestrians and drivers will do nothing but increase. There will be more heavy trucks on the road and more people making crazy turns across the highway. Decrease the development and do not cut down trees and native plant growth to accommodate the developers who do not live here. Support local businesses.
Resident	n/a	Corridorwide	(As seen in the photos that were sent in the email) This surface damage deterioration still exists after multiple requests, and I have seen cyclists jumping up their bicycles when surprised by the damage.
Resident	n/a	Corridorwide	Cracks, gouges, ruts, are also a serious hazard for the many cyclists enjoying this area, and also complicate conditions for vehicles if cyclists ride to center to avoid surface imperfections.
Resident	n/a	Corridorwide	Parking should not be allowed on PCH, no more free parking and more public parking. Businesses should not be using PCH for parking.
Resident	n/a	Corridorwide	Power poles/lines should be placed underground.
Public Workshop Meeting	n/a	Corridorwide	TOO MUCH SUMMER TRAFFIC, TOLL ROAD
Public Workshop Meeting	n/a	Corridorwide	Too much traffic, toll road
Resident	n/a	Corridorwide	Bicyclists veer into traffic and should ride single file.
Resident	n/a	Corridorwide	Stop adding driveways, parking lots, etc.
Resident	n/a	Corridorwide	We have had several near serious accidents due to impatient or improper cyclist (bike and motor). They travel in packs and are sometimes what appears to be deliberately intimidating.
Resident	n/a	Corridorwide	We need to enforce the law on motorcycle noise. And it is not uncommon to see them doing wheelies at 70+ mph.
Resident	n/a	Corridorwide	I believe there should be many more signs prohibiting pedestrians from crossing PCH other than at a designated crosswalk and heavier fines for doing so.
Resident	n/a	Corridorwide	Limit access for bicyclists to certain times of the day such as giving them the entire right lane on the weekends.
Resident	n/a	Corridorwide	Too many bicyclists do not ride single file and angle themselves behind other riders in order to be in their slipstream. The PCH is not a bike races and bicyclists should remain in a single well spaced line. Riders routinely clump up two or three wide simply chatting.
Resident	n/a	Corridorwide	When traffic is stopped in both directions, there needs to be another option to get through the canyons north to south that is closer or the police have to at least keep a lane open for traffic.
Resident	n/a	Corridorwide	Make PCH a toll road
Resident	n/a	Corridorwide	I'd suggest that the left lane along the entire PCH in Malibu be painted as a "passing lane" to alleviate many unsafe passing situations.
Resident	n/a	Corridorwide	Where bike lanes cannot be widened, then make them no parking zones.
Resident	n/a	Corridorwide	Drivers going below the speed limit in the left hand lane clog the steady flow of traffic and lead drivers to speed around them in unsafe ways. Slower drivers (i.e. sightseers, visitors) should be encouraged to stay on the right and only use the left lane for passing.
Public Workshop Meeting	n/a	Corridorwide	Too much traffic feeding out of valley, TOLL ROAD!!
Resident	56.150 - 56.581	Guernsey Avenue	The u-turn areas and snoulder (the northern snoulder closest to the mountain) that are between 30245 Pacific Coast Highway and Guernsey Avenue must remain clear of parked vehicles (there are No Parking Any Time signs here by the way). Parked cars that are in the turning radius are an addition to the exiting area and are extremely hazardous. Turning vehicles require three point turns in the 50 mph highway. I have attempted to optimize these areas for years. Please assist. Now.
Malibu Surfing Association	55.091 - 56.851	Zuma Beach	Area surrounding Zuma Beach has significant pedestrian flow during summer months OUTSIDE OF THE CROSSWALK north and south across PCH.

Resident	55.091 - 56.851	Zuma Beach	There are at least a few miles along Zuma Beach (the ocean side has been improved due to the bicycle improvements (but not the mountain side as evidenced by the photos that he sent)) and north, at least to where the end of Broad Beach intersects PCH, which needs crack sealing, 2' into the #2 lane to the edge of right shoulder (PCH EB). The worst seems to be the intersection of shoulder and lane by fog line. Water into this area will accelerate deceleration and increase hazard to cyclists, please increase crack sealing maintenance ASAP. (This condition still exists, and is of further importance to repair, make smooth, prior to the installation of the "bike improvement" special fog line side stripe. It makes NO sense to put an expensive custom stripe over bad uneven deteriorating surface. PLEASE fill cracks, repave where necessary, make SMOOTH, then put the stripe down.)
Resident	540.751 - 47.091	Topanga Canyon Road - Cross Creek Road	Not enough arrests of bicyclists blocking more than 5 cars of traffic during morning rush hour between Cross Creek and Santa Monica - horrible conditions.
Resident	54.341 - 56.851	Heathercliff Road and Trancas Canyon Road	An area of real concern regarding pedestrian safety is located between Trancas Canyon Road and Heathercliff Road (especially in summer)
Resident	54.020 - 54.341	Kanan Dume Road - Heathercliff Road	It has been over 10 years since a person was killed on the PCH and you still have not put in a sidewalk between Kanan Dume and Heathercliff Road.
Resident	52.100 - 52.848	Winding Way East - Winding Way West	Homeowners on ocean side of PCH between the Winding Ways put out orange cones to prevent parking every weekend.
Resident	50.821 - 51.671	Latigo Shores Drive - Malibu Cove Colony Drive	You could take a lot of bike traffic off PCH if you reconnected Latigo Shores Dr. with Malibu Cove Colony Dr.
Jonathan Toker - Resident	48.491 - 56.851	John Tyler Drive - Trancas Canyon Road	The pavement in the bicycle lane from Trancas all the way to John Tyler (Eastbound in particular) is uneven, bumpy and cracked due to multiple trenching, repair and construction projects where the replacement pavement is not flush with surrounding pavement. These irregularities are of no concern to cars, and may not even be noticed unless looking carefully, but cyclists on narrow high pressure tires can hit these obstacles with unpredictable results. As well, cyclists seeking to avoid dangerous pavement are most likely going to migrate into lanes used by cars. Improving the quality of the pavement in the bicycle lane will encourage cyclists to remain safely in the dedicated lane.
Malibu Surfing Association	46.541 - 47.091	Malibu Pier - Cross Creek Road	Concerned about vehicle "cycling" between the Malibu Pier and Cross Creek Rd signals to find street parking, and not paying attention to pedestrian traffic.
Anonymous - Resident	44.961 - 47.441	Carbon Canyon Road - Webb Way	Sidewalks have obstacles from Carbon Canyon to center of town including huge boxes blocking the walkway.
Public Workshop Meeting	44.961 - 46.541	Carbon Canyon Road - Malibu Pier	As a three-speed beach cruiser cyclist (slow casual/not speeding) that uses it as transportation and not exercise, it feels safer to ride on the mountain side of the road where there is sufficient space between parked cars and the white line. Sidewalk has many obstructions and beach side has no space on road. It feels safer to ride northbound and southbound on the mountain side of PCH between Malibu Pier and before Carbon Canyon Road.
Public Workshop Meeting	42.491 - 44.121	Big Rock Drive - Las Flores Canyon Road	If parking is to be permitted on PCH along the mountain side, is it possible to have flashing crosswalks
Public Workshop Meeting	42.491 - 44.121	Big Rock Drive - Las Flores Canyon Road	From Big Rock Drive to Las Flores Canyon Road, vehicles are traveling at high speeds
Resident	40.751 - 47.441	Topanga Canyon Road - Webb Way	I'm concerned about what I consider to be inadequate lighting in some sections of PCH, particularly the area between Civic Center Way and Topanga Canyon Blvd. The old "yellow lights" seem to be limited in their illumination field and I'm hoping the efficiency of LED lighting will be considered. Two pedestrian fatalities have occurred within a relatively short period of time, both while crossing PCH in the evening hours when it was dark. As I recall, the drivers in both cases said they did not see the pedestrian. That could be for various reasons, however we at least need to check for the best lighting possible on PCH.
Resident	40.751 - 47.091	Topanga Canyon Road - Cross Creek Road	High bicycle travel from Santa Monica to Cross Creek/Trancas Canyon between 7:30 and 9:30am. Decrease auto speed, add fog line between Topanga and Cross Creek, and add pavement markings with reflective material.

Resident	40.751 - 44.121	Topanga Canyon Road - Las Flores Canyon Road	We need more lighting between Topanga Canyon Road and Las Flores Canyon Road
Public Workshop Meeting	58.461	Broad Beach Road West	Remove chemical storage above grade at utility pole on southwest corner of PCH and Broad Beach Road West
Previous Study	58.461	Broad Beach Road West	Unsafe conditions at Broad Beach Rd. near the curve approaching Encinal Canyon Rd.
Previous Study	58.461	Broad Beach Road West	Visual obstructions exist when coming out of the curve heading eastbound.
Resident	57.391	Lunita Road	Just northbound of Lunita Road, cracking by surface drain intake needs sealing. This whole section of highway was rebuilt about seven years ago due to failure.
Public Workshop Meeting	56.851	Trancas Canyon Road	Need dedicated right turn lane from NB PCH onto Trancas Canyon Road
Public Workshop Meeting	56.851	Trancas Canyon Road	Need a right turn lane westbound at Trancas Canyon Road from PCH onto Trancas Canyon Road
Previous Study	56.851	Trancas Canyon Road	Bridge between Trancas Market and Escondido needs to be improved.
Resident	56.511	Guernsey Avenue	There was an accident involving a motorcycle at the intersection of Guernsey Avenue (and PCH) yesterday (Thursday, February 12th). I do not know the particulars, but consideration should be given to use center paddles which are about 1/2 the standard height when on either side of an intersection, or u-turn areas, so visibility is not impacted by the oncoming traffic. 1/2 height paddles would allow you to see oncoming traffic from further away, increasing the safety aspect. (It should be noted that approximately 160' north and south of the intersection of Guernsey Avenue and PCH, there are no paddles present.)
Resident	56.511	Guernsey Avenue	The pavement along PCH north of Guernsey Avenue needs to be redone, as it is very uneven (as seen in IMG_1150). The shoulder pavement is different than the pavement that the vehicles drive on.
Public Workshop Meeting	56.511	Guernsey Avenue	At PCH and Guernsey Avenue, re-engineer storm drain in intersection and properly contour pavement
Resident	56.511	Guernsey Avenue	A traffic signal should be installed at Guernsey and PCH. Currently very dangerous to allow u-turns there. People make u-turns for parking spaces as well as for turning into Trancas market. If it's too expensive for a traffic signal, eliminate u-turns at that intersection. Lots of school traffic and kids.
Previous Study	56.511	Guernsey Avenue	From PCH turning left onto Guernsey Ave., paddles in median need to be shorter because current height blocks the view of traffic.
Resident	55.65	Morning View Drive	The signage along PCH in this section along the shoulder closest to the ocean needs to be replaced. The signs are either vandalized, missing, or the posts are bent.
Resident	55.65	Morning View Drive	I have been told by a resident that a sign is missing to the south of drive of 30065 Pacific Coast Highway (775' northwest of the intersection of Morning View Dr and PCH). It is a no parking any time with arrow sign pointing towards the driveway. It needs to be there to provide deceleration area into the drive and restrict parking in the drive. Please reinstall.
Resident	55.65	Morning View Drive	Clover Heights behind the high school with children walking to school and cars racing down Clover Heights is a death zone every afternoon from 2 to 5 and Saturday mornings and yet no speed bumps, no traffic officers. Another death zone.
Previous Study	55.65	Morning View Drive	There are people running across PCH all day long in both directions.
Previous Study	55.091	Busch Drive	Parking across Zuma Beach is always a concern. Perhaps adding more lanes to the parking lot to improve traffic flow.
Previous Study	55.091	Busch Drive	Underpass to Zuma Beach lot is closed sometimes due to flooding, need better signage, existing sign is hidden behind telephone pole.
Resident	55.091	Busch Drive	Various signs found near Busch Drive are missing, damaged, or bent and need to be replaced. There are also several No Parking signs northbound of Busch and Morning View Drive that need reinstallation, replacement, and straightening, see pictures and location numbers.
Public Workshop Meeting	55.091	Busch Drive	Busch Drive and Westward Beach are two of the highest incidents of accidents in West Malibu, but only a signal is present at Busch. Throw in Bonsall Dr. and you have a mess with lots of different turning movements. It's spaghetti!!!

Resident	55.091	Busch Drive	The eastbound shoulder of the bridge at Zuma (Busch Dr.) should be a "no parking" segment. Frequently one or two cars park just before the current no parking sign, basically blocking the bike lane and causing cyclists to veer into car lanes to avoid rear-ending the parked car(s).
Public Workshop Meeting	54.911	Westward Beach Road/ Bonsall Road	Busch Drive and Westward Beach are two of the highest incidents of accidents in West Malibu, but only a signal is present at Busch. Throw in Bonsall Dr. and you have a mess with lots of different turning movements. It's spaghetti!!
Resident	54.911	Westward Beach Road/ Bonsall Road	The right turn heading north onto Bonsall Avenue is very dangerous. There is no place for workers or walkers on Bonsall to walk and they walk on the wrong side of the road by PCH.
Resident	54.911	Westward Beach Road/ Bonsall Road	Signs should be posted to park to the right near the intersection of PCH and Bonsall Road
Previous Study	54.911	Westward Beach Road/ Bonsall Road	High level of accident rates at Bonsall and Westward Beach intersection, left turns should not be allowed.
Public Workshop Meeting	54.341	Heathercliff Road	Increase the WBL turn storage bay length onto Heathercliff Road by five car lengths (a car length is ~20', so 100' total)
Resident	54.341	Heathercliff Road	When cars are forced to park on the PCH like at Heathercliff Road, you force people to walk in the street as there are no sidewalks. You are just asking for these people to die. You must put in sidewalks if you are making people park on the PCH or the city must acquire land for additional parking and restroom services.
Resident	54.341	Heathercliff Road	Also, Pacific Coast Highway has cracking downhill, westbound, west past Heathercliff about 1/3 downgrade. (This has existed and gotten worse since the greater shoulder damage was repaved, maybe a year ago. I can take a picture if necessary, but the condition is obvious. Also at the bottom of the hill grade, as I have reported many times previously, the shoulder is also very dangerous, thin, rough, and as it intersects with Bonsall Road. As I have reported, I have almost been hit here twice, and I am aware of the danger, but some cyclists are not. I mention this again, as several cyclists mentioned this section to me recently as a highly dangerous section. Please improve ASAP. Any surface resulting must be smooth, as when you are going 30 mph and get pushed to the side on any existing shoulder, the speed compounds seemingly small surface imperfections to a rougher higher risk condition. This request is probably the most complex and costly to fix.)
Public Workshop Meeting	54.341	Heathercliff Road	Lower speed caution lights before lights (signal at intersection).
Public Workshop Meeting	54.111	Cavalleri Road/Portshead Road	Caution lights should be placed at this intersection
Public Workshop Meeting	54.111	Cavalleri Road/Portshead Road	There should be no SBL turn at the intersection of PCH and Cavalleri Road/Portshead Road
Public Workshop Meeting	54.111	Cavalleri Road/Portshead Road	Align Portshead Rd with Cavalleri Rd as condition of vacant lot development
Resident	54.111	Cavalleri Road/Portshead Road	There is bad surface deterioration by Portshead, I mentioned this to Gus at the last PCH task force, please repair.
Public Workshop Meeting	54.02	Kanan Dume Road	Terrible signage coming down Kanan Dume Rd - multiple cars have landed in gravel pit (in the median) due to bad signage.
Resident	54.02	Kanan Dume Road	Drivers often illegally turn across double yellow lines (east of Kanan).
Public Workshop Meeting	54.02	Kanan Dume Road	Restripe for EBL u-turns as required for a sufficient radius at the intersecion of Kanan Dume Road and PCH
Public Workshop Meeting	54.02	Kanan Dume Road	The lane going up Kanan Dume Road is too narrow.
Public Workshop Meeting	53.671	Zumirez Drive	Need barrier at the median that is found in front of the alley road just west of Zumirez Drive on PCH - cars from condo alleys cross double double yellow line to go east on PCH, many near misses
Previous Study	53.031	Paradise Cove Road	Many people crossing PCH during lunchtime and weekends.
Previous Study	53.031	Paradise Cove Road	Lighting at night at this intersection is an issue.
Previous Study	53.031	Paradise Cove Road	Should be a "don't block the intersection" sign.

Resident	53.031	Paradise Cove Road	When there are very busy weekends at the Paradise Cove Beach Café, the need for optimizing the shoulder width becomes evident. Great improvement has been made here in the last few years, but please keep the brush, rocks, and growth cut and cleared back as far back as possible on the land side (and also just to the south on the ocean side) so people can park as far as possible to the right, even opening their car doors and exiting to the right over a curb if such exists. Thank you.
Resident	53.031	Paradise Cove Road	An area of real concern regarding pedestrian safety is located in the Paradise Cove area (especially in summer)
Resident	53.031	Paradise Cove Road	Too many pedestrians jaywalking at Paradise Cove, and too many pedestrians parked and walking on shoulder of PCH at this venue.
Resident	53.031	Paradise Cove Road	When cars are forced to park on the PCH like at Paradise Cove, you force people to walk in the street as there are no sidewalks. You are just asking for these people to die. You must put in sidewalks if you are making people park on the PCH or the city must acquire land for additional parking and restroom services.
Resident	53.031	Paradise Cove Road	We need more lights and accessible, cheap parking near major attractions like Paradise Cove.
Public Workshop Meeting	53.031	Paradise Cove Road	At Paradise Cove police are not charging for walking and thus has a lot more people drinking, leaving the beach, and entering PCH
Public Workshop Meeting	53.031	Paradise Cove Road	Concerned about alcohol abuse at Paradise Cove
Public Workshop Meeting	53.031	Paradise Cove Road	Homeowners on ocean side of PCH near Paradise Cove Road put out orange cones to prevent parking.
Public Workshop Meeting	53.031	Paradise Cove Road	Revoke Paradise Cove Beach Café liquor license and ban alcohol on beach
Public Workshop Meeting	52.1	Winding Way East	Park as far right as possible signs should be installed near here.
Resident	52.1	Winding Way East	Signs should be posted to park to the right near the intersection of PCH and Winding Way East
Resident	52.1	Winding Way East	Wider bike lanes, especially near Winding Way, and to enforce drivers to park cars as far right as possible.
Resident	52.04	Geoffrey's Malibu	Too many pedestrians jaywalking at Geoffrey's Malibu, and too many pedestrians parked and walking on shoulder of PCH at this venue.
Resident	52.04	Geoffrey's Malibu	When cars are forced to park on the PCH like at Geoffrey's Malibu, you force people to walk in the street as there are no sidewalks. You are just asking for these people to die. You must put in sidewalks if you are making people park on the PCH or the city must acquire land for additional parking and restroom services.
Public Workshop Meeting	51.9	Meadows Court	Push back the hillside in the eastern shoulder
Public Workshop Meeting	51.801	Escondido Beach Road	At the intersection of PCH and Escondido Beach Road, increase the storage bay length of WBL into Malibu Cove Colony Drive
Resident	51.671	Via Escondido/Malibu Cove Colony Drive	The only police presence is at the bottom of inclines like Malibu Cove Colony Road and PCH. This doesn't promote safety of PCH but provides revenue from expensive tickets. Signs at the bottom of inclines alerting drivers to check speed would be beneficial. Law enforcement should be out patrolling the PCH!
Resident	51.071	Latigo Canyon Road	The only police presence is at the bottom of inclines like Latigo Canyon Road and PCH. This doesn't promote safety of PCH but provides revenue from expensive tickets. Signs at the bottom of inclines alerting drivers to check speed would be beneficial. Law enforcement should be out patrolling the PCH!
Public Workshop Meeting	51.071	Latigo Canyon Road	Speed flash signs found near Latigo Canyon Road should not flash when one is NOT speeding
Public Workshop Meeting	51.071	Latigo Canyon Road	Do NOT add a signal at Latigo Canyon Road and PCH
Resident	51.071	Latigo Canyon Road	At PCH and Latigo Cyn Rd, there should be a merge lane on PCH for vehicles turning east from Latigo. Currently, both sides of PCH need to be clear in order to safely make the left turn, since left turning cars directly enter eastbound traffic, which can be moving quickly downhill. A merge lane would allow left-turning vehicles to make the turn more safely in two stages.
Public Workshop Meeting	51.071	Latigo Canyon Road	Allow u-turns at Latigo Canyon Road and PCH

Resident	49.961	Malibu Seafood	An area of real concern regarding pedestrian safety is located in the Malibu Seafood area (especially in summer)
Resident	49.961	Malibu Seafood	Too many pedestrians jaywalking at Malibu Seafood, and too many pedestrians parked and walking on shoulder of PCH at this venue.
Resident	49.961	Malibu Seafood	Underground tunnels or overhead passages in heavily crossed area (near Malibu Seafood)
Resident	49.961	Malibu Seafood	Open up underpass or build overpass at Malibu Seafood.
Resident	49.961	Malibu Seafood	A pedestrian underpass is needed near Malibu Seafood, this could save lives.
Public Workshop Meeting	49.961	Malibu Seafood	Install an underpass below the bridge just east of Malibu Seafood.
Public Workshop Meeting	49.961	Malibu Seafood	If Caltrans could be talked into clearing the existing Corral underpass and putting signs out, it would help with the pedestrian issue
Public Workshop Meeting	49.961	Malibu Seafood	They should have an overpass for pedestrians to cross Pacific Coast Highway safely
Previous Study	49.961	Malibu Seafood	Malibu Seafood is a dangerous area. Lack of safety lights is hazardous to pedestrians.
Resident	49.89	Corral Canyon Road	Corral Canyon is being overrun with illegal parking every weekend.
Public Workshop Meeting	49.89	Corral Canyon Road	There's no right turn lane leading into the Ranch Restaurant entrance located nearby. The Ranch Restaurant entrance and westbound through lane that leads from PCH are both used - a disaster waiting to happen.
Public Workshop Meeting	49.89	Corral Canyon Road	Allow u-turns at Corral Canyon Road and PCH for EBL movements
Public Workshop Meeting	48.491	John Tyler Drive	At the southern driveway located 1100' west of the intersection of John Tyler Drive and PCH, a new left turn that services only one house was just added last week. It's dangerous.
Public Workshop Meeting	48.491	John Tyler Drive	Allow u-turns at the intersection of John Tyler Drive and PCH for EBL turn vehicles
Public Workshop Meeting	48.491	John Tyler Drive	Prohibit curbside parking on traffic signal loop detectors found on PCH, or widen John Tyler Drive by 8' for parking
Resident	47.651	Ralph's, west of Webb Way	The only police presence is at the bottom of inclines like east PCH at Ralph's. This doesn't promote safety of PCH but provides revenue from expensive tickets. Signs at the bottom of inclines alerting drivers to check speed would be beneficial. Law enforcement should be out patrolling the PCH!
Resident	47.441	Webb Way	Eastbound on PCH, extend the left turn lane on to Webb Way to the west past the exit from the driveway from Ralph's Market.
Public Workshop Meeting	47.441	Webb Way	Increase the WBL turn storage bay length onto Webb Way by 100' or more
Public Workshop Meeting	47.441	Webb Way	Increase the length of the EBL PCH left turn lane into Webb Way
Resident	47.441	Webb Way	Lower the speed limit to 40 mph south of City Hall and synchronize the lights so that traffic flows more efficiently but at a lower speed.
Resident	47.441	Webb Way	Traffic backs up in summer at Webb Way signal. City needs to adjust timing.
Resident	47.441	Webb Way	Going north on Webb Way across PCH from Malibu Road, make both lanes available to left turns because there are major backups that spill back onto Malibu Road that this change would help eliminate
Public Workshop Meeting	47.441	Webb Way	Add a left turn green arrow (vehicular head) to signal phase of northbound Webb Way
Public Workshop Meeting	47.441	Webb Way	Webb Way needs a 6th lane northbound
Public Workshop Meeting	47.091	Cross Creek Road	Increase the EBL storage bay length at the intersection of PCH and Cross Creek Road
Resident	47.091	Cross Creek Road	Traffic backs up in summer at Cross Creek Road signal. City needs to adjust timing.
Public Workshop Meeting	47.091	Cross Creek Road	Need a right turn lane westbound into Cross Creek Road from PCH
Public Workshop Meeting	47.091	Cross Creek Road	Retime the traffic lights at this intersection to flow with the <u>HEAVY TRAFFIC</u> - a nightmare in the summer
Public Workshop Meeting	47.091	Cross Creek Road	There is not enough parking for the area along PCH, to the east of Cross Creek Road (but west of Serra Road)
Previous Study	47.091	Cross Creek Road	Not enough parking in Cross Creek area.

Public Workshop Meeting	46.811	Serra Road	Need a light for left turns at the intersection of PCH and Serra Road
Resident	46.541	Malibu Pier	Across from Malibu Pier, there's an issue heading south and making a left turn into Casa Escobar. The left turn phase is timed after pedestrians have crossed PCH and impede the turn by crossing the driveway into Casa Escobar.
Public Workshop Meeting	46.541	Malibu Pier	Valet parking right off of PCH is extremely dangerous, and is found along V's Restaurant and Bar
Malibu Surfing Association	46.541	Malibu Pier	Area surrounding Malibu Pier has significant pedestrian flow during summer months OUTSIDE OF THE CROSSWALK north and south across PCH.
Public Workshop Meeting	46.541	Malibu Pier	There are too many pedestrians jaywalking across PCH here- there's not enough parking for the area
Previous Study	46.541	Malibu Pier	Not enough parking in Malibu Beach Inn area.
Public Workshop Meeting	45.941	Pacific Coast Greens	Trying to make a right turn from Pacific Coast Greens or any other location along the northern side of PCH where shops and restaurants are located onto PCH is dangerous. Looking left, you cannot see traffic because of parked cars. If there were a red curb to the left that were enough to fit ONE car, you could turn right onto PCH and use a rear view mirror to know when it's safe to merge into traffic.
Resident	45.911	Carbon Canyon Road - Malibu Pier	There is a pothole in the #2 lane southbound by 22548 Pacific Coast Highway.
Public Workshop Meeting	45.841	Carbon Canyon Road - Malibu Pier	At the uncontrolled crosswalk in-between the two controlled crosswalks of McDonald's and Busch Realty, the warning lights should be changed to being controlled with a button crosswalk (HAWK signal)
Previous Study	45.841	Carbon Canyon Road	Horizontal curve on PCH at Carbon Canyon Rd. is sharp and does not have warning signs
Previous Study	44.841	Rambla Vista West	Clear line of sight is not available for left turning vehicles from Rambla Vista (W) onto PCH
Resident	44.471	La Costa Crosswalk	Crosswalk at La Costa is an issue.
Previous Study	44.471	La Costa Crosswalk	No indications that the crosswalk is present, insufficient advanced signing is obstructed by poles, wires, and other street furniture
Previous Study	44.471	La Costa Crosswalk	La Costa Beach Club is missing stop signs, bright lines to slow traffic
Public Workshop Meeting	44.261	Rambla Vista East	Garbage trucks collect garbage in East Malibu on Thursday mornings during rush hour. There are multiple trucks making multiple stops in the #2 lane or the lane closest to the shoulder. This impedes traffic at the wrong time. Have garbage collected during non-rush hour times.
Previous Study	44.261	Rambla Vista East	Access to commercial us is too close to intersections of Rambla Pacifico and Rambla Vista, outbound access has no signage
Resident	44.171	Rambla Pacifico	At the Rambla Pacifico signal, when you exit the gas station and want to drive north into the strip mall there is no signal allowing you to easily do this movement.
Resident	44.121	Las Flores Canyon Road	Visual obstructions exist in the curve near Duke's.
Previous Study	44.121	Las Flores Canyon Road	Crosswalk timing is not long enough for pedestrians crossing at intersection.
Public Workshop Meeting	43.781	Big Rock Drive - Las Flores Canyon Road	There are too many bikes in the morning with parked cars. This was found near 20920 Pacific Coast Highway.
Public Workshop Meeting	43.711	Big Rock Drive - Las Flores Canyon Road	The striping has been moved closer to the homes by 2.5'- it's legal but not good. This was found near 20852 Pacific Coast Highway.
Resident	43.065	Moonshadow's Restaurant	Moonshadow's is a concern. Pedestrians frequently cross PCH here and are hard to see.
Malibu Surfing Association	43.065	Moonshadow's Restaurant	Area surrounding Moonshadow's Restaurant has significant pedestrian flow during summer months OUTSIDE OF THE CROSSWALK north and south across PCH.
Jane Fileff - Resident	43.065	Moonshadow's Restaurant	Too many pedestrians jaywalking at Moonshadow's, and too many pedestrians parked and walking on shoulder of PCH at this venue.
Public Workshop Meeting	43.065	Moonshadow's Restaurant	There is too much jaywalking near Moonshadow's Restaurant

Resident	43.065	Moonshadow's Restaurant	A burned-out street light was listed as a factor in the death of a pedestrian crossing the street near Moonshadows in 2013. The lights need not be the brightest, and the city can install directed lights that will not shine much beyond the highway itself. Focused highway lighting has to be part of the plan to reduce pedestrian fatalities.
Public Workshop Meeting	43.065	Moonshadow's Restaurant	No parking please at the shoulder closest to the mountain on PCH, in front of Moonshadow's Restaurant
Previous Study	43.065	Moonshadow's Restaurant	People make u-turns looking for parking for Moonshadow's
Previous Study	43.065	Moonshadow's Restaurant	Moonshadow's is dangerous due to lack of activated crosswalks and results in safety hazard for pedestrians.
Resident	43.065	Moonshadow's Restaurant	Businesses like Moonshadows should be required to add lighting and other safety features, or parking should not be permitted at night.
Public Workshop Meeting	43.061	Big Rock Drive - Las Flores Canyon Road	In front of house 20644 Pacific Coast Highway, there is a dip that is unsafe at high speeds
Resident	42.491	Big Rock Drive	At Big Rock, there needs to be a better place to pick up kids from school bus. Bus stop is currently in the road. Should not be able to park near/at commercial shops.
Previous Study	42.491	Big Rock Drive	Protected left turn signal needed in the eastbound direction along PCH
Previous Study	42.491	Big Rock Drive	Crosswalk timing is not long enough for pedestrians crossing at intersection.
Public Workshop Meeting	41.361	Tuna Canyon Road	You may have missed a pedestrian fatality at Tuna Canyon Rd and PCH
Previous Study	41.361	Tuna Canyon Road	One of several locations where trash trucks stop in the eastbound travel lane in the morning when visibility is low due to fog.
Resident	40.751	Topanga Canyon Road	At Topanga, people driving north/westbound to make right turns on red when drivers heading south/eastbound have a green turning arrow. There should be a red arrow for northbound traffic.