

# APPENDIX C

## RECOMMENDED PROJECTS LISTINGS

## **APPENDIX C – TABLE 1**

### **RECOMMENDED PROJECTS BY LOCATION**

## Table 1. Recommended Projects by Location

Project ID	Location	Milepost	Project Description	Justification/Support
1	Corridorwide	n/a	Increase law enforcement efforts for vehicles traveling over speed limit	High travel speeds have been observed in field, public comments to see more enforcement along the corridor
2	Corridorwide	n/a	Detailed evaluation of beach parking areas to determine if additional off-street parking can be achieved	High beach parking demand along the PCH corridor creates pedestrian crossing safety issues, pedestrian fatalities have been reported in these areas
3	Corridorwide	n/a	Create bicycle hotline to report roadway deficiencies	Public comments have expressed concern with current physical conditions along PCH's travel lane edge and shoulders, existing bike route has several deficiencies
4	Corridorwide	n/a	Replace blue side-street name signs that intersect PCH with larger letter, more visible signs. Also consider advance street name signs at prominent intersections.	Public comments have expressed concern about vehicles slowing down abruptly on PCH to locate streets, this project will better identify those streets, especially for those infrequent drivers who are unfamiliar with the area
5	Corridorwide	n/a	Increase distance to advance detection to meet spacing requirements for prevailing speeds to reduce acceleration needed to stop	Detector loops are too close to intersections for effective high speed braking and contributes to high frequency of rear-end collisions
6	Corridorwide	n/a	Upgrade stripe width to 6-inch standard bike lane stripe. Provide bike lane markings where parking is prohibited. An 8-inch stripe, as used for turn lane striping, may also be considered. Do not designate as bike lane unless parking prohibited or width allows room for bikes and parking	Limited applications of wide edge lines have shown safety benefits for run off the road and impaired driver conditions
7	Corridorwide	n/a	In general, modify striping of right turn lanes on PCH and replace with a wider edge line and skip striping approaching intersections	Increases awareness of existing bike route and improves driver expectancy of bicyclists being present throughout PCH corridor
8	John Tyler Dr. to Topanga Canyon Rd.	48.491 - 40.769	Install communication between signals and connect signals back to Caltrans TMC. Develop and implement timing plans. Outdated signal coordination plans need to be optimized with appropriate cycle lengths and time-based schedule for proper traveling speeds and to generate reasonable gaps for cross streets and driveways. Review and update timing settings including Max2 and Max3. Consider deployment of state-of-the-art adaptive timing system to develop optimized timing plans based upon real time traffic conditions. Insure that the adaptive system is compatible with a high volume arterial.	Traffic signals are not fully interconnected and do not communicate with a central master system. Technicians must travel to the field to make timing changes or research simple issues. The system does not provide timing plans for all frequently occurring situations, including summer and weekend plans
9	Webb Way to Las Flores Canyon Rd.	47-441 - 44.151	Evaluate vehicle speeds to determine if lower speed limit is warranted	Past speed surveys for this area indicate a lower speed limit may be warranted, strong public interest for motorists to slow down through this area, slower speeds reduce the severity of collisions, engineering and traffic survey does not appear to take speed samples especially between pier and Carbon Canyon where observed speeds are slower
10	Trancas Canyon Rd. to Paradise Cove Rd.	55.650 - 52.162	Provide interconnected signal system. Develop timing plans for weekday and weekend periods. Implement timing plans based on time of day or in response to frequently occurring traffic patterns.	Traffic signals are not fully interconnected and do not communicate with a central master system. Technicians must travel to the field to make timing changes or research simple issues. The system does not provide timing plans for all frequently occurring situations, including summer weekend plans
11	Corridorwide	n/a	Install post delineators on outside of curves north of John Tyler Drive where feasible, per Caltrans standard spacing guidelines, especially where adjacent land is undeveloped or installation of delineators is well suited.	Roadway is dark and difficult to follow the alignment at night for persons with low vision, delineators increase effectiveness of headlights at night without requiring new light fixtures.
12	Decker Canyon Rd.	59.901	Evaluate intersection modification to a one- or two-lane roundabout. A one-lane roundabout could possibly provide space for additional parking.	A roundabout will likely slow motorists and increase visibility for pedestrians, a pedestrian fatality was reported at this location
13	Decker Canyon Rd.	59.901	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Decker Canyon Rd.	Reduces potential for right turn vehicle to cut off bicycles
14	El Pescador Beach Rd.	58.856	Provide street light at beach access	Heavy on-street parking in this area for beach access, this project will improve pedestrian visibility at night

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15	El Pescador Beach Rd.	58.856	Consider restriping to widen shoulders by narrowing lanes to permit parking and provide buffer area.	Cars frequently park on shoulder with no buffer for pedestrians or bikes which presents major safety issues, Narrowing lanes to 11 eleven feet in this area will likely slow motorists and increase pedestrian safety
16	La Piedra Beach Rd.	58.901	Consider restriping to widen shoulders by narrowing lanes to permit parking and provide buffer area.	Cars frequently park on shoulder with no buffer for pedestrians or bikes which presents major safety issues, Narrowing lanes to 11 eleven feet in this area will likely slow motorists and increase pedestrian safety
17	Encinal Canyon Rd.	59.401	Install street light at intersection	Heavy on-street parking with pedestrian activity in this area, this project will improve pedestrian visibility at night
18	Encinal Canyon Rd.	59.401	Restripe northbound right-turn lane as a full shoulder with a dashed bike stripe	Reduces potential for right turn collision with bike and allows bike to legally stay in shoulder
19	Encinal Canyon Rd.	59.401	Consider realignment of Encinal Canyon Road to intersect with La Piedra Beach Rd. Also consider roundabout control for new aligned intersection	Two intersections within close distance of each other, a more traditional four-leg intersection may be safer, however, may not be feasible with existing terrain and will require further study
20	El Matador Beach Rd.	58.848	Provide street light at beach access	Heavy on-street parking in this area for beach access, this project will improve pedestrian visibility at night
21	El Matador Beach Rd.	58.848	Consider restriping to widen shoulders surrounding El Matador Beach area by narrowing lanes to permit parking and provide buffer area	Cars frequently park on shoulder with no buffer for pedestrians or bikes which presents major safety issues, Narrowing lanes to 11 eleven feet in this area will likely slow motorists and increase pedestrian safety
22	El Matador Beach	58.848	Consider possibility to enlarge parking lot	Enlarging parking lot may reduce need for on-street parking and pedestrians walking along and crossing PCH
23	Broad Beach Rd. North to Trancas Canyon Rd.	58.461 - 56.851	Consider extruded concrete median where median is less than 10 feet wide	Existing striped median reduces to 4 to 6 feet which is already not wide enough for a vehicle, this project will reduce the number of collisions crossing the median
24	Lunita Rd.	57.391	Install street light at intersection	Heavy on-street parking with pedestrian activity in this area, this project will improve pedestrian visibility at night
25	Lunita Rd.	57.391	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Lunita Rd.	Public comments express concern to add a right turn lane at this intersection, collision reported with bicycle and right turning vehicle, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone
26	Trancas Canyon Rd.	56.851	Modify signal phasing to allow left turns onto Trancas from PCH when crosswalk is active	Signal phase now conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity
27	Trancas Canyon Rd.	56.851	Construct northbound right-turn lane and bike channel onto Trancas Canyon Rd., consider installation of right turn arrow for heavy movement	Heavy right-turn demand exists at this intersection, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone, may decrease rear-end collisions
28	Trancas Canyon Rd.	56.851	Construct ADA compliant sidewalk and ramps on the inland side for the length of the shopping center and reconstruct inland side driveway to provide appropriate deceleration area	Poor access to nearby bus stops presents pedestrian safety issues
29	Trancas Canyon Rd.	56.851	Reconstruct driveway to provide appropriate deceleration area	This project will provide separate right turning vehicles from through traffic in high speed zone, may decrease rear-end collisions
30	Trancas Canyon Rd.	56.851	Provide a sidewalk from shopping center and construct new pedestrian underpass crossing to beach	Many pedestrians currently walk from Trancas Canyon Rd signal to Zuma Beach along ocean side along shoulder which presents a safety issue, this project will provide separation from vehicles and ADA-compliant access to beach area
31	Guernsey Avenue	56.511	Provide street light at intersection	Heavy on-street parking with pedestrian activity in this beach access area, this project will improve pedestrian visibility at night

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32	Zuma Beach area	55.612	Construct raised medians in areas where double-yellow lines exist in the vicinity of Zuma Beach, especially where yellow posts are currently installed	Vehicles currently make illegal u-turns and pedestrians cross PCH regularly, project will likely reduce collisions crossing the median and force pedestrians to cross at designated crosswalks, Department of Beaches and Harbors are in favor of this project approach
33	Morning View Dr.	55.650	Extend right turn lane from PCH onto Morning View Dr., consider installing a right turn arrow for this heavy movement	A right turn lane was recently added to the intersection, however the right turning vehicles still create a queue that is longer than the lane and blocks the through traffic, especially during school hours, public is supportive of project
34	Busch Dr.	55.041	Construct fourth leg of intersection to provide direct access to Zuma Beach and connection across creek to Westward Beach Rd. Permits elimination of existing northbound left-turn lane from PCH to Westward Beach and allows restoration of shoulder on inland side of PCH near Bonsall Dr.	Relieve congestion on PCH in high collision area, especially when heavy beach demand exists, improved exit for Zuma Beach, improved exit for Westward Beach. Restores inland shoulder, may require some adjustments to Zuma Beach parking lot
35	610' east of Westward Beach Rd./Bonsall Dr.	54.791	Shift roadway alignment and construct shoulder on inland side from 610' east of Westward Beach to Zuma Beach access overpass by eliminating the center turning lanes	No shoulder currently exists on inland side, forcing bicyclists into travel lane approaching bottom of hill, project eliminates confusing left-turn striping for motorists and may reduce high frequency of collisions
36	Bonsall Dr.	54.911	If shifting alignment is not possible, convert intersection approach to a right-in, right-out only and trim back vegetation to improve motorists sight distance towards the south. Restripe PCH to restore inland shoulder	Low cost alternative to other measures at this site. Others provide greater benefits, but may not be feasible to due environmental impacts
37	Heathercliff Rd.	54.341	Increase the storage length of NBL turns from PCH onto Heathercliff Road by 100' from 230' to 330'	Project extends WB LT lane to increase storage and reduce spillback for heavy left turning traffic, safety measure to reduce rear-end crashes, public has commented in support of this project
38	Heathercliff Rd.	54.341	Relocate crosswalk to other side of intersection and rephase signal for pedestrian movements	Removes existing pedestrian-vehicle conflict while left-turning traffic is permitted, increases pedestrian safety in a very heavy pedestrian area along PCH
39	Heathercliff Rd.	54.341	Widen right turn lane to allow dashed bike stripe	Public comments have expressed support of marking bike lanes along route, this project increases consistency and awareness of bike route along PCH corridor
40	Kanan Dume Rd.	54.020	Modify signal phasing at intersection to allow more time for the left-turn onto Kanan Dume Rd.	Long queues observed in left-turn lane as it can back up past next signal at Heathercliff and part way down to Zuma beach, this safety measure reduces spillback which can cause rear-end collisions
41	Kanan Dume Rd. to Latigo Canyon Rd.	54.020 - 51.061	Install permanent raised median in the double-yellow areas, and where enough width exists, consider landscaped medians	Decreases opportunity for vehicles to cross median and cause severe collisions, forces pedestrians to cross at designated crosswalks in heavy pedestrian areas
42	300' east of Kanan Dume Rd.	54.000	Move existing bus stop to Kanan Dume Rd. intersection and provide sidewalk and ADA ramps to accommodate pedestrians	Increases pedestrian safety by not forcing pedestrians to walk along PCH for an extended length
43	Zumirez Dr.	53.671	Restripe Zumirez signal to restore shoulder to inland side by narrowing travel lanes, removing the wide median nose stripe, maintain right turn lane	A slight reduction in lane width will provide a full shoulder that serves as a buffer for bicyclists and pedestrians in addition to safe refuge area for motorists, this provides improved consistency along the PCH corridor
44	820' east of Zumirez Dr. (Pointe Malibu)	53.511	Restripe deceleration and acceleration lanes to full shoulders	Eliminates attempt for vehicles to merge and cross in front of cyclists, reducing opportunity for bike-vehicle collision, this provides improved consistency along the PCH corridor
45	330' west of Paradise Cove Rd.	52.222	Relocate bus stop to intersection of Paradise Cove Rd.	Increases pedestrian safety by not forcing pedestrians to walk along PCH for an extended length, increases visibility of pedestrians to motorists

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Project ID	Location	Milepost	Project Description	Justification/Support
46	Paradise Cove Rd.	52.162	Construct raised median within 500 feet of intersection in both directions wherever a double-double yellow line exists and extend northbound left-turn lane by 100 feet	Decreases opportunity for vehicles to cross median and cause severe collisions, forces pedestrians to cross at designated crosswalks in heavy pedestrian areas
47	Paradise Cove Rd.	52.162	Widen shoulder on inland side to 12 feet within 500 feet of intersection in both directions, construct 5 foot wide sidewalk behind seven foot shoulder at intersection	Extremely heavy on-street parking and pedestrian area, pedestrians currently have no buffer between parked vehicles and PCH traffic
48	Paradise Cove Rd.	52.162	Modify signal phasing to eliminate pedestrian-vehicle conflict for northbound vehicles turning left onto PCH	Signal phase now conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity
49	Paradise Cove Rd.	52.162	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Paradise Cove Rd.	this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone, also increases awareness of bicyclists along PCH corridor
50	470' west of Escondido Beach Road / Malibu Cove Colony Drive	51.890	Construct a permanent raised median in the double-yellow area before and after Geoffreys's for approximately 1800 feet.	Heavy parking on both side of street and pedestrians crossing PCH, vehicles make illegal u-turns, this will force pedestrians to cross at defined locations and potentially reduce rear end collisions due to abrupt stopping in area
51	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Increase the storage length of NBL turns from PCH onto Malibu Cove Colony Drive by 100' from 110' to 210'	Project will increase storage and reduce spillback for heavy left turning traffic, safety measure to reduce rear-end crashes
52	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Install street light at intersection on inland side	Increases pedestrian visibility at night as beach access is nearby
53	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Install pedestrian crossing sign and flashers	Heavy on-street parking and beach activity at this intersection as well as bus stops, increases pedestrian visibility and awareness to motorists
54	Latigo Canyon Drive	51.061	Provide street light at intersection	Increases pedestrian visibility at night as beach access is nearby
55	Latigo Canyon Drive	51.061	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Latigo Canyon Dr.	Public comments express concern to add a right turn lane at this intersection, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone
56	Latigo Shores Drive / Seagull Way	50.801	Provide street light at intersection	Increases pedestrian visibility at night as beach access is nearby
57	Latigo Shores Drive / Seagull Way	50.801	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Latigo Shores Dr.	Public comments express concern to add a right turn lane at this intersection, collision reported with bicycle and right turning vehicle, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone
58	Corral Canyon Rd. to Puerco Canyon Rd.	50.391 - 49.311	Widen shoulder on inland side where parking occupies the entire shoulder. Reconstruct the median to provide full height curb. Opportunity to narrow median and increase shoulder width is possible.	Many of the existing medians in the area have almost zero height curb because of numerous overlays, this project will reduce the opportunity for vehicles to cross into oncoming traffic, recent fatality in this section of PCH
59	Corral Canyon Rd. to Beach Access	49.961	Construct complete pedestrian walkway on ocean side from Corral Canyon Rd. signal to beach property	Heavy pedestrian traffic in this area, public comments have expressed the need for an improved pedestrian route to beach access, will provide buffer for pedestrians
60	Malibu Seafood	49.961	Construct a new pedestrian underpass crossing in the close vicinity of Malibu Seafood	Many pedestrians currently cross PCH in this areato access the beach which presents an extremely dangerous condition, this project will provide separation from vehicles and ADA-compliant access to beach area
61	Puerco Canyon Road	49.311	Restripe right-turn lane on inland side with a shoulder	Increases bicycle safety because it removes the crossing conflict with vehicles, improves driver expectancy throughout PCH corridor
62	John Tyler Dr.	48.491	Remove obstruction (median curb) in crosswalk for both the east and west legs	Increases pedestrian safety by eliminating tripping hazard
63	John Tyler Dr.	48.491	Modify signal to provide protected left-turn phase to turn onto John Tyler from PCH	Numerous left and u-turn collisions at this location, will provide safer way to turn left onto John Tyler

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Project ID	Location	Milepost	Project Description	Justification/Support
64	John Tyler Dr.	48.491	Eliminate conflict with turning vehicles through crosswalk	Signal phase currently conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity
65	John Tyler Dr.	48.491	Construct ADA sidewalk to connect west side crosswalk to bus pad on both sides of PCH	Increases pedestrian safety to access bus stops
66	John Tyler Dr.	48.491	Widen right turn lane to allow dashed bike stripe	Public comments have expressed support of marking bike lanes along route, this project increases consistency and awareness of bike route along PCH corridor
67	John Tyler Dr.	48.491	Restripe to eliminate right turn from center lane. Double right turn through crosswalk is not justified by right turn volume	Current dual rights interfere with pedestrians crossing PCH
68	John Tyler Dr.	48.491	Restripe the acceleration lane on the inland side as a full shoulder	Current striping induces motorists to merge into heavy traffic and creates a merging conflict with bicyclists, this will reduce the opportunities for bike and sideswipe collisions
69	Malibu Canyon Rd.	48.171	Restore shoulder stripe west of the intersection	Current striping induces motorists to merge into heavy traffic which may cause rear end collisions and also conflicts with bicyclists traveling along PCH
70	Malibu Canyon Rd.	48.171	Reconstruct crosswalk ramps to ADA standards at northbound inland corner	Increases pedestrian safety to cross PCH
71	Malibu Canyon Rd.	48.171	Install bus stop on PCH	Provides local access to bus instead of forcing pedestrians to walk along PCH to a bus stop further away
72	Malibu Canyon Rd.	48.171	Provide ADA access from intersection to City Park	Increases pedestrian safety to access public park
73	Malibu Canyon Rd.	48.171	Shorten right-turn lane approaching intersection based upon queueing needs	Current right-turn lane is approximately 500 feet, this project will allow shoulder and bike lane to extend to within approximately 200 feet of the intersection for safer travel along PCH
74	Malibu Canyon Rd.	48.171	Widen right turn lane to provide channel for through bikes	Safer intersection treatment will reduce heavy right turn volume conflicting with bicycles traveling along PCH
75	Malibu Canyon Rd.	48.171	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Winter Mesa Dr.	Public comments express concern to add a right turn lane at this intersection, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone
76	1700' west of Webb Way	47.763	Convert free right turn and merge lane from Civic Center Way approximately 1700' west of Webb Way into a yield to turn condition. Restripe shoulder to discourage motorists from merging into northbound traffic	This project will provide safer vehicle movements and potential to decrease side-swipe collisions
77	Webb Way	47.441	Remove median curb obstruction to straighten crosswalk	Increases pedestrian safety by eliminating tripping hazard and expectancy
78	Webb Way to 23634 PCH	47.441	Stripe a shoulder merge taper line for lane drop, allow parking in this area	Increases vehicle and bicyclist safety by defining travel lanes and creates designated parking on PCH
79	Webb Way	47.441	Increase the storage length of NBL turns from PCH into Webb Way by eight cars	Public comments have expressed the need for this project, will reduce queue overflow and spillback which may reduce rear-end collisions
80	Webb Way	47.441	Increase the storage length of SBL turns from PCH into Webb Way by six cars	Public comments have expressed the need for this project, will reduce queue overflow and spillback which may reduce rear-end collisions
81	Webb Way	47.441	Reconstruct crosswalk ramps to ADA standards	Increases pedestrian safety to cross PCH
82	Webb Way	47.441	Relocate bus stop nearer to traffic signal	Reduces distance for pedestrians to walk along PCH
83	Webb Way	47.441	Install countdown pedestrian signals	Increases pedestrian safety in high pedestrian area along PCH
84	Webb Way	47.441	Modify signal phasing so vehicles turning through crosswalk do not conflict with pedestrians	Signal phase currently conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity

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85	Webb Way	47.441	Restripe to change acceleration lane to a standard shoulder to discourage merging	Current striping induces motorists to merge into heavy traffic and creates a merging conflict with bicyclists, this will reduce the opportunities for bike and sideswipe collisions
86	Webb Way at Civic Center Way	47.441	Consider roundabout at this intersection. A single-lane roundabout would suffice	Existing traffic queues onto PCH, especially during PM peak periods, this project would create a yield treatment instead of a stop condition that would most likely decrease the delay time for vehicles
87	Malibu Rd.	47.241	Realign Malibu Rd intersection to eliminate acute angle and merging. Provide right angle intersection.	Current merge is very short and confusing to motorists, acute angle makes it difficult for motorists to turn head to observe oncoming traffic, this project will increase vehicle safety as well as create a better defined travel area for bicyclists
88	Malibu Rd. to Cross Creek Rd.	47.241 - 47.091	Build sidewalk behind trees on ocean side from Cross Creek Rd. to Malibu Rd.	Many people walk along PCH in this area, this project would provide a safety buffer and more scenic walking experience
89	Cross Creek Rd.	47.091	Reconstruct crosswalk ramps to ADA standards	Increases pedestrian safety for those crossing PCH
90	Cross Creek Rd.	47.091	Restripe intersection to provide northbound right turn lane and move shoulder line over north of the intersection	Vehicles queue in through lane behind right turn vehicles waiting for pedestrians, vehicles also queue to enter service station driveway, this project would separate right turning traffic from through traffic and potentially reduce rear-end collisions
91	Cross Creek Rd.	47.091	Increase the storage length of SBL turns from PCH into Cross Creek Road by 150' from 300' to 450'	Turning volume exceeds capacity of lane, existing queues spill back into through traffic lanes creating risk for rear-end collisions, this project will potentially reduce those collisions and queuing that blocks through traffic
92	Serra Rd. to Carbon Canyon Rd.	46.811 - 44.961	Narrow travel lanes and center turn lane slightly through central Malibu to provide wider shoulder.	Existing cross-section width of roadway is 80 feet or wider in this area experiencing high speeds and frequent collisions, if travel lanes are narrowed to 11 feet, this will provide a greater buffer for bikes and pedestrians, also has potential for motorists to drive slower
93	Serra Rd. to Malibu Pier	46.811	Construct continuous raised median and reduce median width to provide wider shoulders	Vehicles observed making illegal u-turns in this area, high frequency of collisions as well as parked vehicles, this project has potential to greatly reduce collisions and provide increased buffer for pedestrians and bicyclists
94	Malibu Pier	46.535	Reconstruct crosswalk ramps to ADA standards, consider relocating bus stop on ocean side to Pier signal	Increases pedestrian safety for those crossing PCH, reduces length of travel along PCH for pedestrians if bus stop is moved closer to signal
95	Malibu Pier	46.535	Install pedestrian signal countdown heads	Increases pedestrian safety in high pedestrian area along PCH
96	Malibu Pier	46.535	Establish signal control for southbound left turn	Currently conflict with pedestrians, driveway is not controlled where left-turn vehicles turn across sidewalk, this project will potentially reduce left turn collisions
97	22730 PCH (McDonald's ped crossing)	46.091	Increase width of ADA ramps on both sides as they are quite narrow, this may mean moving the crosswalk to the east by 1' or 2'	Increases pedestrian safety for those crossing PCH
98	Crosswalk between McDonald's and Busch Realty	45.841	Change the uncontrolled crosswalk with warning lights to a HAWK pedestrian signal with median refuge and potential curb extensions.	High pedestrian traffic zone, public comments are in support of this project, will provide increased pedestrian visibility and potentially reduce rear end collisions caused by stopping abruptly
99	2000' west of Carbon Canyon Road	44.582	Consider an installation of a crosswalk and appropriate warning or crossing treatment at this location	Popular beach entrance, many people park on inland side and cross road at undesignated areas, potentially reduce rear end collisions caused by stopping abruptly for pedestrians
100	22333 PCH (Busch Realty ped crossing)	45.571	Move obstructing signal controller to improved location (it's in the middle of the sidewalk, with a less than 5' ADA approved clearance on either side)	Increases pedestrian safety along PCH corridor

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101	Carbon Canyon Rd.	44.961	Restripe right-turn lane on inland side with a shoulder stripe dashed approaching intersection.	Increases bicycle safety because it removes the crossing conflict with vehicles, improves driver expectancy throughout PCH corridor
102	Carbon Canyon Rd. to Rambla Pacifico	44.961 - 44.171	Study feasibility to build a complete sidewalk from Carbon Canyon Rd. to Rambla Pacifico on the inland side	Increases pedestrian safety along PCH corridor, many segments exist in this section and others can be built without interfering too much with private development
103	Rambla Vista West	44.841	Replace short right-turn lane on inland side with a dashed striped shoulder	Increases bicycle safety because it removes the crossing conflict with vehicles, improves driver expectancy throughout PCH corridor
104	La Costa Beach Club (21440 PCH)	44.461	Study feasibility of narrowing the striping in the vicinity of La Costa beach club to widen the shoulders. Consider a raised median area with refuge for the crosswalk and curb extensions in conjunction with potential signalization of the La Costa crosswalk that is planned by the City of Malibu.	Public comments highly support this project, this project will increase buffer for bicyclists, parked cars, and pedestrians in this highly congested area, has potential to reduce vehicles crossing into oncoming traffic causing collision, making illegal u-turns and causing rear end collisions
105	Rambla Vista East to Rambla Pacifico Road	44.261 - 44.171	Study feasibility of narrowing shoulder in front of Rambla Pacifico shopping center to increase area for parking along frontage road. This project should be included in the imminent parking study.	Sight distance exiting parking is limited by retaining wall and passengers cannot open doors, this project improves the buffer between traveling vehicles and pedestrians on sidewalk, allows for increased parking area
106	Rambla Pacifico Rd.	44.171	Provide protected northbound left-turn phase from PCH into gas station	High number of collisions attempting to make left turns in this area, this project will provide safer way to access gas station traveling westbound
107	Rambla Pacifico Rd.	44.171	Realign Rambla Pacifico to narrow and improve channelization at PCH and increase separation from antique bridge rail. Increase left-turn lane storage for short turn pockets	This project addresses major ADA issues at intersection and shortens crosswalk to reduce time for pedestrians needing to cross PCH, will potentially reduce rear end collisions if increased LT storage is provided
108	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Study feasibility to construct bridge connecting Rambla Pacifico to Las Flores Canyon Rd. north of PCH to eliminate the need for the Rambla Pacifico traffic signal	Existing two signalized intersections within very close distance of each other, high collision segment, this project has high potential to reduce motorist confusion and rear end collisions
109	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Study to realign across intersections to eliminate broken back striping due to change in median and shoulder widths	Current roadway curvature causes difficulty for motorists to stay in proper lane, change in curve radius will increase driver expectancy along corridor and potentially reduce multiple types of collisions
110	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Widen bridge over Las Flores Creek to provide sidewalk on ocean side from Rambla Pacifico intersection to Dukes entrance. Maintain sufficient shoulder for bicycling, but utilize surplus area to move signal poles behind curb.	This project allows improvement in alignment and better use of shoulders, potentially reduces collisions with fixed objects
111	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Consider narrowing openings for Las Flores and Rambla Pacifico approaches.	Existing wide openings on side-street approaches should be better defined
112	Las Flores Canyon Rd.	44.151	Provide ADA compliant improvements where feasible, including wheelchair ramps and raised curb returns	Improves pedestrian safety at intersection
113	Las Flores Canyon Rd.	44.151	Reconstruct signal to eliminate condition where signal poles are not exposed to traffic on roadway shoulder.	Very old existing signal with many design and operation deficiencies, also a very high collision location, especially for rear-end collisions northbound/westbound, this project will provide for improved signal operations and great potential for reduction in collisions
114	Las Flores Canyon Rd.	44.151	Relocate signal detection so that vehicles are less likely to run red lights	Detector loops too close to intersections for effective high travel speeds, this project will provide safer traffic operations
115	Las Flores Canyon Rd.	44.151	Provide protected left turn arrows from PCH	High number of left turn collisions reported at this intersection
116	Las Flores Canyon Rd.	44.151	Relocate crosswalk to eliminate pedestrian-vehicle conflict for Las Flores vehicles turning left onto PCH	Removes existing pedestrian-vehicle conflict while left-turning traffic is permitted, increases pedestrian safety in a very heavy pedestrian area along PCH

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117	Las Flores Canyon Rd.	44.151	Consider widening the shoulder if any surplus width is available in travel lanes or median.	Inland parking is very heavy in the narrow spot prior to the widening that is located just before Las Flores, this project will provide a buffer for parked vehicles and pedestrians
118	Moonshadow's Restaurant	43.096	Construct a median in front of Moonshadow's. Provide left-turn lane at north end of parking area for entry to restaurant. Construct raised median refuge cut out in front of front door so that pedestrians can wait in median.	Frequency of collisions reported with pedestrians crossing PCH, this project will define area to make a left turn to decrease illegal u-turns, Dept. of Beaches and Harbors supports this project
119	Moonshadow's Restaurant	43.096	Install overhead warning signs per Caltrans Standard ES7J 200 feet on each side prior to parking area and building with pedestrian crossing signs, consider experimental action-style pedestrian signs via Federal request to experiment	Frequency of collisions with pedestrians crossing PCH in this area along with motorists distracted looking for on-street parking, this project will increase pedestrian visibility for motorists and provide a designated location for pedestrians to cross PCH, Dept. of Beaches and Harbors supports this project
120	830' west of Big Rock Dr.	42.651	Construct a raised median in area where double-double yellow line exists at the end of the left-turn lane, provide landscaping pockets to obtain limited traffic calming effect from plantings	High frequency of collisions involving vehicles crossing over into oncoming traffic, this project decreases opportunity for vehicles to cross median and cause severe collisions
121	Big Rock Dr.	42.491	Install a vehicle head on the 1-A pole in the northeast corner of the intersection for NBT movements	Increases visibility of signal for motorists, high collision location
122	Big Rock Dr.	42.491	Monitor new protected/permissive left turn from PCH for effectiveness	High frequency of left turn collisions reported in past, may further decrease collisions if protected only
123	Big Rock Dr.	42.491	Increase the length of the southbound left-turn lane on PCH to 200 feet with a 90 feet transition by striping change	High frequency of left-turn collisions reported in past, this project will reduce the spillback into the through travel lane
124	Big Rock Dr.	42.491	Construct raised median east of the intersection for 150 feet	High frequency of collisions involving vehicles crossing over into oncoming traffic reported, paddle markers currently exist, public comments against paddle markers and the need for more permanent solution
125	Big Rock Dr.	42.491	Construct a curb return with ADA ramp so that the traffic poles can be located behind it, narrow the opening and tighten up the radius so the curb return is on top of the existing pavement	This project will potentially reduce collisions with fixed objects and increase pedestrian safety in crossing PCH at this location
126	Big Rock Dr.	42.491	Install additional overhead warning sign per Caltrans Standard Plan ES7J northbound at approximately 400' prior to intersection, sign should read "Signal Ahead"	Existing "Signal Ahead" sign is far from intersection, this project will add a sign closer to the intersection to remind motorists of approaching signal after horizontal curve
127	Big Rock Drive to Pena Road	42.491 - 41.805	Restripe to narrow median where k rail occupies shoulder in this area	Increases vehicle safety and potentially increase width of shoulder which would provide a buffer for bicyclists and parked vehicles
128	Pena Rd. Beach Turnout	41.805	Construct raised median for PCH with turn pocket into the north end of the turnout area. Median will prevent left turns into or from south end of the turnout area, so that traffic must turn right and make U-turns around the median area. Study area closely in upcoming parking study to maximize parking yield.	Many vehicles attempt to park in the informal turnout area and many collisions involving vehicles entering and leaving turnout area of beach access reported, this project will provide safer locations for motorists to turn from PCH, may reduce the need for on-street parking in this area
129	Topanga Canyon Rd.	40.769	Lengthen southbound left turn storage bay to reduce potential overflow into through lane. (should be increased from 300' to 350', as the 95th queue distance is 350' for the weekend). Also lengthen time available to service lane during weekend.	Downstream end of major summer weekend traffic jam on PCH southbound that extends back to Central Malibu. Site is believed to be constrained by queuing out of PCH southbound left-turn lane that blocks number one through lane
130	Topanga Canyon Rd.	40.769	Upgrade signal system and conduct study to develop weekend timing plan that optimizes southbound flow along PCH based upon summer and weekend traffic counts	Appears to cause severe back up into city on beach days due to pressures on signal timing

## **APPENDIX C – TABLE 2**

### **RECOMMENDED PROJECTS BY MERIT SCORE**

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Merit Ranking			Merit Score
					Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	
8	John Tyler Dr. to Topanga Canyon Rd.	48.491 - 40.769	Install communication between signals and connect signals back to Caltrans TMC. Develop and implement timing plans. Outdated signal coordination plans need to be optimized with appropriate cycle lengths and time-based schedule for proper traveling speeds and to generate reasonable gaps for cross streets and driveways. Review and update timing settings including Max2 and Max3. Consider deployment of state-of-the-art adaptive timing system to develop optimized timing plans based upon real time traffic conditions. Insure that the adaptive system is compatible with a high volume arterial.	Traffic signals are not fully interconnected and do not communicate with a central master system. Technicians must travel to the field to make timing changes or research simple issues. The system does not provide timing plans for all frequently occurring situations, including summer and weekend plans	5	4	3	12
10	Trancas Canyon Rd. to Paradise Cove Rd.	55.650 - 52.162	Provide interconnected signal system. Develop timing plans for weekday and weekend periods. Implement timing plans based on time of day or in response to frequently occurring traffic patterns.	Traffic signals are not fully interconnected and do not communicate with a central master system. Technicians must travel to the field to make timing changes or research simple issues. The system does not provide timing plans for all frequently occurring situations, including summer weekend plans	5	4	2	11
110	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Widen bridge over Las Flores Creek to provide sidewalk on ocean side from Rambla Pacifico intersection to Dukes entrance. Maintain sufficient shoulder for bicycling, but utilize surplus area to move signal poles behind curb.	This project allows improvement in alignment and better use of shoulders, potentially reduces collisions with fixed objects	5	4	2	11
1	Corridorwide	n/a	Increase law enforcement efforts for vehicles traveling over speed limit	High travel speeds have been observed in field, public comments to see more enforcement along the corridor	4	5	1	10
2	Corridorwide	n/a	Detailed evaluation of beach parking areas to determine if additional off-street parking can be achieved	High beach parking demand along the PCH corridor creates pedestrian crossing safety issues, pedestrian fatalities have been reported in these areas	4	5	1	10
6	Corridorwide	n/a	Upgrade stripe width to 6-inch standard bike lane stripe. Provide bike lane markings where parking is prohibited. An 8-inch stripe, as used for turn lane striping, may also be considered. Do not designate as bike lane unless parking prohibited or width allows room for bikes and parking	Limited applications of wide edge lines have shown safety benefits for run off the road and impaired driver conditions	4	5	1	10
46	Paradise Cove Rd.	52.162	Construct raised median within 500 feet of intersection in both directions wherever a double-double yellow line exists and extend northbound left-turn lane by 100 feet	Decreases opportunity for vehicles to cross median and cause severe collisions, forces pedestrians to cross at designated crosswalks in heavy pedestrian areas	4	5	1	10

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
47	Paradise Cove Rd.	52.162	Widen shoulder on inland side to 12 feet within 500 feet of intersection in both directions, construct 5 foot wide sidewalk behind seven foot shoulder at intersection	Extremely heavy on-street parking and pedestrian area, pedestrians currently have no buffer between parked vehicles and PCH	4	5	1	10
60	Malibu Seafood	49.961	Construct a new pedestrian underpass crossing in the close vicinity of Malibu Seafood	Many pedestrians currently cross PCH in this area to access the beach which presents an extremely dangerous condition, this project will provide separation from vehicles and ADA-compliant access to beach area	4	5	1	10
90	Cross Creek Rd.	47.091	Restripe intersection to provide northbound right turn lane and move shoulder line over north of the intersection	Vehicles queue in through lane behind right turn vehicles waiting for pedestrians, vehicles also queue to enter service station driveway, this project would separate right turning traffic from through traffic and potentially reduce rear-end collisions	4	3	3	10
109	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Study to realign across intersections to eliminate broken back striping due to change in median and shoulder widths	Current roadway curvature causes difficulty for motorists to stay in proper lane, change in curve radius will increase driver expectancy along corridor and potentially reduce multiple types of collisions	5	3	2	10
119	Moonshadow's Restaurant	43.096	Install overhead warning signs per Caltrans Standard E57J 200 feet on each side prior to parking area and building with pedestrian crossing signs, consider experimental action-style pedestrian signs via Federal request to experiment	Frequency of collisions with pedestrians crossing PCH in this area along with motorists distracted looking for on-street parking, this project will increase pedestrian visibility for motorists and provide a designated location for pedestrians to cross PCH, Dept. of Beaches and Harbors supports this project	4	5	1	10
7	Corridorwide	n/a	In general, modify striping of right turn lanes on PCH and replace with a wider edge line and skip striping approaching intersections	Increases awareness of existing bike route and improves driver expectancy of bicyclists being present throughout PCH corridor	4	4	1	9
27	Trancas Canyon Rd.	56.851	Construct northbound right-turn lane and bike channel onto Trancas Canyon Rd., consider installation of right turn arrow for heavy movement	Heavy right-turn demand exists at this intersection, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone, may decrease rear-end collisions	3	4	2	9
84	Webb Way	47.441	Modify signal phasing so vehicles turning through crosswalk do not conflict with pedestrians	Signal phase currently conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity	3	4	2	9

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
92	Serra Rd. to Carbon Canyon Rd.	46.811 - 44.961	Narrow travel lanes and center turn lane slightly through central Malibu to provide wider shoulder.	Existing cross-section width of roadway is 80 feet or wider in this area experiencing high speeds and frequent collisions, if travel lanes are narrowed to 11 feet, this will provide a greater buffer for bikes and pedestrians, also has potential for motorists to drive slower	5	3	1	9
118	Moonshadow's Restaurant	43.096	Construct a median in front of Moonshadow's. Provide left-turn lane at north end of parking area for entry to restaurant. Construct raised median refuge cut out in front of front door so that pedestrians can wait in median.	Frequency of collisions reported with pedestrians crossing PCH, this project will define area to make a left turn to decrease illegal u-turns, Dept. of Beaches and Harbors supports this project	4	5	0	9
128	Pena Rd. Beach Turnout	41.805	Construct raised median for PCH with turn pocket into the north end of the turnout area. Median will prevent left turns into or from south end of the turnout area, so that traffic must turn right and make U-turns around the median area. Study area closely in upcoming parking study to maximize parking yield.	Many vehicles attempt to park in the informal turnout area and many collisions involving vehicles entering and leaving turnout area of beach access reported, this project will provide safer locations for motorists to turn from PCH, may reduce the need for on-street parking in this area	4	3	2	9
3	Corridorwide	n/a	Create bicycle hotline to report roadway deficiencies	Public comments have expressed concern with current physical conditions along PCH's travel lane edge and shoulders, existing bike route has several deficiencies	3	4	1	8
5	Corridorwide	n/a	Increase distance to advance detection to meet spacing requirements for prevailing speeds to reduce acceleration needed to stop	Detector loops are too close to intersections for effective high speed braking and contributes to high frequency of rear-end collisions	5	2	1	8
30	Trancas Canyon Rd.	56.851	Provide a sidewalk from shopping center and construct new pedestrian underpass crossing to beach	Many pedestrians currently walk from Trancas Canyon Rd signal to Zuma Beach along ocean side along shoulder which presents a safety issue, this project will provide separation from vehicles and ADA-compliant access to beach area	3	4	1	8
32	Zuma Beach area	55.612	Construct raised medians in areas where double-yellow lines exist in the vicinity of Zuma Beach, especially where yellow posts are currently installed	Vehicles currently make illegal u-turns and pedestrians cross PCH regularly, project will likely reduce collisions crossing the median and force pedestrians to cross at designated crosswalks, Department of Beaches and Harbors are in favor of this project approach	4	3	1	8

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
33	Morning View Dr.	55.650	Extend right turn lane from PCH onto Morning View Dr., consider installing a right turn arrow for this heavy movement	A right turn lane was recently added to the intersection, however the right turning vehicles still create a queue that is longer than the lane and blocks the through traffic, especially during school hours, public is supportive of project	2	4	2	8
34	Busch Dr.	55.041	Construct fourth leg of intersection to provide direct access to Zuma Beach and connection across creek to Westward Beach Rd. Permits elimination of existing northbound left-turn lane from PCH to Westward Beach and allows restoration of shoulder on inland side of PCH near Bonsall Dr.	Relieve congestion on PCH in high collision area, especially when heavy beach demand exists, improved exit for Zuma Beach, improved exit for Westward Beach. Restores inland shoulder, may require some adjustments to Zuma Beach parking lot	4	2	2	8
35	610' east of Westward Beach Rd./Bonsall Dr.	54.791	Shift roadway alignment and construct shoulder on inland side from 610' east of Westward Beach to Zuma Beach access overpass by eliminating the center turning lanes	No shoulder currently exists on inland side, forcing bicyclists into travel lane approaching bottom of hill, project eliminates confusing left turn striping for motorists and may reduce high frequency of collisions	4	3	1	8
41	Kanan Dume Rd. to Latigo Canyon Rd.	54.020 - 51.061	Install permanent raised median in the double-yellow areas, and where enough width exists, consider landscaped medians	Decreases opportunity for vehicles to cross median and cause severe collisions, forces pedestrians to cross at designated crosswalks in heavy pedestrian areas	4	3	1	8
98	Crosswalk between McDonald's and Busch Realty	45.841	Change the uncontrolled crosswalk with warning lights to a HAWK pedestrian signal with median refuge and potential curb extensions.	High pedestrian traffic zone, public comments are in support of this project, will provide increased pedestrian visibility and potentially reduce rear end collisions caused by stopping abruptly	4	3	1	8
104	La Costa Beach Club (21440 PCH)	44.461	Study feasibility of narrowing the striping in the vicinity of La Costa beach club to widen the shoulders. Consider a raised median area with refuge for the crosswalk and curb extensions in conjunction with potential signalization of the La Costa crosswalk that is planned by the City of Malibu.	Public comments highly support this project, this project will increase buffer for bicyclists, parked cars, and pedestrians in this highly congested area, has potential to reduce vehicles crossing into oncoming traffic causing collision, making illegal u-turns and causing rear end collisions	4	3	1	8
108	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Study feasibility to construct bridge connecting Rambla Pacifico to Las Flores Canyon Rd. north of PCH to eliminate the need for the Rambla Pacifico traffic signal	Existing two signalized intersections within very close distance of each other, high collision segment, this project has high potential to reduce motorist confusion and rear end collisions	4	3	1	8

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Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
113	Las Flores Canyon Rd.	44.151	Reconstruct signal to eliminate condition where signal poles are not exposed to traffic on roadway shoulder.	Very old existing signal with many design and operation deficiencies, also a very high collision location, especially for rear-end collisions northbound/westbound, this project will provide for improved signal operations and great potential for reduction in collisions	4	2	2	8
126	Big Rock Dr.	42.491	Install additional overhead warning sign per Caltrans Standard Plan ES7J northbound at approximately 400' prior to intersection, sign should read "Signal Ahead"	Existing "Signal Ahead" sign is far from intersection, this project will add a sign closer to the intersection to remind motorists of approaching signal after horizontal curve	4	3	1	8
9	Webb Way to Las Flores Canyon Rd.	47-441 - 44.151	Evaluate vehicle speeds to determine if lower speed limit is warranted	Past speed surveys for this area indicate a lower speed limit may be warranted, strong public interest for motorists to slow down through this area, slower speeds reduce the severity of collisions, engineering and traffic survey does not appear to take speed samples especially between pier and Carbon Canyon where observed speeds are slower	4	2	1	7
11	Corridorwide	n/a	Install post delineators on outside of curves north of John Tyler Drive where feasible, per Caltrans standard spacing guidelines, especially where adjacent land is undeveloped or installation of delineators is well suited.	Roadway is dark and difficult to follow the alignment at night for persons with low vision, delineators increase effectiveness of headlights at night without requiring new light fixtures.	3	3	1	7
12	Decker Canyon Rd.	59.901	Evaluate intersection modification to a one- or two-lane roundabout. A one-lane roundabout could possibly provide space for additional parking.	A roundabout will likely slow motorists and increase visibility for pedestrians, a pedestrian fatality was reported at this location	3	2	2	7
15	El Pescador Beach Rd.	58.856	Consider restriping to widen shoulders by narrowing lanes to permit parking and provide buffer area.	Cars frequently park on shoulder with no buffer for pedestrians or bikes which presents major safety issues, Narrowing lanes to 11 eleven feet in this area will likely slow motorists and increase pedestrian safety	4	2	1	7
21	El Matador Beach Rd.	58.848	Consider restriping to widen shoulders surrounding El Matador Beach area by narrowing lanes to permit parking and provide buffer area	Cars frequently park on shoulder with no buffer for pedestrians or bikes which presents major safety issues, Narrowing lanes to 11 eleven feet in this area will likely slow motorists and increase pedestrian safety	4	2	1	7

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22	El Matador Beach	58.848	Consider possibility to enlarge parking lot	Enlarging parking lot may reduce need for on-street parking and pedestrians walking along and crossing PCH	4	2	1	7
23	Broad Beach Rd. North to Trancas Canyon Rd.	58.461 - 56.851	Consider extruded concrete median where median is less than 10 feet wide	Existing striped median reduces to 4 to 6 feet which is already not wide enough for a vehicle, this project will reduce the number of collisions crossing the median	4	2	1	7
26	Trancas Canyon Rd.	56.851	Modify signal phasing to allow left turns onto Trancas from PCH when crosswalk is active	Signal phase now conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity	3	2	2	7
37	Heathercliff Rd.	54.341	Increase the storage length of NBL turns from PCH onto Heathercliff Road by 100' from 230' to 330'	Project extends WB LT lane to increase storage and reduce spillback for heavy left turning traffic, safety measure to reduce rear-end crashes, public has commented in support of this project	3	3	1	7
39	Heathercliff Rd.	54.341	Widen right turn lane to allow dashed bike stripe	Public comments have expressed support of marking bike lanes along route, this project increases consistency and awareness of bike route along PCH corridor	3	3	1	7
51	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Increase the storage length of NBL turns from PCH onto Malibu Cove Colony Drive by 100' from 110' to 210'	Project will increase storage and reduce spillback for heavy left turning traffic, safety measure to reduce rear-end crashes	3	3	1	7
58	Corral Canyon Rd. to Puerco Canyon Rd.	50.391 - 49.311	Widen shoulder on inland side where parking occupies the entire shoulder. Reconstruct the median to provide full height curb. Opportunity to narrow median and increase shoulder width is possible.	Many of the existing medians in the area have almost zero height curb because of numerous overlays, this project will reduce the opportunity for vehicles to cross into oncoming traffic, recent fatality in this section	4	2	1	7
59	Corral Canyon Rd. to Beach Access	49.961	Construct complete pedestrian walkway on ocean side from Corral Canyon Rd. signal to beach property	Heavy pedestrian traffic in this area, public comments have expressed the need for an improved pedestrian route to beach access, will provide buffer for pedestrians	3	3	1	7
74	Malibu Canyon Rd.	48.171	Widen right turn lane to provide channel for through bikes	Safer intersection treatment will reduce heavy right turn volume conflicting with bicycles traveling along PCH	2	3	2	7
79	Webb Way	47.441	Increase the storage length of NBL turns from PCH into Webb Way by eight cars	Public comments have expressed the need for this project, will reduce queue overflow and spillback which may reduce rear-end collisions	2	4	1	7

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80	Webb Way	47.441	Increase the storage length of SBL turns from PCH into Webb Way by six cars	Public comments have expressed the need for this project, will reduce queue overflow and spillback which may reduce rear-end collisions	2	4	1	7
85	Webb Way	47.441	Restripe to change acceleration lane to a standard shoulder to discourage merging	Current striping induces motorists to merge into heavy traffic and creates a merging conflict with bicyclists, this will reduce the opportunities for bike and sideswipe collisions	3	3	1	7
86	Webb Way at Civic Center Way	47.441	Consider roundabout at this intersection. A single-lane roundabout would suffice	Existing traffic queues onto PCH, especially during PM peak periods, this project would create a yield treatment instead of a stop condition that would most likely decrease the delay time for vehicles	3	3	1	7
91	Cross Creek Rd.	47.091	Increase the storage length of SBL turns from PCH into Cross Creek Road by 150' from 300' to 450'	Turning volume exceeds capacity of lane, existing queues spill back into through traffic lanes creating risk for rear-end collisions, this project will potentially reduce those collisions and queuing that blocks through traffic	3	3	1	7
93	Serra Rd. to Malibu Pier	46.811	Construct continuous raised median and reduce median width to provide wider shoulders	Vehicles observed making illegal u-turns in this area, high frequency of collisions as well as parked vehicles, this project has potential to greatly reduce collisions and provide increased buffer for pedestrians and bicyclists	4	2	1	7
96	Malibu Pier	46.535	Establish signal control for southbound left turn	Currently conflict with pedestrians, driveway is not controlled where left-turn vehicles turn across sidewalk, this project will potentially reduce left turn collisions	2	3	2	7
105	Rambla Vista East to Rambla Pacifico Road	44.261 - 44.171	Study feasibility of narrowing shoulder in front of Rambla Pacifico shopping center to increase area for parking along frontage road. This project should be included in the imminent parking study.	Sight distance exiting parking is limited by retaining wall and passengers cannot open doors, this project improves the buffer between traveling vehicles and pedestrians on sidewalk, allows for increased parking area	4	2	1	7
107	Rambla Pacifico Rd.	44.171	Realign Rambla Pacifico to narrow and improve channelization at PCH and increase separation from antique bridge rail. Increase left-turn lane storage for short turn pockets	This project addresses major ADA issues at intersection and shortens crosswalk to reduce time for pedestrians needing to cross PCH, will potentially reduce rear end collisions if increased LT storage is provided	4	2	1	7
111	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Consider narrowing openings for Las Flores and Rambla Pacifico approaches.	Existing wide openings on side-street approaches should be better defined	3	3	1	7

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115	Las Flores Canyon Rd.	44.151	Provide protected left turn arrows from PCH	High number of left turn collisions reported at this intersection	3	2	2	7
117	Las Flores Canyon Rd.	44.151	Consider widening the shoulder if any surplus width is available in travel lanes or median.	Inland parking is very heavy in the narrow spot prior to the widening that is located just before Las Flores, this project will provide a buffer for parked vehicles and pedestrians	4	2	1	7
120	830' west of Big Rock Dr.	42.651	Construct a raised median in area where double-double yellow line exists at the end of the left-turn lane, provide landscaping pockets to obtain limited traffic calming effect from plantings	High frequency of collisions involving vehicles crossing over into oncoming traffic, this project decreases opportunity for vehicles to cross median and cause severe collisions	4	2	1	7
124	Big Rock Dr.	42.491	Construct raised median east of the intersection for 150 feet	High frequency of collisions involving vehicles crossing over into oncoming traffic reported, paddle markers currently exist, public comments against paddle markers and the need for more permanent solution	4	2	1	7
130	Topanga Canyon Rd.	40.769	Upgrade signal system and conduct study to develop weekend timing plan that optimizes southbound flow along PCH based upon summer and weekend traffic counts	Appears to cause severe back up into city on beach days due to pressures on signal timing	3	2	2	7
16	La Piedra Beach Rd.	58.901	Consider restriping to widen shoulders by narrowing lanes to permit parking and provide buffer area.	Cars frequently park on shoulder with no buffer for pedestrians or bikes which presents major safety issues, Narrowing lanes to 11 eleven feet in this area will likely slow motorists and increase pedestrian safety	3	2	1	6
19	Encinal Canyon Rd.	59.401	Consider realignment of Encinal Canyon Road to intersect with La Piedra Beach Rd. Also consider roundabout control for new aligned intersection	Two intersections within close distance of each other, a more traditional four-leg intersection may be safer, however, may not be feasible with existing terrain and will require further study	2	2	2	6
28	Trancas Canyon Rd.	56.851	Construct ADA compliant sidewalk and ramps on the inland side for the length of the shopping center and reconstruct inland side driveway to provide appropriate deceleration area	Poor access to nearby bus stops presents pedestrian safety issues	3	2	1	6
29	Trancas Canyon Rd.	56.851	Reconstruct driveway to provide appropriate deceleration area	This project will provide separate right turning vehicles from through traffic in high speed zone, may decrease rear-end collisions	3	2	1	6
36	Bonsall Dr.	54.911	If shifting alignment is not possible, convert intersection approach to a right-in, right-out only and trim back vegetation to improve motorists sight distance towards the south. Restripe PCH to restore inland shoulder	Low cost alternative to other measures at this site. Others provide greater benefits, but may not be feasible to due environmental impacts	3	2	1	6

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38	Heathercliff Rd.	54.341	Relocate crosswalk to other side of intersection and rephase signal for pedestrian movements	Removes existing pedestrian-vehicle conflict while left-turning traffic is permitted, increases pedestrian safety in a very heavy pedestrian area along PCH	2	3	1	6
40	Kanan Dume Rd.	54.020	Modify signal phasing at intersection to allow more time for the left-turn onto Kanan Dume Rd.	Long queues observed in left-turn lane as it can back up past next signal at Heathercliff and part way down to Zuma beach, this safety measure reduces spillback which can cause rear-end collisions	2	2	2	6
43	Zumirez Dr.	53.671	Restripe Zumirez signal to restore shoulder to inland side by narrowing travel lanes, removing the wide median nose stripe, maintain right turn lane	A slight reduction in lane width will provide a full shoulder that serves as a buffer for bicyclists and pedestrians in addition to safe refuge area for motorists, this provides improved consistency along the PCH corridor	3	2	1	6
48	Paradise Cove Rd.	52.162	Modify signal phasing to eliminate pedestrian-vehicle conflict for northbound vehicles turning left onto PCH	Signal phase now conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity	2	3	1	6
50	470' west of Escondido Beach Road / Malibu Cove Colony Drive	51.890	Construct a permanent raised median in the double-yellow area before and after Geoffreys's for approximately 1800 feet.	Heavy parking on both side of street and pedestrians crossing PCH, vehicles make illegal u-turns, this will force pedestrians to cross at defined locations and potentially reduce rear end collisions due to abrupt stopping in area	3	2	1	6
53	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Install pedestrian crossing sign and flashers	Heavy on-street parking and beach activity at this intersection as well as bus stops, increases pedestrian visibility and awareness to motorists	3	2	1	6
55	Latigo Canyon Drive	51.061	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Latigo Canyon Dr.	Public comments express concern to add a right turn lane at this intersection, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone	2	3	1	6
63	John Tyler Dr.	48.491	Modify signal to provide protected left-turn phase to turn onto John Tyler from PCH	Numerous left and u-turn collisions at this location, will provide safer way to turn left onto John Tyler	2	3	1	6
66	John Tyler Dr.	48.491	Widen right turn lane to allow dashed bike stripe	Public comments have expressed support of marking bike lanes along route, this project increases consistency and awareness of bike route along PCH corridor	3	2	1	6

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
68	John Tyler Dr.	48.491	Restripe the acceleration lane on the inland side as a full shoulder	Current striping induces motorists to merge into heavy traffic and creates a merging conflict with bicyclists, this will reduce the opportunities for bike and sideswipe collisions	3	2	1	6
70	Malibu Canyon Rd.	48.171	Reconstruct crosswalk ramps to ADA standards at northbound inland corner	Increases pedestrian safety to cross PCH	3	2	1	6
73	Malibu Canyon Rd.	48.171	Shorten right-turn lane approaching intersection based upon queueing needs	Current right-turn lane is approximately 500 feet, this project will allow shoulder and bike lane to extend to within approximately 200 feet of the intersection for safer travel along PCH	3	2	1	6
76	1700' west of Webb Way	47.763	Convert free right turn and merge lane from Civic Center Way approximately 1700' west of Webb Way into a yield to turn condition. Restripe shoulder to discourage motorists from merging into northbound traffic	This project will provide safer vehicle movements and potential to decrease side-swipe collisions	3	2	1	6
81	Webb Way	47.441	Reconstruct crosswalk ramps to ADA standards	Increases pedestrian safety to cross PCH	3	2	1	6
83	Webb Way	47.441	Install countdown pedestrian signals	Increases pedestrian safety in high pedestrian area along PCH	3	2	1	6
87	Malibu Rd.	47.241	Realign Malibu Rd intersection to eliminate acute angle and merging. Provide right angle intersection.	Current merge is very short and confusing to motorists, acute angle makes it difficult for motorists to turn head to observe oncoming traffic, this project will increase vehicle safety as well as create a better defined travel area for bicyclists	3	2	1	6
88	Malibu Rd. to Cross Creek Rd.	47.241 - 47.091	Build sidewalk behind trees on ocean side from Cross Creek Rd. to Malibu Rd.	Many people walk along PCH in this area, this project would provide a safety buffer and more scenic walking experience	3	2	1	6
94	Malibu Pier	46.535	Reconstruct crosswalk ramps to ADA standards, consider relocating bus stop on ocean side to Pier signal	Increases pedestrian safety for those crossing PCH, reduces length of travel along PCH for pedestrians if bus stop is moved closer to signal	2	3	1	6
95	Malibu Pier	46.535	Install pedestrian signal countdown heads	Increases pedestrian safety in high pedestrian area along PCH	2	3	1	6
99	2000' west of Carbon Canyon Road	44.582	Consider an installation of a crosswalk and appropriate warning or crossing treatment at this location	Popular beach entrance, many people park on inland side and cross road at undesignated areas, potential reduce rear end collisions caused by stopping abruptly for pedestrians	3	2	1	6
101	Carbon Canyon Rd.	44.961	Restripe right-turn lane on inland side with a shoulder stripe dashed approaching intersection.	Increases bicycle safety because it removes the crossing conflict with vehicles, improves driver expectancy throughout PCH corridor	2	3	1	6

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
102	Carbon Canyon Rd. to Rambla Pacifico	44.961 - 44.171	Study feasibility to build a complete sidewalk from Carbon Canyon Rd. to Rambla Pacifico on the inland side	Increases pedestrian safety along PCH corridor, many segments exist in this section and others can be built without interfering too much with private development	2	3	1	6
106	Rambla Pacifico Rd.	44.171	Provide protected northbound left-turn phase from PCH into gas station	High number of collisions attempting to make left turns in this area, this project will provide safer way to access gas station traveling westbound	2	3	1	6
112	Las Flores Canyon Rd.	44.151	Provide ADA compliant improvements where feasible, including wheelchair ramps and raised curb returns	Improves pedestrian safety at intersection	2	3	1	6
114	Las Flores Canyon Rd.	44.151	Relocate signal detection so that vehicles are less likely to run red lights	Detector loops too close to intersections for effective high travel speeds, this project will provide safer traffic operations	3	2	1	6
116	Las Flores Canyon Rd.	44.151	Relocate crosswalk to eliminate pedestrian-vehicle conflict for Las Flores vehicles turning left onto PCH	Removes existing pedestrian-vehicle conflict while left-turning traffic is permitted, increases pedestrian safety in a very heavy pedestrian area along PCH	2	2	2	6
121	Big Rock Dr.	42.491	Install a vehicle head on the 1-A pole in the northeast corner of the intersection for NBT movements	Increases visibility of signal for motorists, high collision location	2	3	1	6
122	Big Rock Dr.	42.491	Monitor new protected/permissive left turn from PCH for effectiveness	High frequency of left turn collisions reported in past, may further decrease collisions if protected only	3	2	1	6
125	Big Rock Dr.	42.491	Construct a curb return with ADA ramp so that the traffic poles can be located behind it, narrow the opening and tighten up the radius so the curb return is on top of the existing pavement	This project will potentially reduce collisions with fixed objects and increase pedestrian safety in crossing PCH at this location	3	2	1	6
129	Topanga Canyon Rd.	40.769	Lengthen southbound left turn storage bay to reduce potential overflow into through lane. (should be increased from 300' to 350', as the 95th queue distance is 350' for the weekend). Also lengthen time available to service lane during weekend.	Downstream end of major summer weekend traffic jam on PCH southbound that extends back to Central Malibu. Site is believed to be constrained by queueing out of PCH southbound left-turn lane that blocks number one through lane	2	3	1	6
4	Corridorwide	n/a	Replace blue side-street name signs that intersect PCH with larger letter, more visible signs. Also consider advance street name signs at prominent intersections.	Public comments have expressed concern about vehicles slowing down abruptly on PCH to locate streets, this project will better identify those streets, especially for those infrequent drivers who are unfamiliar with the area	2	2	1	5
13	Decker Canyon Rd.	59.901	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Decker Canyon Rd.	Reduces potential for right turn vehicle to cut off bicycles	2	3	0	5

## Table 2. Recommended Projects by Merit Score

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18	Encinal Canyon Rd.	59.401	Restripe northbound right-turn lane as a full shoulder with a dashed bike stripe	Reduces potential for right turn collision with bike and allows bike to legally stay in shoulder	2	2	1	5
25	Lunita Rd.	57.391	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Lunita Rd.	Public comments express concern to add a right turn lane at this intersection, collision reported with bicycle and right turning vehicle, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone	3	2	0	5
31	Guernsey Avenue	56.511	Provide street light at intersection	Heavy on-street parking with pedestrian activity in this beach access area, this project will improve pedestrian visibility at night	2	3	0	5
42	300' east of Kanan Dume Rd.	54.000	Move existing bus stop to Kanan Dume Rd. intersection and provide sidewalk and ADA ramps to accommodate pedestrians	Increases pedestrian safety by not forcing pedestrians to walk along PCH for an extended length	2	2	1	5
44	820' east of Zumirez Dr. (Pointe Malibu)	53.511	Restripe deceleration and acceleration lanes to full shoulders	Eliminates attempt for vehicles to merge and cross in front of cyclists, reducing opportunity for bike-vehicle collision, this provides improved consistency along the PCH corridor	2	2	1	5
49	Paradise Cove Rd.	52.162	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Paradise Cove Rd.	this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone, also increases awareness of bicyclists along PCH corridor	2	2	1	5
54	Latigo Canyon Drive	51.061	Provide street light at intersection	Increases pedestrian visibility at night as beach access is nearby	2	3	0	5
57	Latigo Shores Drive / Seagull Way	50.801	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Latigo Shores Dr.	Public comments express concern to add a right turn lane at this intersection, collision reported with bicycle and right turning vehicle, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone	2	3	0	5
61	Puerco Canyon Road	49.311	Restripe right-turn lane on inland side with a shoulder	Increases bicycle safety because it removes the crossing conflict with vehicles, improves driver expectancy throughout PCH corridor	2	2	1	5
64	John Tyler Dr.	48.491	Eliminate conflict with turning vehicles through crosswalk	Signal phase currently conflicts with pedestrians crossing PCH, this project will eliminate the conflict and provide safer crossing opportunity	2	2	1	5

## Table 2. Recommended Projects by Merit Score

Project ID	Location	Milepost	Project Description	Justification/Support	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score
65	John Tyler Dr.	48.491	Construct ADA sidewalk to connect west side crosswalk to bus pad on both sides of PCH	Increases pedestrian safety to access bus stops	2	2	1	5
72	Malibu Canyon Rd.	48.171	Provide ADA access from intersection to City Park	Increases pedestrian safety to access public park	2	2	1	5
75	Malibu Canyon Rd.	48.171	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Winter Mesa Dr.	Public comments express concern to add a right turn lane at this intersection, this project provides deceleration lane for right turning vehicles to separate from through traffic in high speed zone	2	3	0	5
78	Webb Way to 23634 PCH	47.441	Stripe a shoulder merge taper line for lane drop, allow parking in this area	Increases vehicle and bicyclist safety by defining travel lanes and creates designated parking on PCH	2	2	1	5
82	Webb Way	47.441	Relocate bus stop nearer to traffic signal	Reduces distance for pedestrians to walk along PCH	2	2	1	5
89	Cross Creek Rd.	47.091	Reconstruct crosswalk ramps to ADA standards	Increases pedestrian safety for those crossing PCH	2	2	1	5
97	22730 PCH (McDonald's ped crossing)	46.091	Increase width of ADA ramps on both sides as they are quite narrow, this may mean moving the crosswalk to the east by 1' or 2'	Increases pedestrian safety for those crossing PCH	2	2	1	5
103	Rambla Vista West	44.841	Replace short right-turn lane on inland side with a dashed striped shoulder	Increases bicycle safety because it removes the crossing conflict with vehicles, improves driver expectancy throughout PCH corridor	2	2	1	5
123	Big Rock Dr.	42.491	Increase the length of the southbound left-turn lane on PCH to 200 feet with a 90 feet transition by striping change	High frequency of left-turn collisions reported in past, this project will reduce the spillback into the through travel lane	2	2	1	5
127	Big Rock Drive to Pena Road	42.491 - 41.805	Restripe to narrow median where k rail occupies shoulder in this area	Increases vehicle safety and potentially increase width of shoulder which would provide a buffer for bicyclists and parked vehicles	2	2	1	5
14	El Pescador Beach Rd.	58.856	Provide street light at beach access	Heavy on-street parking in this area for beach access, this project will improve pedestrian visibility at night	2	2	0	4
17	Encinal Canyon Rd.	59.401	Install street light at intersection	Heavy on-street parking with pedestrian activity in this area, this project will improve pedestrian visibility at night	2	2	0	4
20	El Matador Beach Rd.	58.848	Provide street light at beach access	Heavy on-street parking in this area for beach access, this project will improve pedestrian visibility at night	2	2	0	4

## Table 2. Recommended Projects by Merit Score

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24	Lunita Rd.	57.391	Install street light at intersection	Heavy on-street parking with pedestrian activity in this area, this project will improve pedestrian visibility at night	2	2	0	4
45	330' west of Paradise Cove Rd.	52.222	Relocate bus stop to intersection of Paradise Cove Rd.	Increases pedestrian safety by not forcing pedestrians to walk along PCH for an extended length, increases visibility of pedestrians to motorists	1	2	1	4
52	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Install street light at intersection on inland side	Increases pedestrian visibility at night as beach access is nearby	2	2	0	4
56	Latigo Shores Drive / Seagull Way	50.801	Provide street light at intersection	Increases pedestrian visibility at night as beach access is nearby	2	2	0	4
62	John Tyler Dr.	48.491	Remove obstruction (median curb) in crosswalk for both the east and west legs	Increases pedestrian safety by eliminating tripping hazard	1	2	1	4
67	John Tyler Dr.	48.491	Restripe to eliminate right turn from center lane. Double right turn through crosswalk is not justified by right turn volume	Current dual rights interfere with pedestrians crossing PCH	1	2	1	4
71	Malibu Canyon Rd.	48.171	Install bus stop on PCH	Provides local access to bus instead of forcing pedestrians to walk along PCH to a bus stop further away	1	2	1	4
77	Webb Way	47.441	Remove median curb obstruction to straighten crosswalk	Increases pedestrian safety by eliminating tripping hazard and expectancy	1	3	0	4
100	22333 PCH (Busch Realty ped crossing)	45.571	Move obstructing signal controller to improved location (it's in the middle of the sidewalk, with a less than 5' ADA approved clearance on either side)	Increases pedestrian safety along PCH corridor	1	3	0	4
69	Malibu Canyon Rd.	48.171	Restore shoulder stripe west of the intersection	Current striping induces motorists to merge into heavy traffic which may cause rear end collisions and also conflicts with bicyclists traveling along PCH	1	2	0	3

## **APPENDIX C – TABLE 3**

### **RECOMMENDED PROJECTS BY OVERALL SCORE**

### Table 3. Recommended Projects by Overall Score including Constraints

Project ID	Location	Milepost	Project Description	Overall Score	Merit Ranking			Constraint Ranking			
					Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score	Institutional Issues (- 3 - 0) -3 conflicts with strong policies -2 will deviate from normal practices or special permissions -1 possibly deviate from normal practices 0 no serious challenges	Complexity (- 3 - 0) -3 major issues are evident including environmental impacts, special permitting, right of way acquisition, uncertainty of costs -2 major potential issues -1 minor potential issues 0 considered routine	Constraint Score
8	John Tyler Dr. to Topanga Canyon Rd.	48.491 - 40.769	Install communication between signals and connect signals back to Caltrans TMC. Develop and implement timing plans. Outdated signal coordination plans need to be optimized with appropriate cycle lengths and time-based schedule for proper traveling speeds and to generate reasonable gaps for cross streets and driveways. Review and update timing settings including Max2 and Max3. Consider deployment of state-of-the-art adaptive timing system to develop optimized timing plans based upon real time traffic conditions. Insure that the adaptive system is compatible with a high volume arterial.	12	5	4	3	12	0	0	0
10	Trancas Canyon Rd. to Paradise Cove Rd.	55.650 - 52.162	Provide interconnected signal system. Develop timing plans for weekday and weekend periods. Implement timing plans based on time of day or in response to frequently occurring traffic patterns.	11	5	4	2	11	0	0	0
6	Corridorwide	n/a	Upgrade stripe width to 6-inch standard bike lane stripe. Provide bike lane markings where parking is prohibited. An 8-inch stripe, as used for turn lane striping, may also be considered. Do not designate as bike lane unless parking prohibited or width allows room for bikes and parking	10	4	5	1	10	0	0	0
46	Paradise Cove Rd.	52.162	Construct raised median within 500 feet of intersection in both directions wherever a double-double yellow line exists and extend northbound left-turn lane by 100 feet	10	4	5	1	10	0	0	0
7	Corridorwide	n/a	In general, modify striping of right turn lanes on PCH and replace with a wider edge line and skip striping approaching intersections	9	4	4	1	9	0	0	0
84	Webb Way	47.441	Modify signal phasing so vehicles turning through crosswalk do not conflict with pedestrians	9	3	4	2	9	0	0	0
119	Moonshadow's Restaurant	43.096	Install overhead warning signs per Caltrans Standard ES7J 200 feet on each side prior to parking area and building with pedestrian crossing signs, consider experimental action-style pedestrian signs via Federal request to experiment	9	4	5	1	10	0	-1	-1
1	Corridorwide	n/a	Increase law enforcement efforts for vehicles traveling over speed limit	8	4	5	1	10	-2	0	-2
2	Corridorwide	n/a	Detailed evaluation of beach parking areas to determine if additional off-street parking can be achieved	8	4	5	1	10	0	-2	-2
32	Zuma Beach area	55.612	Construct raised medians in areas where double-yellow lines exist in the vicinity of Zuma Beach, especially where yellow posts are currently installed	8	4	3	1	8	0	0	0

**Table 3. Recommended Projects by Overall Score including Constraints**

Project ID	Location	Milepost	Project Description	Overall Score	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score	Institutional Issues (- 3 - 0) -3 conflicts with strong policies -2 will deviate from normal practices or special permissions -1 possibly deviate from normal practices 0 no serious challenges	Complexity (- 3 - 0) -3 major issues are evident including environmental impacts, special permitting, right of way acquisition, uncertainty of costs -2 major potential issues -1 minor potential issues 0 considered routine	Constraint Score
41	Kanan Dume Rd. to Latigo Canyon Rd.	54.020 - 51.061	Install permanent raised median in the double-yellow areas, and where enough width exists, consider landscaped medians	8	4	3	1	8	0	0	0
90	Cross Creek Rd.	47.091	Restripe intersection to provide northbound right turn lane and move shoulder line over north of the intersection	8	4	3	3	10	-1	-1	-2
92	Serra Rd. to Carbon Canyon Rd.	46.811 - 44.961	Narrow travel lanes and center turn lane slightly through central Malibu to provide wider shoulder.	8	5	3	1	9	-1	0	-1
98	Crosswalk between McDonald's and Busch Realty	45.841	Change the uncontrolled crosswalk with warning lights to a HAWK pedestrian signal with median refuge and potential curb extensions.	8	4	3	1	8	0	0	0
126	Big Rock Dr.	42.491	Install additional overhead warning sign per Caltrans Standard Plan ES7J northbound at approximately 400' prior to intersection, sign should read "Signal Ahead"	8	4	3	1	8	0	0	0
5	Corridorwide	n/a	Increase distance to advance detection to meet spacing requirements for prevailing speeds to reduce acceleration needed to stop	7	5	2	1	8	-1	0	-1
11	Corridorwide	n/a	Install post delineators on outside of curves north of John Tyler Drive where feasible, per Caltrans standard spacing guidelines, especially where adjacent land is undeveloped or installation of delineators is well suited.	7	3	3	1	7	0	0	0
15	El Pescador Beach Rd.	58.856	Consider restriping to widen shoulders by narrowing lanes to permit parking and provide buffer area.	7	4	2	1	7	0	0	0
21	El Matador Beach Rd.	58.848	Consider restriping to widen shoulders surrounding El Matador Beach area by narrowing lanes to permit parking and provide buffer area	7	4	2	1	7	0	0	0
23	Broad Beach Rd. North to Trancas Canyon Rd.	58.461 - 56.851	Consider extruded concrete median where median is less than 10 feet wide	7	4	2	1	7	0	0	0
26	Trancas Canyon Rd.	56.851	Modify signal phasing to allow left turns onto Trancas from PCH when crosswalk is active	7	3	2	2	7	0	0	0
27	Trancas Canyon Rd.	56.851	Construct northbound right-turn lane and bike channel onto Trancas Canyon Rd., consider installation of right turn arrow for heavy movement	7	3	4	2	9	0	-2	-2
37	Heathercliff Rd.	54.341	Increase the storage length of NBL turns from PCH onto Heathercliff Road by 100' from 230' to 330'	7	3	3	1	7	0	0	0
47	Paradise Cove Rd.	52.162	Widen shoulder on inland side to 12 feet within 500 feet of intersection in both directions, construct 5 foot wide sidewalk behind seven foot shoulder at intersection	7	4	5	1	10	0	-3	-3
51	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Increase the storage length of NBL turns from PCH onto Malibu Cove Colony Drive by 100' from 110' to 210'	7	3	3	1	7	0	0	0
79	Webb Way	47.441	Increase the storage length of NBL turns from PCH into Webb Way by eight cars	7	2	4	1	7	0	0	0

**Table 3. Recommended Projects by Overall Score including Constraints**

Project ID	Location	Milepost	Project Description	Overall Score	Collision Relief (1 - 5) 1 not normally associated with safety improvement 2 may reduce collisions 3 widely accepted and used safety measure 4 potential to reduce collisions 5 great potential to reduce collisions	Community Support (1 - 5) 1 controversial, divisive, or low support 5 numerous positive comments and little or no negative comments	Congestion Relief (0 - 3) 0 not expected to relieve congestion 1 improve traffic operation for a particular intersection 2 improve traffic operation for a particular segment 3 potential for significant traffic improvements throughout the corridor	Merit Score	Institutional Issues (- 3 - 0) -3 conflicts with strong policies -2 will deviate from normal practices or special permissions -1 possibly deviate from normal practices 0 no serious challenges	Complexity (- 3 - 0) -3 major issues are evident including environmental impacts, special permitting, right of way acquisition, uncertainty of costs -2 major potential issues -1 minor potential issues 0 considered routine	Constraint Score
80	Webb Way	47.441	Increase the storage length of SBL turns from PCH into Webb Way by six cars	7	2	4	1	7	0	0	0
85	Webb Way	47.441	Restripe to change acceleration lane to a standard shoulder to discourage merging	7	3	3	1	7	0	0	0
96	Malibu Pier	46.535	Establish signal control for southbound left turn	7	2	3	2	7	0	0	0
104	La Costa Beach Club (21440 PCH)	44.461	Study feasibility of narrowing the striping in the vicinity of La Costa beach club to widen the shoulders. Consider a raised median area with refuge for the crosswalk and curb extensions in conjunction with potential signalization of the La Costa crosswalk that is planned by the City of Malibu.	7	4	3	1	8	-1	0	-1
115	Las Flores Canyon Rd.	44.151	Provide protected left turn arrows from PCH	7	3	2	2	7	0	0	0
118	Moonshadow's Restaurant	43.096	Construct a median in front of Moonshadow's. Provide left-turn lane at north end of parking area for entry to restaurant. Construct raised median refuge cut out in front of front door so that pedestrians can wait in median.	7	4	5	0	9	-1	-1	-2
128	Pena Rd. Beach Turnout	41.805	Construct raised median for PCH with turn pocket into the north end of the turnout area. Median will prevent left turns into or from south end of the turnout area, so that traffic must turn right and make U-turns around the median area. Study	7	4	3	2	9	-2	0	-2
3	Corridorwide	n/a	Create bicycle hotline to report roadway deficiencies	6	3	4	1	8	-2	0	-2
9	Webb Way to Las Flores Canyon Rd.	47-441 - 44.151	Evaluate vehicle speeds to determine if lower speed limit is warranted	6	4	2	1	7	-1	0	-1
16	La Piedra Beach Rd.	58.901	Consider restriping to widen shoulders by narrowing lanes to permit parking and provide buffer area.	6	3	2	1	6	0	0	0
33	Morning View Dr.	55.650	Extend right turn lane from PCH onto Morning View Dr., consider installing a right turn arrow for this heavy movement	6	2	4	2	8	0	-2	-2
36	Bonsall Dr.	54.911	If shifting alignment is not possible, convert intersection approach to a right-in, right-out only and trim back vegetation to improve motorists sight distance towards the south. Restripe PCH to restore inland shoulder	6	3	2	1	6	0	0	0
38	Heathercliff Rd.	54.341	Relocate crosswalk to other side of intersection and rephase signal for pedestrian movements	6	2	3	1	6	0	0	0
39	Heathercliff Rd.	54.341	Widen right turn lane to allow dashed bike stripe	6	3	3	1	7	0	-1	-1
40	Kanan Dume Rd.	54.020	Modify signal phasing at intersection to allow more time for the left-turn onto Kanan Dume Rd.	6	2	2	2	6	0	0	0
43	Zumirez Dr.	53.671	Restripe Zumirez signal to restore shoulder to inland side by narrowing travel lanes, removing the wide median nose stripe, maintain right turn lane	6	3	2	1	6	0	0	0
48	Paradise Cove Rd.	52.162	Modify signal phasing to eliminate pedestrian-vehicle conflict for northbound vehicles turning left onto PCH	6	2	3	1	6	0	0	0

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50	470' west of Escondido Beach Road / Malibu Cove Colony Drive	51.890	Construct a permanent raised median in the double-yellow area before and after Geoffreys's for approximately 1800 feet.	6	3	2	1	6	0	0	0
53	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Install pedestrian crossing sign and flashers	6	3	2	1	6	0	0	0
63	John Tyler Dr.	48.491	Modify signal to provide protected left-turn phase to turn onto John Tyler from PCH	6	2	3	1	6	0	0	0
68	John Tyler Dr.	48.491	Restripe the acceleration lane on the inland side as a full shoulder	6	3	2	1	6	0	0	0
70	Malibu Canyon Rd.	48.171	Reconstruct crosswalk ramps to ADA standards at northbound inland corner	6	3	2	1	6	0	0	0
73	Malibu Canyon Rd.	48.171	Shorten right-turn lane approaching intersection based upon queueing needs	6	3	2	1	6	0	0	0
74	Malibu Canyon Rd.	48.171	Widen right turn lane to provide channel for through bikes	6	2	3	2	7	0	-1	-1
76	1700' west of Webb Way	47.763	Convert free right turn and merge lane from Civic Center Way approximately 1700' west of Webb Way into a yield to turn condition. Restripe shoulder to discourage motorists from merging into northbound traffic.	6	3	2	1	6	0	0	0
81	Webb Way	47.441	Reconstruct crosswalk ramps to ADA standards	6	3	2	1	6	0	0	0
83	Webb Way	47.441	Install countdown pedestrian signals	6	3	2	1	6	0	0	0
91	Cross Creek Rd.	47.091	Increase the storage length of SBL turns from PCH into Cross Creek Road by 150' from 300' to 450'	6	3	3	1	7	0	-1	-1
93	Serra Rd. to Malibu Pier	46.811	Construct continuous raised median and reduce median width to provide wider shoulders	6	4	2	1	7	-1	0	-1
95	Malibu Pier	46.535	Install pedestrian signal countdown heads	6	2	3	1	6	0	0	0
101	Carbon Canyon Rd.	44.961	Restripe right-turn lane on inland side with a shoulder stripe dashed approaching intersection.	6	2	3	1	6	0	0	0
106	Rambla Pacifico Rd.	44.171	Provide protected northbound left-turn phase from PCH into gas station	6	2	3	1	6	0	0	0
109	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Study to realign across intersections to eliminate broken back striping due to change in median and shoulder widths	6	5	3	2	10	-2	-2	-4
110	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Widen bridge over Las Flores Creek to provide sidewalk on ocean side from Rambla Pacifico intersection to Dukes entrance. Maintain sufficient shoulder for bicycling, but utilize surplus area to move signal poles behind curb.	6	5	4	2	11	-2	-3	-5
112	Las Flores Canyon Rd.	44.151	Provide ADA compliant improvements where feasible, including wheelchair ramps and raised curb returns	6	2	3	1	6	0	0	0

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113	Las Flores Canyon Rd.	44.151	Reconstruct signal to eliminate condition where signal poles are not exposed to traffic on roadway shoulder.	6	4	2	2	8	-2	0	-2
114	Las Flores Canyon Rd.	44.151	Relocate signal detection so that vehicles are less likely to run red lights	6	3	2	1	6	0	0	0
116	Las Flores Canyon Rd.	44.151	Relocate crosswalk to eliminate pedestrian-vehicle conflict for Las Flores vehicles turning left onto PCH	6	2	2	2	6	0	0	0
121	Big Rock Dr.	42.491	Install a vehicle head on the 1-A pole in the northeast corner of the intersection for NBT movements	6	2	3	1	6	0	0	0
122	Big Rock Dr.	42.491	Monitor new protected/permissive left turn from PCH for effectiveness	6	3	2	1	6	0	0	0
124	Big Rock Dr.	42.491	Construct raised median east of the intersection for 150 feet	6	4	2	1	7	-1	0	-1
4	Corridorwide	n/a	Replace blue side-street name signs that intersect PCH with larger letter, more visible signs. Also consider advance street name signs at prominent intersections.	5	2	2	1	5	0	0	0
18	Encinal Canyon Rd.	59.401	Restripe northbound right-turn lane as a full shoulder with a dashed bike stripe	5	2	2	1	5	0	0	0
28	Trancas Canyon Rd.	56.851	Construct ADA compliant sidewalk and ramps on the inland side for the length of the shopping center and reconstruct inland side driveway to provide appropriate deceleration area	5	3	2	1	6	0	-1	-1
29	Trancas Canyon Rd.	56.851	Reconstruct driveway to provide appropriate deceleration area	5	3	2	1	6	0	-1	-1
31	Guernsey Avenue	56.511	Provide street light at intersection	5	2	3	0	5	0	0	0
35	610' east of Westward Beach Rd./Bonsall Dr.	54.791	Shift roadway alignment and construct shoulder on inland side from 610' east of Westward Beach to Zuma Beach access overpass by eliminating the center turning lanes	5	4	3	1	8	-1	-2	-3
42	300' east of Kanan Dume Rd.	54.000	Move existing bus stop to Kanan Dume Rd. intersection and provide sidewalk and ADA ramps to accommodate pedestrians	5	2	2	1	5	0	0	0
44	820' east of Zumirez Dr. (Pointe Malibu)	53.511	Restripe deceleration and acceleration lanes to full shoulders	5	2	2	1	5	0	0	0
54	Latigo Canyon Drive	51.061	Provide street light at intersection	5	2	3	0	5	0	0	0
55	Latigo Canyon Drive	51.061	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Latigo Canyon Dr.	5	2	3	1	6	0	-1	-1
60	Malibu Seafood	49.961	Construct a new pedestrian underpass crossing in the close vicinity of Malibu Seafood	5	4	5	1	10	-2	-3	-5
61	Puerco Canyon Road	49.311	Restripe right-turn lane on inland side with a shoulder	5	2	2	1	5	0	0	0
64	John Tyler Dr.	48.491	Eliminate conflict with turning vehicles through crosswalk	5	2	2	1	5	0	0	0

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65	John Tyler Dr.	48.491	Construct ADA sidewalk to connect west side crosswalk to bus pad on both sides of PCH	5	2	2	1	5	0	0	0
66	John Tyler Dr.	48.491	Widen right turn lane to allow dashed bike stripe	5	3	2	1	6	0	-1	-1
78	Webb Way to 23634 PCH	47.441	Stripe a shoulder merge taper line for lane drop, allow parking in this area	5	2	2	1	5	0	0	0
82	Webb Way	47.441	Relocate bus stop nearer to traffic signal	5	2	2	1	5	0	0	0
86	Webb Way at Civic Center Way	47.441	Consider roundabout at this intersection. A single-lane roundabout would suffice	5	3	3	1	7	0	-2	-2
89	Cross Creek Rd.	47.091	Reconstruct crosswalk ramps to ADA standards	5	2	2	1	5	0	0	0
94	Malibu Pier	46.535	Reconstruct crosswalk ramps to ADA standards, consider relocating bus stop on ocean side to Pier signal	5	2	3	1	6	-1	0	-1
97	22730 PCH (McDonald's ped crossing)	46.091	Increase width of ADA ramps on both sides as they are quite narrow, this may mean moving the crosswalk to the east by 1' or 2'	5	2	2	1	5	0	0	0
99	2000' west of Carbon Canyon Road	44.582	Consider an installation of a crosswalk and appropriate warning or crossing treatment at this location	5	3	2	1	6	-1	0	-1
103	Rambla Vista West	44.841	Replace short right-turn lane on inland side with a dashed striped shoulder	5	2	2	1	5	0	0	0
105	Rambla Vista East to Rambla Pacifico Road	44.261 - 44.171	Study feasibility of narrowing shoulder in front of Rambla Pacifico shopping center to increase area for parking along frontage road. This project should be included in the imminent parking study.	5	4	2	1	7	-1	-1	-2
108	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Study feasibility to construct bridge connecting Rambla Pacifico to Las Flores Canyon Rd. north of PCH to eliminate the need for the Rambla Pacifico traffic signal	5	4	3	1	8	-1	-2	-3
117	Las Flores Canyon Rd.	44.151	Consider widening the shoulder if any surplus width is available in travel lanes or median.	5	4	2	1	7	-1	-1	-2
120	830' west of Big Rock Dr.	42.651	Construct a raised median in area where double-double yellow line exists at the end of the left-turn lane, provide landscaping pockets to obtain limited traffic calming effect from plantings	5	4	2	1	7	-1	-1	-2
123	Big Rock Dr.	42.491	Increase the length of the southbound left-turn lane on PCH to 200 feet with a 90 feet transition by striping change	5	2	2	1	5	0	0	0
125	Big Rock Dr.	42.491	Construct a curb return with ADA ramp so that the traffic poles can be located behind it, narrow the opening and tighten up the radius so the curb return is on top of the existing pavement	5	3	2	1	6	-1	0	-1
127	Big Rock Drive to Pena Road	42.491 - 41.805	Restripe to narrow median where k rail occupies shoulder in this area	5	2	2	1	5	0	0	0
13	Decker Canyon Rd.	59.901	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Decker Canyon Rd.	4	2	3	0	5	0	-1	-1

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14	El Pescador Beach Rd.	58.856	Provide street light at beach access	4	2	2	0	4	0	0	0
17	Encinal Canyon Rd.	59.401	Install street light at intersection	4	2	2	0	4	0	0	0
20	El Matador Beach Rd.	58.848	Provide street light at beach access	4	2	2	0	4	0	0	0
24	Lunita Rd.	57.391	Install street light at intersection	4	2	2	0	4	0	0	0
25	Lunita Rd.	57.391	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Lunita Rd.	4	3	2	0	5	0	-1	-1
34	Busch Dr.	55.041	Construct fourth leg of intersection to provide direct access to Zuma Beach and connection across creek to Westward Beach Rd. Permits elimination of existing northbound left-turn lane from PCH to Westward Beach and allows restoration of	4	4	2	2	8	-1	-3	-4
52	Escondido Beach Road / Malibu Cove Colony Drive	51.801	Install street light at intersection on inland side	4	2	2	0	4	0	0	0
56	Latigo Shores Drive / Seagull Way	50.801	Provide street light at intersection	4	2	2	0	4	0	0	0
57	Latigo Shores Drive / Seagull Way	50.801	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Latigo Shores Dr.	4	2	3	0	5	0	-1	-1
58	Corral Canyon Rd. to Puerco Canyon Rd.	50.391 - 49.311	Widen shoulder on inland side where parking occupies the entire shoulder. Reconstruct the median to provide full height curb. Opportunity to narrow median and increase shoulder width is possible.	4	4	2	1	7	-2	-1	-3
62	John Tyler Dr.	48.491	Remove obstruction (median curb) in crosswalk for both the east and west legs	4	1	2	1	4	0	0	0
67	John Tyler Dr.	48.491	Restripe to eliminate right turn from center lane. Double right turn through crosswalk is not justified by right turn volume	4	1	2	1	4	0	0	0
71	Malibu Canyon Rd.	48.171	Install bus stop on PCH	4	1	2	1	4	0	0	0
75	Malibu Canyon Rd.	48.171	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Winter Mesa Dr.	4	2	3	0	5	0	-1	-1
77	Webb Way	47.441	Remove median curb obstruction to straighten crosswalk	4	1	3	0	4	0	0	0
88	Malibu Rd. to Cross Creek Rd.	47.241 - 47.091	Build sidewalk behind trees on ocean side from Cross Creek Rd. to Malibu Rd.	4	3	2	1	6	-1	-1	-2
100	22333 PCH (Busch Realty ped crossing)	45.571	Move obstructing signal controller to improved location (it's in the middle of the sidewalk, with a less than 5' ADA approved clearance on either side)	4	1	3	0	4	0	0	0
111	Las Flores Canyon Rd. to Rambla Pacifico Rd.	44.151 - 44.171	Consider narrowing openings for Las Flores and Rambla Pacifico approaches.	4	3	3	1	7	-1	-2	-3

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130	Topanga Canyon Rd.	40.769	Upgrade signal system and conduct study to develop weekend timing plan that optimizes southbound flow along PCH based upon summer and weekend traffic counts	4	3	2	2	7	-3	0	-3
22	El Matador Beach	58.848	Consider possibility to enlarge parking lot	3	4	2	1	7	-2	-2	-4
30	Trancas Canyon Rd.	56.851	Provide a sidewalk from shopping center and construct new pedestrian underpass crossing to beach	3	3	4	1	8	-2	-3	-5
49	Paradise Cove Rd.	52.162	Widen shoulder to provide striping for dashed bike lane and right turn lane from PCH onto Paradise Cove Rd.	3	2	2	1	5	0	-2	-2
59	Corral Canyon Rd. to Beach Access	49.961	Construct complete pedestrian walkway on ocean side from Corral Canyon Rd. signal to beach property	3	3	3	1	7	-2	-2	-4
69	Malibu Canyon Rd.	48.171	Restore shoulder stripe west of the intersection	3	1	2	0	3	0	0	0
72	Malibu Canyon Rd.	48.171	Provide ADA access from intersection to City Park	3	2	2	1	5	-1	-1	-2
87	Malibu Rd.	47.241	Realign Malibu Rd intersection to eliminate acute angle and merging. Provide right angle intersection.	3	3	2	1	6	-1	-2	-3
102	Carbon Canyon Rd. to Rambla Pacifico	44.961 - 44.171	Study feasibility to build a complete sidewalk from Carbon Canyon Rd. to Rambla Pacifico on the inland side	3	2	3	1	6	-1	-2	-3
107	Rambla Pacifico Rd.	44.171	Realign Rambla Pacifico to narrow and improve channelization at PCH and increase separation from antique bridge rail. Increase left-turn lane storage for short turn pockets	3	4	2	1	7	-2	-2	-4
129	Topanga Canyon Rd.	40.769	Lengthen southbound left turn storage bay to reduce potential overflow into through lane. (should be increased from 300' to 350', as the 95th queue distance is 350' for the weekend). Also lengthen time available to service lane during weekend.	3	2	3	1	6	-3	0	-3
12	Decker Canyon Rd.	59.901	Evaluate intersection modification to a one- or two-lane roundabout. A one-lane roundabout could possibly provide space for additional parking.	2	3	2	2	7	-2	-3	-5
45	330' west of Paradise Cove Rd.	52.222	Relocate bus stop to intersection of Paradise Cove Rd.	2	1	2	1	4	0	-2	-2
19	Encinal Canyon Rd.	59.401	Consider realignment of Encinal Canyon Road to intersect with La Piedra Beach Rd. Also consider roundabout control for new aligned intersection	1	2	2	2	6	-2	-3	-5