Pacific Coast Highway Parking Study

City of Malibu

Prepared for:
City of Malibu

Prepared by:
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Sign-off Sheet

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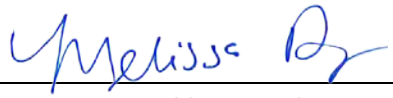
Reviewed by 
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1.0 INTRODUCTION

Pacific Coast Highway (PCH) is a designated California State Highway (also known as Route 1 or State Route 1) that runs generally north/south along the State's coastline. Although in the Malibu study area the roadway runs mostly east/west, for the purpose of this study to remain consistent with Caltrans, PCH will be referred to as a north/south highway, and the traffic on PCH will be referred to as northbound and southbound. It travels from north to south, mostly west to east, for 21 miles along the base of hills, along beaches, and through the coastal sage scrub environment of the City of Malibu. Although the directions on the highway itself are referred to as north or south, the different areas of the City of Malibu will be referred to as west or east. The City is located near the northern edge of Los Angeles County, but about one mile of unincorporated highway is located between the City Limit (PM 61.613) and the Ventura County Line (PM 62.867). Though Malibu is a small City of approximately 13,000 people, it hosts approximately 15 million visitors annually[1] who travel to experience the City's scenic coastline, beaches, recreational trails, and open space.

Pacific Coast Highway, widely known in the Southern California region as PCH, is owned, operated, and maintained by the California Department of Transportation (Caltrans). The highway spans the length of the City and serves as the local main street and residential corridor and is the sole north/south artery for residents and tourists. There are no frontage roads to provide parallel alternative routes for slower local vehicle traffic or bike and pedestrian users. It is also a major recreation corridor for bicyclists and pedestrians, as well as a 45 to 55 miles per hour (mph) regional and State highway. Despite its 45 to 55 mph speed limit and diverse users, PCH is constrained by limited right-of-way (ROW) between the Pacific Ocean Coastline and the Santa Monica Mountains, as well as by private property and existing developments.

Due to its proximity to the beaches and recreation areas of the Santa Monica Mountains, there is a high demand for visitor parking along many portions of PCH. This demand peaks considerably during the summer when warmer weather brings more locals and visitors alike to the beaches. Other portions of the highway provide desired parking for local residents and businesses. In the 1970s, voters established the California Coastal Zone Conservation Act and created a Commission to regulate the Coastal Zone and public access to beaches and coastal uses. The California Coastal Commission (CCC) possesses authority to regulate parking within the Coastal Zone for the purpose of beach access and acts to preserve public parking. As a result, public parking along PCH is highly valued as a form of protected coastal access. Access to the Coastal Zone and beaches would be reduced significantly if parking was unilaterally prohibited for any reason.

[1] ABC 7 News "Cracking Down on Illegal No-Parking Signs in Malibu" 11/10/2011.

Parking is generally allowed and largely unrestricted along much of the frontages of PCH. The combination of regularly utilized on-street parking, nonstandard highway lane and shoulder widths, and traffic volumes averaging over 40,000 vehicles daily in some sections have combined to produce safety issues for motorists, bicyclists and pedestrians.

Private vehicle access does not represent the sole means of coastal access in the City of Malibu. The Los Angeles County Metropolitan Transportation Authority (Metro) operates local Bus Route 534 providing transit service between Trancas Canyon Road and Downtown Santa Monica with stops at many Malibu destinations including major beaches and recreation areas. In addition, PCH is a designated bike route and is a popular route for bicyclists. Pedestrians are also common alongside PCH though sidewalks occur infrequently outside of the Civic Center/Pier Area. With an increasing statewide, regional, and local interest in planning for all users, these alternative modes of transportation must be considered in planning for coastal access and the allocation of limited highway ROW.

Caltrans maintains a database of collisions on its highways, and summarizes the frequency of collisions on a facility (highway) based on the amount of traffic that uses it. In this way, collision rates on highways throughout the State can be compared. Based on Caltrans Traffic Accident Surveillance and Analysis System (TASAS) data, the collision rate for the entire length of PCH in Malibu (approximately 21 miles) is 1.24 accidents per million vehicle miles. The statewide average is 1.46 accidents per million vehicle miles for comparable facilities. The 2015 PCH Safety Study found that this average includes areas with a very low frequency of collisions (such as the west end of the City) and areas (such as the Central Malibu area) with a higher rate than the statewide average. Though the aggregate PCH collision rate is lower than the State average for comparable facilities, City, regional, and Caltrans officials are committed to further enhancing safety along the scenic and residential highway. The conflict of diverse highway users, contrasting land uses and conditions along the highway shoulder, speed limits over 45 mph, and frequent parallel parking maneuvers along the route continue to contribute to collisions along PCH within the City of Malibu each year, as they have since before Malibu's incorporation in 1991. Serious collisions can also result in major disruptions to local and regional circulation and cause significant travel delays, due to the lack of alternative routes along PCH in Malibu.

The City of Malibu, in conjunction with Caltrans, received a Caltrans Sustainable Transportation Planning Grant administered by the Southern California Association of Governments (SCAG) to conduct a full analysis and prepare a study to address parking needs and management strategies for the length of PCH within Malibu. Stantec Consulting Services Inc. (Stantec) was retained to conduct the study, analyze conditions impacting the supply, safety, accessibility, and circulation of parking along PCH, and make recommendations to optimize parking based on the above factors. These recommendations will form the basis of this Parking Study that will serve the needs of the diverse range of PCH users throughout the City of Malibu.

The Existing Conditions Chapter (Chapter 3.0) describes the existing parking conditions, regulations, and relevant conditions along the highway, its shoulders, and off-street parking lots that primarily serve public recreation facilities along PCH in the study area. The 21-mile study area along PCH between the east and west Malibu City Limits is shown in **Figure 1-1**.

Data collected for this study was compiled into a Geographic Information System (GIS) for documentation and analysis. The GIS system provides a greater amount of information and detail than the report narratives. Many of the report figures were generated using this GIS data.

The Safety and Mobility Assessment Chapter (Chapter 4.0) describes and analyzes collisions along the highway, and the Parking Recommendations Chapter (Chapter 5.0) outlines the recommended improvements.

This report summarizes and illustrates the overall Malibu PCH corridor. Detailed maps were also created as a part of this project, showing the information at a much larger scale. The 66 pages of maps are included in the **appendices** and depict detailed information for each portion of PCH.

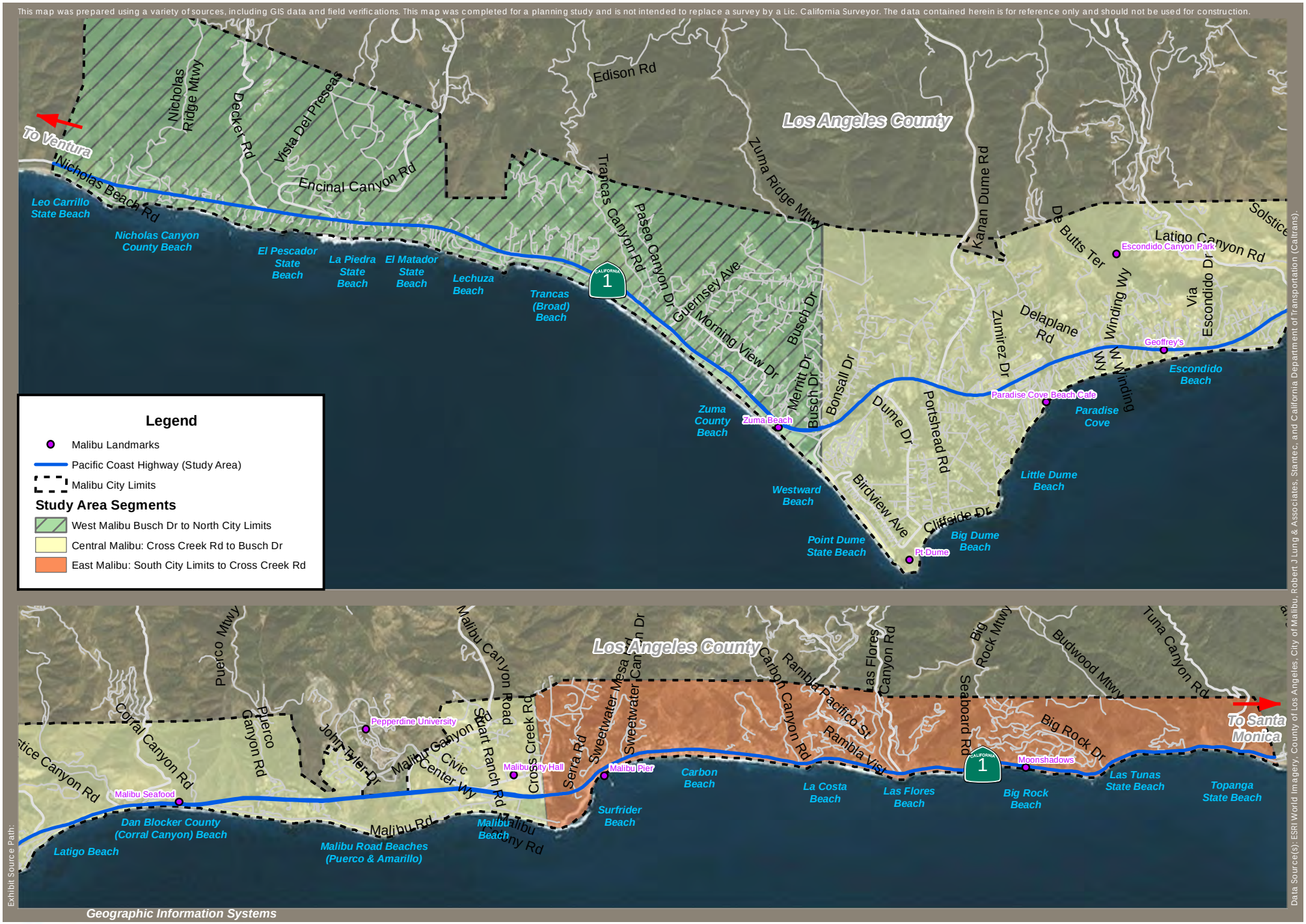

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Figure 1-1
Study Area Location
1.4

2.0 PARKING STANDARDS, REGULATIONS, AND PRECEDENTS

As a State highway that is owned, operated, and maintained by Caltrans, State standards, requirements, or policies for on-street parking, pedestrian improvements, and safety improvements supersede those of all other jurisdictions even though PCH travels through the City of Malibu and the County of Los Angeles in the study area. However, PCH is also subject to a variety of overlapping jurisdictions, such as the California Coastal Commission, with different standards, requirements, or policies for on- and off-street parking, pedestrian improvements, and safety improvements. As the City continues to explore parking and safety improvements to the highway and the immediate vicinity, relevant standards and precedents must be taken into consideration.

The following sections summarize existing parking data and information available from the City of Malibu, such as from the City's General Plan, Local Coastal Program, Municipal Code, Los Angeles Sheriff Department, and the Volunteers on Patrol Program, and how it relates to parking along PCH. In addition to these documents, further research was conducted to locate additional relevant documents illustrating associated parking policies and design standards. These sources include the Malibu General Plan, the Malibu Local Coastal Program, the Malibu Municipal Code, the California Coastal Commission (CCC) Strategic Plan, the Los Angeles County General Plan, the Los Angeles Department of Beaches and Harbors, the Caltrans Highway Design Manual (HDM), the American Association of State Highway Transportation Officials (AASHTO) Greenbook, Manual on Uniform Traffic Control Devices (MUTCD), Americans with Disabilities Act (ADA), the California Vehicle Code (CVC), and "2016 Metro Transit Service Policies & Standards." Most of these are living documents which are subject to updates, and the information presented here is current as of January 2017.

2.1 MALIBU GENERAL PLAN

The Circulation and Infrastructure Element of the Malibu General Plan states in Section 4.2.4 that on-street parking is allowed at various locations within the City of Malibu along PCH. Parking is allowed either on one or both sides of PCH which is the major route of access to the Malibu beaches and facilities along the coast. The General Plan specifies that the Local Coastal Plan must include sufficient parking for visitors. According to the General Plan, *"[e]xcept for a short segment of PCH just east of Big Rock Drive, on-street parking is allowed on either side of PCH from the eastern boundary of the City of Malibu to Corral Canyon Road. Parking is not allowed on either side of PCH between Busch Drive and Morning View Drive, and also in the vicinity of Trancas Canyon Road. Also, on-street parking is not allowed on the ocean side of PCH for a small segment just east of Encinal Canyon Road, and is restricted on the ocean side of PCH at Zuma Beach*."

One of the stated objectives of the General Plan is adequate off-street parking (C Objective 1.3). Sufficient off-street parking shall be required of new development (C Policy 1.3.1), and alternative parking opportunities for recreational uses shall be developed (C Policy 1.3.2).

The General Plan states that PCH is a designated bike route (Section 4.2.1). A stated objective of the General Plan is an effective transportation system that is multi-modal (C Objective 1.2), and the City shall encourage the use of alternative modes of transportation (C Policy 1.2.2).

Some of the existing conditions in the field regarding parking restrictions appear to conflict with Section 4.2.4 of the General Plan. Given the age of the General Plan and that it is based on information more than 20 years old, the City should consider an update to the Circulation and Infrastructure Element upon completion of this parking study. Although the General Plan is dated 1995, and some of the information reflected is out of date, it shows that parking along PCH is and has been an important issue for the City.

2.2 MALIBU LOCAL COASTAL PROGRAM

Local Coastal programs serve to guide development in the coastal zone, in partnership with the Coastal Commission. They contain ground rules for future development and protection of coastal resources. They typically cover many issues, and parking is one. Specific to PCH, the Malibu Local Coastal Plan (LCP) Land Use Plan states that "*restrictions on or elimination of existing on-street public parking on Pacific Coast Highway and adjacent side-streets shall not be permitted unless a comparable number of replacement parking spaces are provided in the immediate vicinity and it is demonstrated that such restrictions or elimination will not adversely impact public access to the shoreline*" (Section 7.12).

The Malibu LCP Local Implementation Plan (LIP) has provisions to ensure that adequate off-street parking is provided for new developments to minimize impacts to public street parking available for coastal access and recreation (Section 3.14.1(B)). It also states that adequate parking should also be provided to serve coastal access and recreation uses to the extent feasible. The Malibu LCP also states that in the coastal area "*existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided*" (Section 3.14.1(C)). The Malibu LCP LIP also prohibits *"restrictions on public parking, which would impede or restrict public access to beaches, trails, or parklands . . . except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety"* (Section 3.14.1(D)). These restrictions include but are not limited to:

- Posting of No Parking signs
- Painting red curbs
- Physical barriers
- Imposition of maximum parking time periods
- Preferential parking programs

If feasible, an equivalent number of public parking spaces shall be provided nearby as mitigation for impacts to coastal access and recreation (Section 3.14.1(D)). The LIP acknowledges that public safety is a valid reason to restrict parking.

Parking standards detailing off-street parking space requirements for different land uses are also provided in Section 3.14.3 of the Malibu LCP LIP. It states under Section 3.14.3 (Specific Parking Requirements) that parking shall be provided as outlined per land use, a residential parking stall shall be a minimum of 18 feet long by 10 feet wide. It continues under Section 3.14.5(D)(7) (Development Standards) that off-street parking stalls shall be at least 20 feet long by 9 feet wide for a parking area with six or more spaces regardless of use. Both standards apply to new development, and neither existing development nor parking along a highway is addressed.

The LCP LIP also states that increases in parking fees which affect the intensity of use at existing public beaches or parks shall be subject to a Coastal Development Permit (Section 12.10(B)).

2.3 MALIBU MUNICIPAL CODE

The Malibu Municipal Code Specific Parking Requirements outlines off-street parking standards for each specific land use (Section 17.48.030). The land uses provided include (A) residential, (B) visitor-serving commercial uses, (C) educational and cultural uses, (D) places of assemble and recreational uses, (E) medical and health uses, (F) office uses, (G) business and commercial uses, and (H) manufacturing uses. Even with these off-street parking requirements, the City requires that a minimum of two off-street parking spaces be provided for each new development. Section 17.48.030 of the Code also states that the minimum size for an off-street residential parking space is 18 feet long by 10 feet wide, and Section 17.48.050(7) states the minimum size for an off-street parking space is 20 feet long by 9 feet wide in a parking area with six or more spaces. Developments can provide compact off-street stalls, up to 20 percent of the total required spaces, which are a minimum of 15.5 feet long by 8 feet wide (Section 17.48.050(7)).

These codes apply to new development in the City, but many older residential and commercial properties do not meet the standards, nor are they required to meet them. For example, some of the older homes along PCH do not provide two on-site unenclosed and two enclosed parking spaces.

The Malibu Municipal Code refers to the Traffic Code of the Los Angeles County Code as the adopted traffic code for the City of Malibu (Section 10.04.010). The Malibu Municipal Code, through the Los Angeles County Traffic Code, provides details about:

- Authorization to prohibit on-street parking during all or certain hours of the day (LA County Code Sections 15.64.010 and 15.64.26)
- Authority to restrict parking of vehicles with a height of 6 feet or more within 100 feet of an intersection (LA County Code Section 15.64.261)
- Removal of unofficial signs which are imitations of official traffic signs (LA County Code Section 15.20.210)

- The violation category for the removal or damage of any official traffic sign (LA County Code Section 15.20.220)
- Removal of any vehicle which has been parked or left standing upon a highway for 72 or more consecutive hours (LA County Code Section 15.64.200)
- Parking restriction of any vehicle on any highway, street, or alley to 30 minutes between the hours of 2 AM and 4 AM (LA County Code Section 15.64.060)
- Establishing tow-away zones (LA County Code Section 15.64.510)
- Prohibiting the use of any vehicle parked on any highway as living accommodations or lodging purposes (LA County Code Section 16.86.020)
- Restricting parking through signs or markings at established bus loading zones (LA County Code Section 15.64.110)
- Allowing parking of vehicles within an intersection if such parking will not constitute a traffic hazard or impede the free flow of traffic (LA County Code Section 15.64.330).

Section 15.64.080 of the LA County Traffic Code specifies that time restrictions may be applied to State highways with the approval by the Department of Transportation of the State of California (Caltrans).

Sections 15.64.450 and 15.64.460 of the LA County Code allow placing and maintaining parking meters and the designation of their hours of operation on State highways with the approval of Caltrans.

Neither the Malibu Municipal Code nor the LA County Traffic Code specify a minimum shoulder width for on-street parking.

2.4 LOS ANGELES COUNTY SHERIFF'S DEPARTMENT/MALIBU VOLUNTEERS ON PATROL PROGRAM

The City of Malibu contracts with the Los Angeles County Sheriff's Department to provide necessary services, including parking enforcement. The Sheriff is the primary enforcement agency on PCH in Malibu. They supplement the standard patrol team with the "Beach Team," consisting of additional sheriff patrols, in the summer to assist with the influx of visitors.

The Volunteers on Patrol (VOP) Program was created by the Los Angeles Sheriff's Department to allow civilian volunteers that meet their minimum requirements (i.e. age, background check, training, driver's license) to help the Sheriff's Department in certain duties. The volunteers receive training to assist the Sheriff's Department in acting as their "eyes and ears." Since these volunteers are not law enforcement officers, their tasks mostly include traffic control and parking enforcement. The Malibu VOP Team helps by issuing parking citations in the City. They began issuing handwritten notices in 2014, and in 2015 began using an electronic system, which has increased the number of tickets issued.

Table 2.1 summarizes the number of parking violation citations issued by the Sheriff's Department and Malibu VOP Team since 2011. These totals include all parking tickets issued throughout the entire City, not just along PCH.

Table 2-1 Annual Parking Violation Citations in Malibu – 2011 through 2015

LA Sheriff/VOP	2011	2012	2013	2014	2015
Citations	6,527	7,001	8,942	10,910	10,325

2.5 CALIFORNIA COASTAL COMMISSION STRATEGIC PLAN

One of the many goals the California Coastal Commission (CCC) aims to achieve in their strategic plan is to maximize public access to California beaches and coastal recreation areas. Other goals include preserving scenic and coastal resources, protecting public access to those resources, and promoting active transportation, such as biking. The CCC recognizes that threats to public access are present and continue to arise. Lack of adequate public parking or restrictions such as preferential residential parking programs are all potential harms to public access. The CCC focuses on protecting existing public access to California's coastline as demand for coastal recreation and tourism continues to grow.

2.6 LOS ANGELES COUNTY GENERAL PLAN

The Los Angeles County General Plan states *"The County regulates on-street parking in certain high-traffic areas through restricted parking zones enforced by the Sheriff's Department and California Highway Patrol. In addition, the Los Angeles County Department of Regional Planning regulates parking for new developments by requiring an adequate number of spaces to meet anticipated demand."* There is no discussion of parking needs for existing developments or for on-street parking.

Section 15.08.150 defines the roadway as *"that portion of a highway between the regularly established curb lines or, when no curbs exist, that portion improved, designated, and ordinarily used for vehicular travel and parking."* Bus loading zone is defined as *"the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading or unloading of passengers"* (Section 15.08.050).

The Los Angeles County General Plan does not discuss on-street parking minimum parking space size.

2.7 COUNTY OF LOS ANGELES DEPARTMENT OF BEACHES AND HARBORS

The Department of Beaches and Harbors manages 34 parking lots at beach locations in Los Angeles County according to information obtained from their website. Within Malibu, they manage the Nicholas Canyon Beach Lot, Zuma County Beach Lot, Dan Blocker County Beach Lot, Point Dume State Beach Lot, Malibu Surfrider Beach Lot, and the Topanga Beach Lot, which is beyond the City limits. Each of these lots requires a fee, which is used to clean and sanitize the

beaches and to insure that facilities are properly maintained. Free parking is available for vehicles displaying a legal disabled placard or license plate on non-holiday weekdays at any of these lots. They do not have their own standards for parking space sizes.

2.8 CALTRANS HIGHWAY DESIGN MANUAL

The Caltrans Highway Design Manual (HDM) specifies in Section 62.1(9) that the shoulder of a roadway may accommodate on-street parking as well as bicyclists and pedestrians.

The HDM states in Section 402.3 On-Street Parking that *"on-street parking generally decreases through traffic capacity, impedes traffic flow, and increases crash potential. Where the primary service of the arterial is the movement of vehicles, it may be desirable to prohibit on-street parking on State highways in urban and suburban expressways and rural arterial sections. However, within urban and suburban areas and in rural communities located on State highways, on-street parking should be considered in order to accommodate existing land uses. Where adequate off-street parking facilities are not available, the designer should consider on-street parking, so that the proposed highway improvement will be compatible with the land use."*

HDM Table 302.1 provides the mandatory standard widths for paved shoulders on highways. For conventional four-lane highways such as PCH, the minimum right shoulder width is 8 feet, although 10 feet is preferred where on-street parking is allowed. If a Class II bike lane is provided, the minimum shoulder width is 8 feet plus the minimum width for the bike lane. Where the posted speed is greater than 40 mph, Section 301.2(1) specifies that the minimum Class II bike lane width adjacent to on-street parking should be 6 feet. Furthermore, on-street parking shall comply with Caltrans Design Information Bulletin DIB 82-05 regarding accessible parking requirements. The dimensions for the design of on-street accessible parking are shown in Caltrans Standard Plans Accessible Parking On-Street A90B. Standard Plans A90B notes that accessible on-street parking space size should be no smaller than the dimensions of other parking spaces specified by local jurisdictions, but shall not be less than 20 feet in length and 8 feet wide.

The HDM does not designate an on-street parking space minimum size, and instead recommends that on-street parking comply with DIB 82-05 and the AASHTO Green Book as discussed in Section 2.9. DIB 82-05 provides guidance on "Pedestrian Accessibility Guidelines for Highway Projects." DIB 82-05 Section 4.3.17 indicates that parking dimensions for off-street Americans with Disabilities Act (ADA) accessible stalls should be a minimum of 9 feet wide and 18 feet long. Suggested dimensions for on-street accessible parking spaces are not provided.

The HDM Section 903.4 also provides standards for roadside safety rest area parking, to be provided off-street. The manual requires one dedicated parking space for use by the California Highway Patrol (CHP) that is clearly visible to the public and includes formulas for determining the number of spaces to be provided based on the mainline daily traffic volume. The stall standards for roadside safety rest areas provide minimum stall widths and aisle widths depending on the vehicle type (HDM Table 903.5). However, these minimum stall widths do not apply to on-street parking.

Regarding bus zones, HDM Section 303.4 Curb Extensions defines busbays as *"an indentation in the curb which allows a bus to stop completely outside of vehicular and bicycle lanes."* Busbays may be created by restricting on-street parking. HDM Section 108.2(c) Bus Loading Facilities – Conventional Highway Application states that the transit authority having jurisdiction over the transit facility, in this case LA Metro, would provide the detailed design requirements of the bus loading zone.

On-street parking can affect sight distance at intersections. Sight distance considerations are discussed in HDM Chapter 200 Geometric Design and Structure Standards. The details of applying sight distance at intersections, known as the corner sight distance, can be found in Chapter 400 Intersections at Grade, Section 405.1, Table 405.1A, and Figure 405.7. Application of the corner sight distance requirements should be applied at unsignalized intersections between public streets per Section 405.1(2)(b). Stopping sight distance requirements given in Table 201.1 should be provided at intersections between private roads or rural driveways and public streets per Section 405.1(2)(c). Furthermore, corner sight distance should be applied at signalized intersections whenever possible. Where restrictive conditions exist such as high costs due to ROW acquisition, building removal, extensive excavation, or immitigatable environmental impacts (Section 405.1(2)(a)), the minimum sight distance at signalized and unsignalized intersections equal to the stopping sight distance given in Table 201.1 should be provided. However, application of corner sight distance requirements is not applied to urban driveways.

In addition to the guidelines in the HDM, Caltrans produces other documents to guide the development of highway projects, such as Design Information Bulletins and Deputy Directives. Caltrans Deputy Directive DD-64-R2 (signed 2008, renewed 2014) addresses the need for "complete streets" in the planning, operation, and maintaining of State highways. Caltrans recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

2.9 AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS GREEN BOOK

In American Association of State Highway Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets (The Green Book), Chapter 4: Cross-Section Elements states in Section 4.20 On-Street Parking that it has been shown that most vehicles will parallel park within 6 to 12 inches of the curb face, and an average vehicle will occupy approximately 7 feet of actual street space. Therefore, per AASHTO, the desirable minimum width of a parking lane is 8 feet. However, to provide better clearance from the traveled way and to accommodate use of the parking lane during peak periods as a through-travel lane, a parking lane width of 10 to 12 feet may be desirable, and that on arterials the elimination of parking should be considered to reduce the potential for collisions (Section 4.20). This width is also sufficient to accommodate delivery vehicles and, on a bicycle route, allows a bicyclist to maneuver around an open door of a parked motor vehicle. AASHTO does not provide guidance on roadways without curbs.

2.10 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The following regulatory standards were extracted from the US Department of Transportation Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) Chapter 2B Regulatory Signs, Barricades, and Gates. The regulations below reflect related parking standards to this study, but additional parking options and guidance are available in the MUTCD.

- Where parking is prohibited at all times or at specific times, the basic design for parking signs shall have a red legend and border on a white background (Parking Prohibition signs), except that the R8-4 (Emergency Parking Only) and R8-7 (Emergency Stopping Only) signs and the alternate design for the R7-201aP (Tow Away Zone) plaque shall have a black legend and border on a white background, and the R8-3 (No Parking – symbol) sign shall have a black legend and border and a red circle and slash on a white background (Section 2B.47(03)).
- Where only limited-time parking or parking in a particular manner are permitted, the signs shall have a green legend and border on a white background (Permissive Parking signs) (Section 2B.47(04).
- When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees or more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic (Section 2B.48(01)).

The California State MUTCD (CAMUTCD) is based on the National MUTCD but tailored to the State of California's needs. It includes information on parking spaces and parking restrictions. Parking restrictions should be provided at all intersections for "*one stall length on each side measured from the crosswalk or end of curb return*" and indicates that a clearance of six feet from the curb return should be provided at alleys and driveways (CAMUTCD Section 3B.19(12)). In addition, "*parking should be prohibited for a minimum of 30 feet on the near side and one stall length on the far side*" at signalized intersections (CAMUTCD Section 3B.19(13) and Figure 3B-21(CA)).

When parking spaces are marked on the roadway shoulder, the minimum parallel parking standards are shown as 8 feet wide and 20 feet long (CAMUTCD Figure 3B-21). To allow space to maneuver between parking stalls, 24 feet is recommended for stalls in a row (CAMUTCD Figure 3B-21). Angle or diagonal parking is not permitted on State highways (CAMUTCD Section 3B.19(17)).

CAMUTCD Section 3B.19(07) Policy of Parking Restrictions provides the option for local authorities to establish parking meter zones by ordinance with reference to CVC Section 22508. On State highways, the ordinances shall be approved by Caltrans (CAMUTCD Section 3B.19(08)), and the installation of parking meters shall be covered by an encroachment permit (CAMUTCD Section 3B.19(14)). The desirable dimensions of parking meter stalls are 8 feet by 24 feet with a minimum length of 20 feet (CAMUTCD Section 3B.19(11)).

CAMUTCD Section 3B.18(09a) Crosswalk Markings discusses the installation and design of uncontrolled crosswalks, and states that if the speed limit exceeds 40 mph, the roadway has four or more lanes of travel, and the average daily traffic (ADT) volume is 12,000 vehicles per day or greater, adequate visibility should be provided by parking prohibitions (CAMUTCD Figure 3B-17(CA)). The amount of adequate visibility that should be provided at uncontrolled crosswalks is not specified.

CAMUTCD Chapter 2 Signs discusses and provides guidance on the types and placement of signs on the highway. For areas where parking is restricted, R7 series signs are used (see CAMUTCD Figure 2B-24).

Where curb markings are used to convey parking restrictions, the color of the curb marking shall conform to CVC 21458—red indicates no stopping, standing, or parking except a bus may stop in a red zone marked as a bus loading zone (CAMUTCD Section 3B.23 (15)(a)(1)). When red curb markings are used without signs to prohibit parking, the words “No Parking” should be marked on the curb (CAMUTCD Section 3B.23 (03)). CAMUTCD does not specify white pavement hatching as an appropriate marking to convey parking restrictions.

2.11 AMERICANS WITH DISABILITIES ACT

The ADA currently does not have guidelines for on-street metered or stenciled parking stalls, but they are working on draft guidelines. The ADA requires a minimum number of required off-street accessible parking spaces depending on the total number of parking spaces provided in an off-street parking facility. Accessible parking spaces should also be located on the shortest accessible route from parking to an entrance. These apply to off-street parking.

Off-street parking spaces shall be a minimum of 96 inches (8 feet) wide and van parking spaces shall be a minimum of 132 inches (11 feet) wide. The parking spaces shall be clearly marked to define the width. Access aisles serving car and van parking spaces shall be a minimum of 60 inches (5 feet) and must be marked as a no parking space. Parking spaces and access aisles should be at the same level. Parking space identification signs shall include the International Symbol of Accessibility. The method and color of marking are not specified by these requirements but should address State or local laws or regulations.

2.12 CALIFORNIA VEHICLE CODE

Division 11 of the California Vehicle Code (CVC) contains Rules of the Road, and Division 11 Chapter 9 pertains to Stopping, Standing, and Parking. CVC Section 22500 lists the locations where vehicles are prohibited from stopping or parking, including the following locations:

- (e)(1) In front of a public or private driveway, except that a bus engaged as a common carrier, school bus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.
- (e)(2) In unincorporated territory, where the entrance of a private road or driveway is not delineated by an opening in a curb or by other curb construction, so much of the

surface of the ground as is paved, surfaced, or otherwise plainly marked by vehicle use as a private road or driveway entrance, shall constitute a driveway.

- (i) Alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance.

CVC Section 22502 specifies that where curbs, barriers, or a buffered (Class IV) bike lane do not exist, parallel parking along the right shoulder is required unless otherwise indicated.

CVC Section 22505 allows Caltrans to prohibit stopping or parking of vehicles on State highways in areas where in its opinion stopping or parking is dangerous to those using the highway or would unduly interfere with the free movement of traffic. CVC Section 22506 gives authority to local agencies to prohibit or restrict parking on State highways within their jurisdiction with approval from Caltrans. CVC Sections 21112 through 22658 refer to the authorities for the various parking signs. Red curb markings indicate no stopping, standing, or parking, whether the vehicle is occupied or not, except that buses may stop in a red zone marked as a bus loading zone (CVC 21458).

CVC Section 22514 also states that vehicles are not allowed to stop or park within 15 feet of a fire hydrant except as follows:

- (a) If the vehicle is attended by a licensed driver who is seated in the front seat and who can immediately move such vehicle in case of necessity.
- (b) If the local authority adopts an ordinance or resolution reducing that distance. If the distance is less than 10 feet total length when measured along the curb or edge of the street, the distance shall be indicated by signs or markings.
- (c) If the vehicle is owned or operated by a fire department and is clearly marked as a fire department vehicle.

Although the CVC does not specifically restrict parking on shoulders of a certain minimum width, it does state that vehicles must not block the travel lane. This can be difficult to enforce. In order for a vehicle to be cited, it must be touching or over the shoulder stripe. Because the vehicle is cited for "blocking the travel lane," the officer must stay with the vehicle until a tow truck arrives to remove the obstruction from the travel lane. This may inhibit the issuance of citations. Furthermore, CVC Section 22517 states that no person shall open the door of a vehicle on the side of moving traffic unless it is safe to do so and does not interfere with the movement of traffic.

Local authorities are permitted to establish parking meter zones per CVC Section 22508, restrict parking during specified times per CVC Section 22507.7, or restrict oversize vehicles per CVC Section 22507.

2.13 LOS ANGELES METRO/BUS ZONES

Metro operates a local bus route providing transit service along PCH in Malibu. Metro Route 534 travels between Trancas Canyon Road and Downtown Santa Monica. Route 534 travels primarily along PCH within the City of Malibu except where the route detours inland onto Civic Center Way in the Malibu Civic Center/Pier Area and into the Point Dume area on the ocean side of PCH. When both directions of service are taken into account, Route 534 makes 36 stops along PCH in the City of Malibu (18 stops in each direction).

Metro has established guidelines for optimal bus stop curb lengths in Section 3.2B of "2016 Metro Transit Service Policies & Standards." As shown in **Appendix D** of the Metro policy document, for a 40-foot bus, the optimal No Parking curb length is 90 feet if the bus stop is on the far side of an intersection, 100 feet if the bus stop is on the near side of an intersection, or 150 feet if the bus stop is mid-block. The guidelines indicate that the desired street lane width for bus operations should be 12 feet or more but do not specify the width of the desired bus zone width; however, per HDM Figure 404.5E, the width of a 40-foot bus is typically 8.5 feet for design purposes. These are standards that Metro has established to ensure that buses can navigate safely and serve bus stops.

Parking is generally prohibited at bus stops in the study area through a combination of red curbs, pavement markings (stenciling) and No Parking signs. The length of parking restrictions at each bus stop is different, and some bus stops are located on the far side of intersections and some are located on the near side. The notification of restrictions are not consistently applied at bus stops along the PCH corridor. In some cases, the words "Bus Zone" are stenciled onto the red curb in white, some locations combine red curb with white pavement hatching, while at other locations No Parking signs are the only warning that parking is restricted. For example, the bus zone near the Moonshadows restaurant has "No Parking Bus Zone" stenciled in white onto the highway shoulder pavement itself on the inland side of the highway as no curb exists in the area. However, if no painted curbs or No Parking signs are present, parking is not technically prohibited at bus stops under the CVC Section 22500.[2] Precise bus stop locations and the associated No Parking controls are included alongside other geographic study information in the PCH Existing Conditions Map in **Appendix A**.

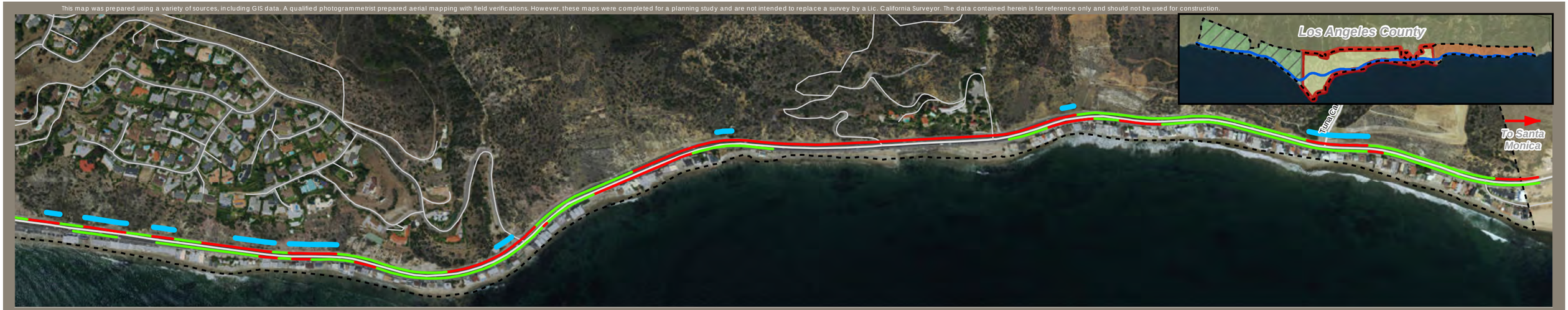
2.14 MINIMUM PARKING SPACE STANDARD

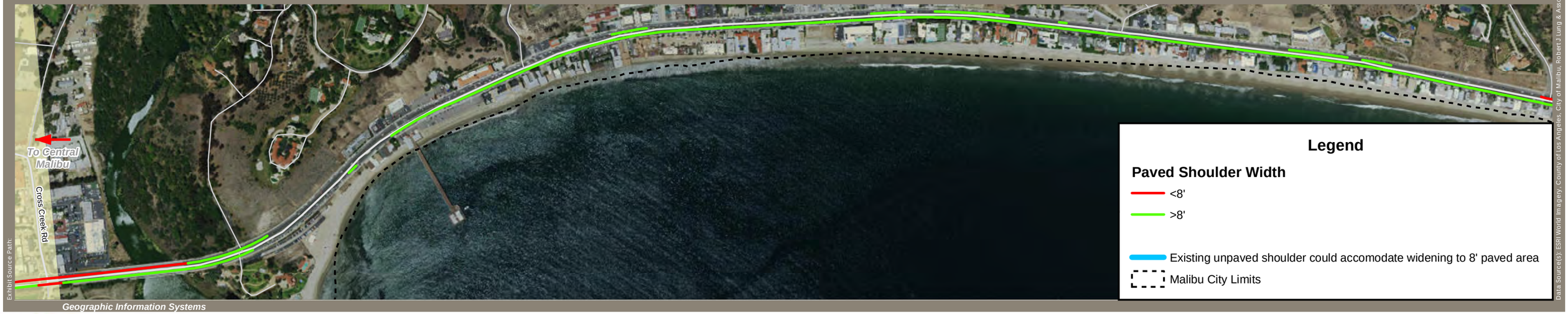
Based upon the standards referenced above, a paved area of the right shoulder providing 8 feet of width is determined to be the minimum width for a parking space. Twenty-four feet is the length assumed for each equivalent parking space in a row, based upon the Caltrans

[2] California Vehicle Code Section 22500: "No person shall stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places: (i) Except as provided under Section 22500.5, alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance."

standards (CAMUTCD Figure 3B-21), while allowing for maneuvering space between stalls. Isolated areas of at least 20 feet in length are assumed to provide one equivalent space (CAMUTCD Figure 3B-21) since the motorist would not have to maneuver between other parked vehicles. **Figures 2-1 through 2-3** show the areas with an 8-foot minimum paved shoulder. It does not indicate where parking is prohibited by signs or red curbs, for intersections, or for other purposes.

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.





Legend

Paved Shoulder Width

- <8'
- >8'

- Existing unpaved shoulder could accomodate widening to 8' paved area
- Malibu City Limits

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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N

Figure 2-1

Existing Shoulder Widths (East Malibu)

2.13

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

Coral Canyon Rd

Malibu Canyon Road

Los Angeles County

Civic Center Wy

Cross Creek Rd

To South Malibu

Latigo Canyon Dr

Kanan Dume Rd

Heathercliff Rd

Dume Dr

To North Malibu

Busch Dr

Westward Beach Rd

Legend

Paved Shoulder Width

- <8'
- >8'

- Existing unpaved shoulder could accomodate widening to 8' paved area
- Malibu City Limits

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Figure 2-2

Existing Shoulder Widths (Central Malibu)

2.14

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

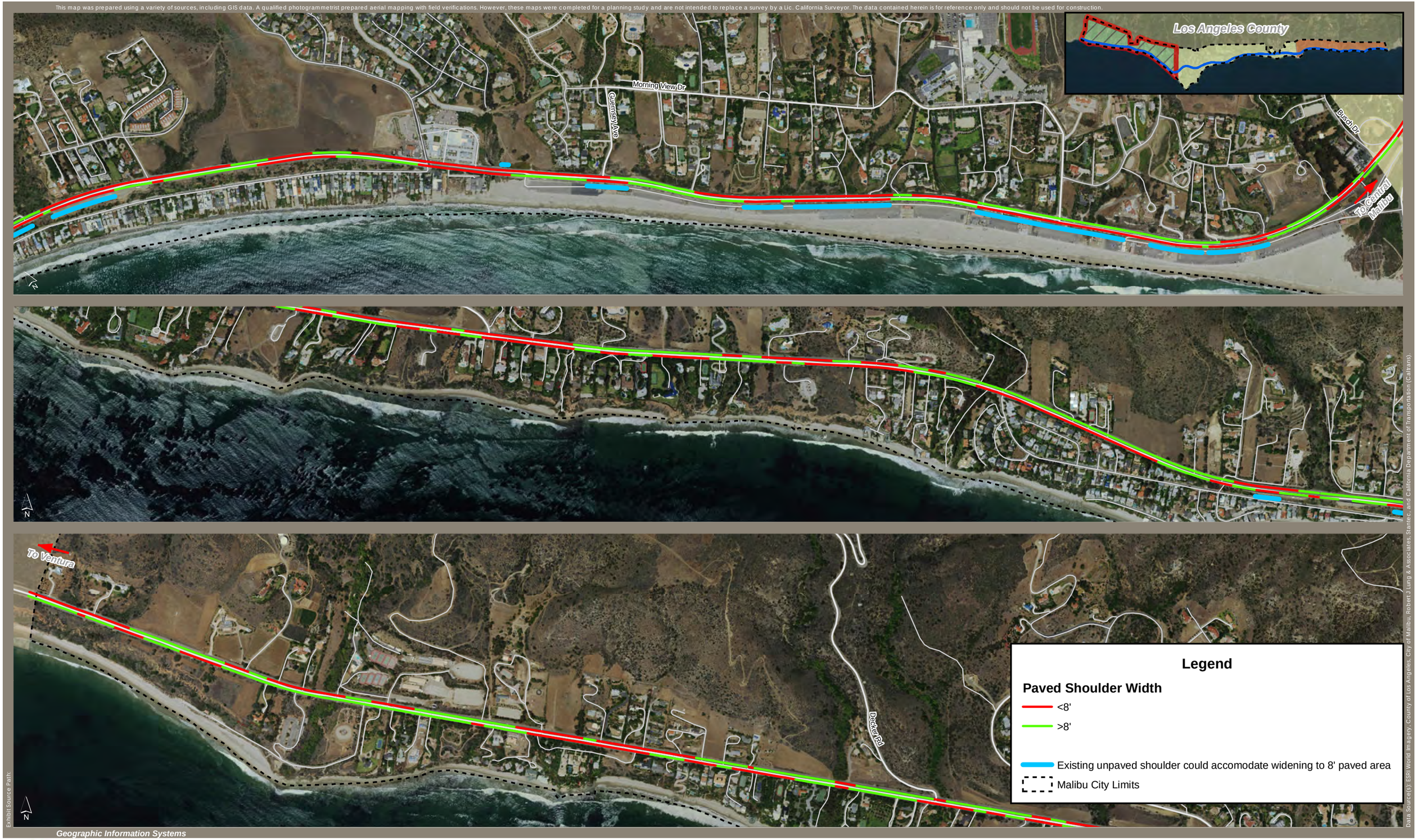

Exhibit Source Path:

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

Geographic Information Systems

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Figure 2-3
Existing Shoulder Widths (West Malibu)
2.15

3.0 EXISTING CONDITIONS

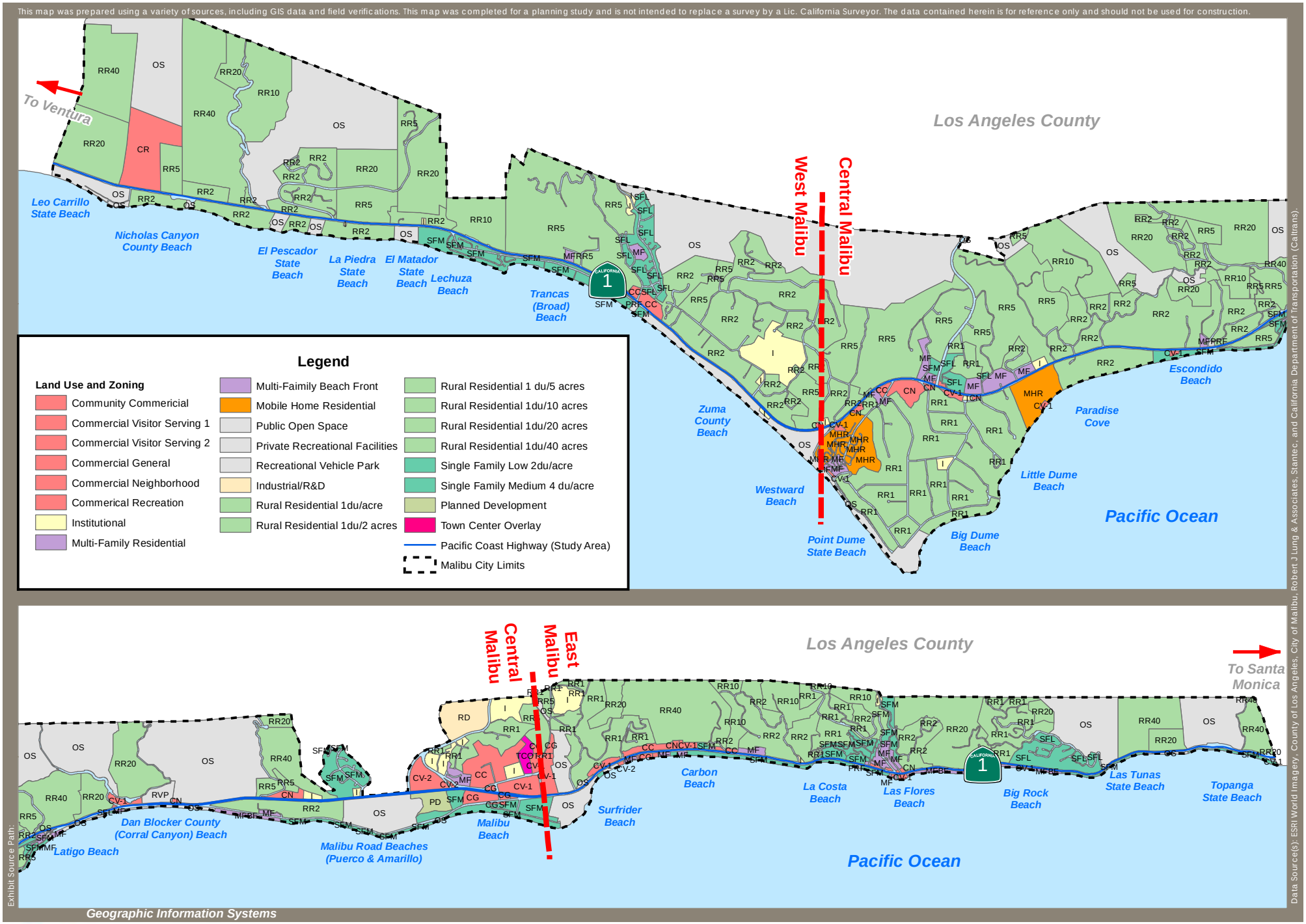
The City of Malibu is a very linear city, stretching over 21 miles along the coast with a variable width of under 3 miles from the coastline inland. Despite its small size, the character of the City changes dramatically travelling from one end to the other. For example, the density of residential driveways and commercial uses is highest at the eastern end of the city while the western portions of Malibu generally feature less intense development and more dispersed, largely residential uses. Commercial uses do exist outside of eastern Malibu but they are generally concentrated into distinct shopping plazas, with examples at Heathercliff Road, Busch Drive, and Trancas Canyon Road rather than spread out along the highway as they are in eastern Malibu. Additionally, PCH arcs away from the coastline in Central Malibu at Pepperdine University and again as it traverses the Point Dume area, resulting in long stretches of uninterrupted highway in this area with fewer driveways and reduced demand for beach parking, except at Dan Blocker County Beach, Paradise Cove, mountain recreation areas, and State beaches.

3.1 DATA COLLECTION OVERVIEW

Data was collected using ESRI world imagery, observed in the field by Stantec, and was also provided to Stantec from stakeholder agencies including Caltrans and the City of Malibu. Field work included aerial photogrammetry (performed by subconsultant Robert J. Lung and Associates) and data collection on numerous days from December of 2015 to August of 2016. Aerial and topography data was collected by aerial survey in December of 2015. Field data collection included shoulder and curb measurements, photography, field confirmation of agency provided data, driving the corridor and recording video of peak summer shoulder parking usage, and geocoding of sign and curb locations using a mobile GIS application.

3.2 PROJECT AREAS

For the purposes of this Existing Conditions chapter, the City was divided into three geographic segments based on similar characteristics: East Malibu, Central Malibu, and West Malibu. These areas and their limits are shown in previously referenced **Figure 1-1** on **page 1.4**. The areas are defined and described generally in this section of the report. More detailed information about parking in each segment appears in subsequent report sections. A map of existing land use and zoning within the City of Malibu is included for reference in **Figure 3-1**.



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0 0.5 1 2 Miles

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Figure 3-1
Malibu Land Use and Zoning

3.2

3.2.1 PCH in East Malibu: Eastern City Limit to Cross Creek Road

Figure 3-2 Looking North from 22664 Pacific Coast Highway in Malibu Civic Center/Pier Area

Within the east Malibu section, PCH runs north/south from the eastern City Limit to its intersection with Cross Creek Road. The east Malibu segment of PCH is characterized by a high number of residential and commercial driveways. These are located along both sides of the highway in the vicinity of the Malibu Civic Center/Pier Area. South of Las Flores Canyon Road, the majority of adjacent development is on the ocean side of the highway, generally consisting of low density single and multi-family homes with driveways and garages that require motorists to back into or out of the driveways into the flow of traffic along PCH. These residences are interspersed with a few commercial and recreational uses, including the Moonshadows Restaurant, and areas along Las Tunas State Beach where PCH travels directly along the coastline.

The inland side of the highway is primarily characterized by large and steep slopes that limit opportunities for development south of Las Flores Canyon Road. A limited number of residential properties are scattered along the inland side of the highway and feature challenging access to the highway. The large slopes in this area have historically been susceptible to movement and landslides. Sections along the inland side of PCH have been reinforced with fences or walls to reduce the impact of falling rocks on the travel lanes.

North of Las Flores Canyon Road, development intensifies on the inland side of the highway. In addition, both sides of the highway are characterized by single and multi-family homes. The area consists of many low density retail, office, and hotel properties, as well as recreation destinations like the Malibu Pier, Surfrider Beach, Malibu Lagoon, and the Adamson House Museum.

Between the eastern City Limit and Cross Creek Road, PCH is characterized by a two-way left-turn lane and two through traffic lanes in each direction. Traffic volumes on roadways are expressed in two-way 24-hour volumes, which are determined by counting the number of vehicles passing a point on the road. PCH in the east Malibu area is currently carrying between 45,000 and 46,000 vehicles per day on summer weekdays and 47,000 vehicles per day on summer weekends.[3] The summer volumes represent higher than average daily volumes. The traffic volumes in east Malibu are the highest on PCH within the City of Malibu. Signalized intersections in this segment include Big Rock Drive, Las Flores Canyon Road, Rambla Pacifico, Carbon Canyon Road, and Cross Creek Road. Four signalized crosswalks and one marked uncontrolled crosswalk also traverse PCH in the Malibu Civic Center/Pier/Central Malibu Area.

3.2.2 PCH in Central Malibu: Cross Creek Road to Busch Drive

Figure 3-3 Looking North on PCH from Puerco Canyon Road

In the central Malibu section of the study area, PCH runs north/south from Cross Creek Road to Busch Drive. The central Malibu segment of PCH is characterized by long stretches of highway adjacent to large lot single family estates, relatively undisturbed vegetation, public beaches, and open space. There are a few major commercial, civic, and recreation facilities such as

[3] Pacific Coast Highway Safety Study: Final Report, 2015.

Malibu Colony Plaza, Dan Blocker County Beach, Paradise Cove, and Geoffrey's. While a few homes and businesses have driveways that take direct access from PCH in this section, the majority of abutting properties take access indirectly from PCH via local streets. Others have long driveways to serve homes that are set back sufficiently from the highway to allow for turnaround space on-site. This combination of accesses results in far fewer driveways and potential conflict zones compared to the section to the east.

The coastline arcs southward away from the highway to form Point Dume north of Via Escondido Drive, reducing the pressure for beach parking on portions of PCH, especially where beaches are farther from the highway, and local public streets, such as Malibu Road, are closer to the coastline. However, mountain recreation destinations such as Escondido Canyon Park, Solstice Canyon Park, and Corral Canyon Park also attract numerous visitors who park on the shoulders of PCH when the limited off-street trailhead lots at Winding Way and adjacent to Malibu Seafood (25653 and 25623 PCH) reach capacity. Shoulder parking in the vicinity of Heathercliff Road is also regularly used to access the nearby shopping center and businesses. The parking fee at Paradise Cove parking lot may encourage shoulder parking along PCH in the vicinity, even though the highway is a quarter-mile distance from the beach.

Adjacent development is intermittent on both sides of the highway between Malibu Canyon Road and Latigo Canyon Road due to large expanses of open space in Malibu Bluffs Park, Corral Canyon Park, and Dan Blocker County Beach. However, these open space areas also serve as recreation destinations that attract significant parking demand, and little formal off-street parking exists in this area. North of Latigo Canyon Road, development exists on both sides of the highway with low density single and multi-family homes, and a number of low density retail, restaurant, and office properties clustered primarily around intersections.

Between Cross Creek Road and Busch Drive, PCH is characterized by two traffic lanes in each direction carrying between 31,000 and 34,300 vehicles daily on summer weekdays and between 37,000 and 41,000 vehicles daily on summer weekends.[4] A raised landscaped median divides the highway from Cross Creek Road to Webb Way. There is a series of paved raised medians north of Webb Way extending to approximately 1,300 feet south of Corral Canyon Road. From Corral Canyon Road to the north, the median treatment varies between a striped median with rumble strips, a center turn lane, reflective paddles and raised medians. Signalized intersections in this segment include Cross Creek Road, Webb Way, Malibu Canyon Road, John Tyler Drive, Corral Canyon Road, Paradise Cove Road, Zumirez Drive, Kanan Dume Road, Heathercliff Road, and Busch Drive.

[4] Pacific Coast Highway Safety Study: Final Report, 2015.

3.2.3 PCH in West Malibu: Busch Drive to Western City Limit

Figure 3-4 Looking Northbound on PCH from Zuma Beach (south of Trancas Canyon Road)

In the west Malibu section of the study area, PCH runs north/south from Busch Drive to the western City Limit south of Mulholland Drive. The west Malibu segment of PCH is somewhat similar to the central Malibu section in that it is also characterized by long stretches adjacent to estate residential properties, vegetation and open space. It also provides access to several small and large popular beaches and associated parking. The section of PCH from Busch Drive to the western City Limit serves limited commercial properties, including small neighborhood shopping centers located at Busch Drive and at Trancas Canyon Road. Significant recreation destinations include Zuma County Beach, El Matador State Beach, La Piedra State Beach, El Pescador State Beach, and Nicholas Canyon County Beach. Like the central Malibu section, a few homes and businesses do have driveways directly onto PCH, but the majority of adjacent properties are served by consolidated access to PCH from local streets. This results in far fewer driveways and potential conflict zones relative to the eastern Malibu section. Adjacent private development is intermittent on both sides of the highway and is comprised primarily of low density single and multi-family homes with a few low density retail and restaurant properties clustered primarily around intersections.

Virtually all of the west Malibu section of PCH is relatively close to the coastline. The many public beaches along this span have the potential to create significant parking demand. This is

demonstrated by the 1,834-space parking lot at Zuma County Beach (see **Figure 3-5** below and **Figure 3-6** on **page 3.8**). Despite the size of the parking lot at Zuma County Beach, the parking fee associated with the parking lot ($3 - $14) may lead visitors to park along the shoulder of PCH where parking is permitted and free of charge, often leaving the large lots empty or partially full even in the peak season.

Figure 3-5 Looking Southbound on PCH at Zuma Beach

Between Busch Drive and the western City Limit, PCH is characterized by two traffic lanes in each direction carrying approximately 21,000 vehicles per day on summer weekdays and 25,000 vehicles per day on summer weekends.[5] A raised median divides the highway between the Zuma Beach access road and Morning View Drive, followed by reflective paddles north to approximately 900 feet north of Trancas Canyon Road. Raised medians divide the highway on either side of Trancas Canyon Road followed by a striped median for the remainder of PCH within the Malibu City Limit. Signalized intersections in this segment include Busch Drive, Morning View Drive, and Trancas Canyon Road. However, there are no traffic signals for almost 5 miles between Trancas Canyon Road and the City Limit.

[5] Pacific Coast Highway Safety Study: Final Report, 2015.

Figure 3-6 Extensive Paved Parking Lot at Zuma Beach

3.3 PUBLIC OFF-STREET PARKING FACILITIES

Many of the beaches and recreation areas along PCH are served by off-street parking lots often combined with shoulder parking along the highway. These State, County, City, and privately operated lots differ considerably in their capacities and conditions. Some of them charge parking fees while others are free. Some of the off-street parking lots are paved and striped while others are more informal or unpaved. Table 1 on the next page summarizes the ownership, parking fee (where applicable), total parking supply, parking for Americans with Disabilities Act (ADA) users, and a cursory assessment of the potential for expansion at these off-street parking lots. The locations of these public access parking lots are shown in **Figure 3-7**.

In addition to these formal parking lots, wide shoulders currently serve as de facto parking lots. In these areas, vehicles can park farther away from PCH traffic, compared with other areas that only provide parallel parking alongside the travel lanes. In the Broad Beach area between Sea Cloud Lane and Lunita Road, wide dirt areas behind the paved shoulder provide space for vehicles to park several feet away from the travel lane. At Westward Beach where PCH arcs away from the coastline, parallel parking is allowed along the shoulder on Westward Beach Road far from PCH travel lanes. Another de facto parking lot is found at Las Tunas State Beach which provides a wide area for parking on the side of the highway where construction was recently completed.

Most of the formal lots are paved with asphalt concrete (AC). Motorists using parking lots at El Pescador, La Piedra, and El Matador State Beaches park on reinforced earthen surfaces, such as decomposed granite (DG).

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Figure 3-7
Existing Public Access Parking Lots

Most of the formal lots charge for parking. A notable exception is Malibu Bluffs Park, which is a City-owned facility that does not provide convenient beach access due to its location on a coastal bluff. However, it does provide access to park amenities, the Michael Landon Community Center, and hiking trails with ocean views that lead to Malibu Road beach access points. Malibu Bluffs Park parking lot is also used on the weekends by cyclists that park and ride on PCH.

The cost of parking varies considerably in the lots that charge for parking. Prices were highest at the privately operated lot at Paradise Cove. This may incentivize more use of parking on the shoulders of PCH where parking is free of charge. Parallel parking is also available at no cost along the shoulder of PCH adjacent to the paid lot at Zuma County Beach. In 2015 the City of Malibu completed a project which greatly expanded the paved shoulder to improve on-street parking adjacent to the Zuma Beach lot. It is common to see a nearly empty pay parking lot with the shoulder parking in the vicinity used by many patrons in the off-season. A similar phenomenon occurs adjacent to other beach parking lots like the Malibu Pier State-owned parking lot and the County parking lot at the Adamson House and Malibu Lagoon Museum and Surfrider Beach. While many motorists appear to avoid the pay parking areas during the off-season, both the paid lots and shoulder parking are much more heavily used on warm weekends and during most of the summer due to sheer demand and limited supply in some of the pay lots near the popular beaches.

Table 3-1 summarizes the off-street parking lots in the Malibu area.

Table 3-1 Off-Street Parking Lots

Map ID	Parking Lot Name	Lot Type	Fee	Total Capacity	ADA Spaces	Surface	Available Land to Expand?
1	Leo Carrillo State Beach[1,2]	State	$12-$20	151	11	Asphalt	No
2	Nicolas Canyon Beach	County	$3-$10	154	2	Asphalt	**Yes**
3	El Pescador State Beach	State	$10-$15	25[3]	1	Dirt	**Yes**
4	La Piedra State Beach	State	$10-$15	30[3]	1	Dirt	**Yes**
5	El Matador State Beach	State	$10-$15	45[3]	1	Dirt	**Yes**
6	Broad Beach Dirt Shoulders	De facto[4]	Free	86[3]	0	Dirt	No
7	Zuma County Beach	County	$3-$14	1,834	37	Asphalt	No
8	Westward Beach Road	De facto[4]	Free	128[3]	4	Asphalt	**Yes**
9	Point Dume State Beach (Westward County Lot)	County	$3-$14	374	3	Asphalt	No
10	Point Dume State Beach (Cliffside Drive)	State	Free	11	2	Asphalt	**Yes**
11	Paradise Cove[5]	Privately Operated	$35-$50	229[6]	Unknown[6]	Asphalt	No
12	Winding Way	County[7]	Free	14	Unknown[6]	Asphalt	**Yes**
13	Dan Blocker (Corral Canyon) County Beach	County	$.25/10 min	15	1	Asphalt	**Yes**
14	Santa Monica Mountains Recreation Area (Sara Wan Trailhead at Corral Canyon)	State	$5[8]	14	1	Asphalt	**Yes**
15	Malibu Bluffs Park	City	Free	125[9]	4	Asphalt	No
16	Malibu Point Beach/Malibu Lagoon State Park	State	$12-$20	71[3]	4	Dirt	No
17	Adamson House and Malibu Lagoon Museum	County	$3-$14	78	5	Asphalt	No
18	Malibu Pier (State Lot)[5]	Privately Operated[10]	$10[11]	94	5	Asphalt	No
19	Las Tunas State Beach[1]	De facto[4]	Free	15[3]	0	Dirt[1]	No
20	Topanga Beach[2]	State	$10	99	1	Asphalt	No
Total				3,592			

1. Parking areas at Las Tunas State Beach and Leo Carrillo State Beach were under construction at the time of report preparation so new parking capacity may differ from estimate provided, and surface material may also be different
2. Outside of City Limits but included in study
3. Unstriped dirt and shoulder lot capacity was estimated assuming 24 feet per vehicle parallel parking
4. De facto lots at Broad Beach and Las Tunas State Beach refer to wide areas adjacent the highway shoulder that function as parking lots, de facto lot at Westward Beach refers to shoulder parking along Westward Beach Road which provides parking far from PCH travel lanes
5. Parking fees at privately operated lots may encourage shoulder parking on PCH
6. Lot capacity was estimated from an aerial photo, and ADA spaces were difficult to discern
7. Was owned by the County but operated by the Santa Monica Mountains Conservancy. The County has recently transferred fee ownership of the lot to Mountains Recreation and Conservation Authority (MRCA)
8. Parking Fee referenced on numerous hiking reviews sites (Could not otherwise confirm fee at time of writing but reached out to Santa Monica Mountains Conservancy to confirm)
9. Includes 71 regular spaces and 4 ADA spaces in the lot itself and space for 50 cars to parallel park on Winter Mesa Dr.
10. The Malibu Pier Lot is State Owned but operated by a Private Vendor
11. Parking Fee displayed on Google Streetview imagery from June 2016 (Could not otherwise confirm at time of writing)

3.4 COASTAL ACCESS POINTS

Figure 3-8 Coastal Access Paths at 27420 and 22664 Pacific Coast Highway

While many of the major beaches in Malibu are served by dedicated adjacent or convenient parking lots, many other smaller beach areas are accessed by pedestrian access pathways and stairways in areas where right-of-way is more constrained. Many of these coastal accesses stem from development requirements within the Coastal Zone that require public access to beaches. Some of these coastal accesses run between private developments from PCH or adjacent streets to the public beach below. Because these coastal access points are often bounded by private property, mostly residential homes, little to no off-street parking is typically available except along the shoulders of PCH or the adjacent local street. This increases the demand for shoulder parking in the vicinity of coastal access points.

The City of Malibu provided information on existing and anticipated locations of beach access ways, based upon development requirements. The study team inspected each location and other sites to compile and inventory locations where public coastal access paths were found not to be associated with nearby parking lots.

Table 3-2 on the next page summarizes the existing conditions and accessibility of the public coastal access points along PCH. This includes all current locations as of the date of field work, in 2015. Public coastal access points are categorized as public-private beach access paths, county beaches, State beaches, and access from private parking lots.

Table 3-2 Coastal Access Points

Map ID	Access Point	Type
1	Broad Beach Road at West Sea Level Drive	Public Access Path
2	Broad Beach Road at Bunnie Lane	Public Access Path
3	Broad Beach Road at East Sea Level Drive	Public Access Path
4	Btw. 31340-31346 Broad Beach Road	Public Access Path
5	Btw. 31138-31202 Broad Beach Road	Public Access Path
6	Btw. 27400-27420 PCH	Public Access Path
7	Btw. Malibu Cove Colony & Escondido Beach Drive	Public Access Path
8	Latigo Shore Drive/Seagull Way & PCH	Public Access Path
9	Btw. 25120-25124 Malibu Road	Public Access Path
10	Btw. 24714-24742 Malibu Road	Public Access Path
11	Btw. 24572-24604 Malibu Road	Public Access Path
12	Btw. 24434-24436 Malibu Road	Public Access Path
13	Btw. 24314-24320 Malibu Road	Public Access Path
14	Btw. 22664-22706 PCH	Public Access Path
15	Btw. 22446-22500 PCH	Public Access Path
16	Btw. 22126-22140 PCH	Public Access Path
17	Btw. 19958-20000PCH	Public Access Path
18	20356 PCH	Public Access Path
20	Nicholas Canyon County Beach	County Beach
21	Zuma County Beach	County Beach
22	Westward Beach Road[1]	County Beach
23	Point Dume County Beach (Westward County Lot)	County Beach
24	Dan Blocker (Corral Canyon) County Beach[2]	County Beach
25	Surfrider Beach	County Beach
26	El Sol County Beach (APN 4473-020-900, 901, 902, 903)	County Beach
27	APN 4459-018-901	County Beach
28	25120.5 Malibu Road	County Beach
29	20516 PCH	State Beach
30	24308 Malibu Road	State Beach
31	Leo Carillo State Beach[3]	State Beach
32	El Pescador State Beach	State Beach
33	La Piedra State Beach	State Beach
34	El Matador State Beach	State Beach
35	Point Dume County Beach (Cliffside Drive)	State Beach
36	Malibu Lagoon State Park	State Beach
37	Las Tunas State Beach	State Beach
38	Topanga Beach[3]	State Beach
40	Paradise Cove[4]	Access From Privately Operated Lot
41	Malibu Pier (State Lot)[5]	Access From Privately Operated Lot

1. Shoulder Parking Only excluding four ADA spaces
2. Small paved off-street lot north of main beach access area lot and wide dirt shoulders
3. Outside of City Limits but included in study
4. Privately owned lot is accessible but parking fees encourage shoulder parking on PCH
5. The Malibu Pier Lot is State owned but operated by a Private Vendor

County and State Beaches typically have dedicated off-street parking lots (see notes in table for exceptions) while public access paths rely on shoulder parking and bus access. Both locations at privately operated lots (Malibu Pier[6] and Paradise Cove) have access to off-street lots but parking fees encourage visitors to seek free shoulder parking along PCH. The general locations of these public coastal access points are shown in **Figure 3-9**. The specific locations of the coastal access points relative to other geographic study information are shown in the PCH Parking Corridor Map in **Appendix A**.

3.5 SHOULDER PARKING AND RESTRICTIONS

On-street and shoulder parking regulation along PCH is governed by No Parking signs, painted curbs, and hatching/pavement marks/stenciling. Caltrans has recently used pavement markings like hatching/stenciling at the entrance to the beach parking lots at El Pescador State Beach, La Piedra State Beach, and El Matador State Beach. Generally, in the absence of signed or painted parking regulations, parking is not prohibited apart from standard regulations limiting parking at driveways, on bridges, adjacent fire hydrants along the shoulder, and within intersections and the travelway.

The study team conducted a full analysis of parking regulations throughout the study area. Signs indicating No Parking are more commonly used to convey parking restrictions outside of the Malibu Civic Center/Pier Area and in the vicinity of major beach destinations such as Zuma County Beach. The use of red painted curb is more common within the Malibu Civic Center/Pier Area where the highway is more likely to be bordered by a raised curb.

3.5.1 No Parking Signs

Parking regulations depicted by signs, curbs, or pavement markings along public highways in California must conform to the requirements of the CAMUTCD. Signs are regulated to conform by size, lettering, word, layout, color, shape, and other factors that make the signs unmistakably public. If signs posted by public agencies do not conform to the requirements of the MUTCD, they are highly likely to be unenforceable. For this reason, signs posted by public agencies have a standard appearance that is constant throughout the state. However, as these sign standards evolve over time, older signs may develop nonstandard appearances relative to newer MUTCD standards. Though these older signs are not necessarily illegitimate, they should be updated when feasible as motorists may not respect older signs that appear unfamiliar.

Standard parking regulation signs are designated by sign codes that indicate the type of regulation. For example, No Parking Any Time signs are known as R26 signs. Sign codes ranging

[6] The Malibu Pier Lot is State Owned but operated by a private vendor.

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Miles

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Figure 3-9
Existing Public Coastal Access

from R28 to R30 generally refer to permanent, time of day prohibitions, or time limit parking regulations. **Table 3-5** on **page 3.20** provides a legend of the sign types along PCH in the City of Malibu with graphical samples of each sign type.

Caltrans provided Sign/Installation Orders to show where signs should be posted. They are working on an active comprehensive inventory showing the location of duly established No Parking signs along PCH. Until then, a list can be put together by combining the Sign/Installation Orders, permit installations and signs installed through Caltrans Capital Improvement Projects (CIP). All encroachment permits and CIPs were not reviewed for this parking study. Areas featuring standard signs are highly likely to be official. However, it would be possible for a third party to cause a sign to be posted using an official looking sign or a curb to be marked without the consent of the responsible agency (Caltrans). Under this condition, the posting would be considered unofficial, the traffic device would be subject to removal, and the regulation could potentially be unenforceable. For this reason, the study team inspected the location of all parking regulation signs found along the highway and deduced based on the appearance of the sign, the method of posting, the potential justification, traffic engineering principles, and other factors to conclude whether the regulation was likely to be official. This methodology is reasonable, but cannot guarantee the accuracy of the resulting conclusions.

A number of No Parking signs along PCH do not conform to current MUTCD design standards. While some of these signs may just predate the current MUTCD standards, others may be suspect and could have been installed illegally. This might be done by private citizens frustrated with visitors or tourists parking in front of their property, by merchants attempting to reduce parking near driveways or commercial signs, or by private citizens or merchants trying to mitigate line of sight issues around driveways. Caltrans makes an effort to remove signs that are installed illegally.

Signs not conforming to the MUTCD may be posted by property owners on their property to regulate parking on private property. These sign postings can be confused with public street postings, but they must indicate the details of the posting, the Vehicle Code or City Ordinance allowing posting, and the telephone number to retrieve towed vehicles. These signs can be posted by the owner on their property to regulate their private property, but are not proper for posting to regulate parking along the highway or its publicly owned shoulders and curbs. This is in part because private citizens or property owners are not authorized to regulate parking on public highways. This study only assesses signs within the public State right-of-way and does not examine signs that may be posted on private property.

The distribution of different No Parking sign types along PCH is summarized in **Table 3-3** on the next page. Though these sign types are considered distinct under MUTCD standards, there are only minor differences between them, such as the inclusion of directional arrows or time period restrictions, specific reasons for parking prohibition, tow away zones, etc. **Table 3-5** on **page 3.20** provides graphical samples of each No Parking sign type found along PCH.

Table 3-3 Existing No Parking Sign Types

MUTCD Sign Type*	Number of Signs
Parallel Parking Only	8
R26	54
R26A	14
R26F	5
R26K	97
R26L	9
R26(S)	27
R27(S)	2
R27A(S)	5
R28	50
R28A	15
R28(S)	2
R30A	17
R7-107	3
Other**	10
Total	318

* See Table 3-5 for parking signs legend
**Includes older but likely official signs, nonstandard, and potentially illegal signs

Not all No Parking signs impose permanent and continuous regulations. For example, No Parking signs in the vicinity of Surfrider Beach limit overnight parking from 12 AM to 5 AM. They do not limit or restrict parking during the day when most visitors use the beach. Other No Parking signs can establish time limits that regulate parking during some or all portions of the day or week. **Figures 3-10 through 3-13** on **page 3.18** depict examples of common No Parking signs along PCH.

Finally, even a sign that is authorized by Caltrans and matches MUTCD standards may not necessarily be effective at prohibiting parking. Older signs may appear unfamiliar to motorists inducing them to question their legitimacy as previously discussed. Other signs may be faded, damaged, obstructed by foliage, or vandalized to the point that they are barely legible to passing motorists.

Figure 3-10 A Compliant No Parking Sign on Private Property (West Malibu)

Figure 3-11 MUTCD R30A Sign with the Malibu Pier in the Background

Figure 3-12 Standard MUTCD R26(S) Sign in Central Malibu

Figure 3-13 An MUTCD R28A Sign in West Malibu near La Piedra State Beach

In addition to the signs that currently exist on PCH, a number of additional parking-related signs were documented in Caltrans Sign/Installation Orders but missing in the field. These signs may have been deliberately removed, damaged in accidents, obscured by vegetation, or superseded. Some of the potentially missing signs authorized by Caltrans and identified in this report have already been installed and some are slated to be installed, but all signs not originally confirmed in the field are reflected in **Table 3-4** and with the "-CT" designation in the PCH Parking Corridor Map in **Appendix A**.

Table 3-4 Caltrans Authorized Signs Potentially Missing in the Field

MUTCD Sign Type*	Number of Signs
R26-CT	53
R26A-CT	8
R26K-CT	7
R26(S)-CT	13
R27A(S)-CT	1
R28-CT	43
R28A-CT	24
Total	149
* See Table 3-5 for parking signs legend	

This report is working toward creation of a comprehensive sign inventory of PCH as Caltrans is responsible for the potentially missing signs. Some of the potentially missing signs may have been superseded and further field studies may be necessary to determine if they are actually needed. Areas where parking was historically prohibited are relevant to this study as they may represent areas where parking was prohibited to enhance safety by improving sight distance for merging vehicles, preventing parking where there would be minimal separation between parked cars and highway traffic, or mitigating other conditions where safety could be improved by limiting parking. **Table 3-4** above illustrates the type and distribution of signs expected from Caltrans work orders but may be missing in the field.

Table 3-5 on the next page illustrates the signs associated with each MUTCD No Parking sign type code found along PCH. **Figure 3-14** illustrates the general locations and clustering of existing and Caltrans authorized but potentially missing No Parking signs. The specific locations of No Parking signs and other geographic study information are shown in the PCH Parking Corridor Map in **Appendix A** along with the specific sign type and directionality of related parking restrictions.

Table 3-5 No Parking Signs Map Legend

Sign Code	Sign Sample	Sign Code	Sign Sample	Sign Code	Sign Sample
R26 R26-B ↔		R26(S) R26(S)-L ←		R28(S) R28(S)-L ← (shown) R28(S)-B ↔	
R26A		R27/R27(S)		R30A R30A-B (Time period varies with field conditions*)	
R26F		R27A/R27A(S)		R7-107 R107-L ← R28-B ↔ R28-R → (shown)	
R26K R26K-L ← R26K-B ↔ R26K-R →		R28 R28-L ← (shown) R28-B ↔ R28-R →		BO (Bus Parking Only)** Note: Not a State sign	
R26L R26L-L ← R26L-B ↔ R26L-R →		R28A R28A-L ← (shown) R28A-B ↔ R28A-R →		PO (Parallel Parking Only – Tow Away)**	

Source: California MUTCD 2014 Sign Charts
Notes:
Direction of arrows included with signs vary with field conditions (L = left, B = both, R = right).
Exact design of signs in the field may vary with factors such as the age of the sign.
(S) indicates "Stopping" replaces "Parking" on sign.
* Time restriction on PCH in the study area is 12 AM to 5 AM
** Sign samples from photos taken in the field

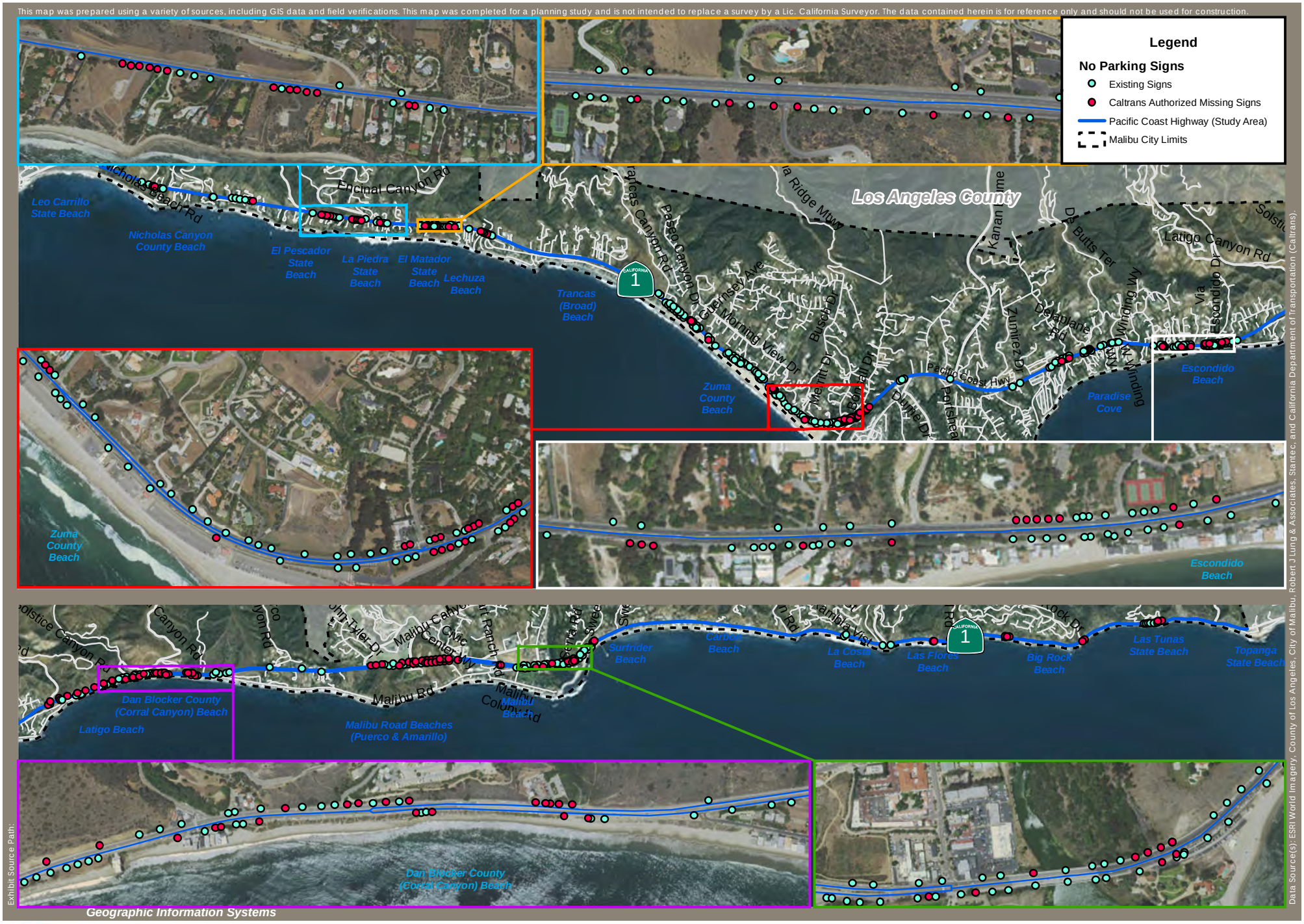

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Figure 3-14

Caltrans Authorized but Potentially Missing No Parking Signs

3.5.2 Curb Parking Restrictions

Figure 3-15 Red Curbs Improving Sight Distances around Driveways in Malibu Civic Center/Pier Area

In California, parking regulations can be established by official painted markings along raised curbs. Painted curbs in the section of PCH in the City of Malibu can be red, designating No Parking Any Time. Other painted curbs can include yellow freight loading zones, white bus/passenger loading zones, and green for time limit parking. Although Caltrans is responsible for curb painting along PCH, unauthorized persons can either paint and/or restripe curbs. Public agencies responsible for painting curbs red will normally use a high quality long-life traffic paint that regulates the precise color of the coating. Other red paints can be purchased and applied to curbs by unauthorized persons, but it is often possible to discern whether the coating is official by its appearance, quality, shade, and other factors.

In some places in the study area, red curbs appear to be deteriorated. Some red curbs appear to have been painted over with white or gray to allow parking in an area that was formerly red. These deteriorated red curb areas may have been painted over or may simply be faded due to age. Deteriorating curb paint conditions often make it hard to tell the authenticity of the restriction and records of exact curb paint locations are not regularly updated by Caltrans.

Figure 3-16 details the general locations and types of curb parking restrictions. **Table 3-6** details the types of curb parking restrictions and the approximate total length of each type in the study area. The specific locations of curb parking restrictions relative to other geographic study information are shown in the PCH Parking Corridor Map in **Appendix A**.

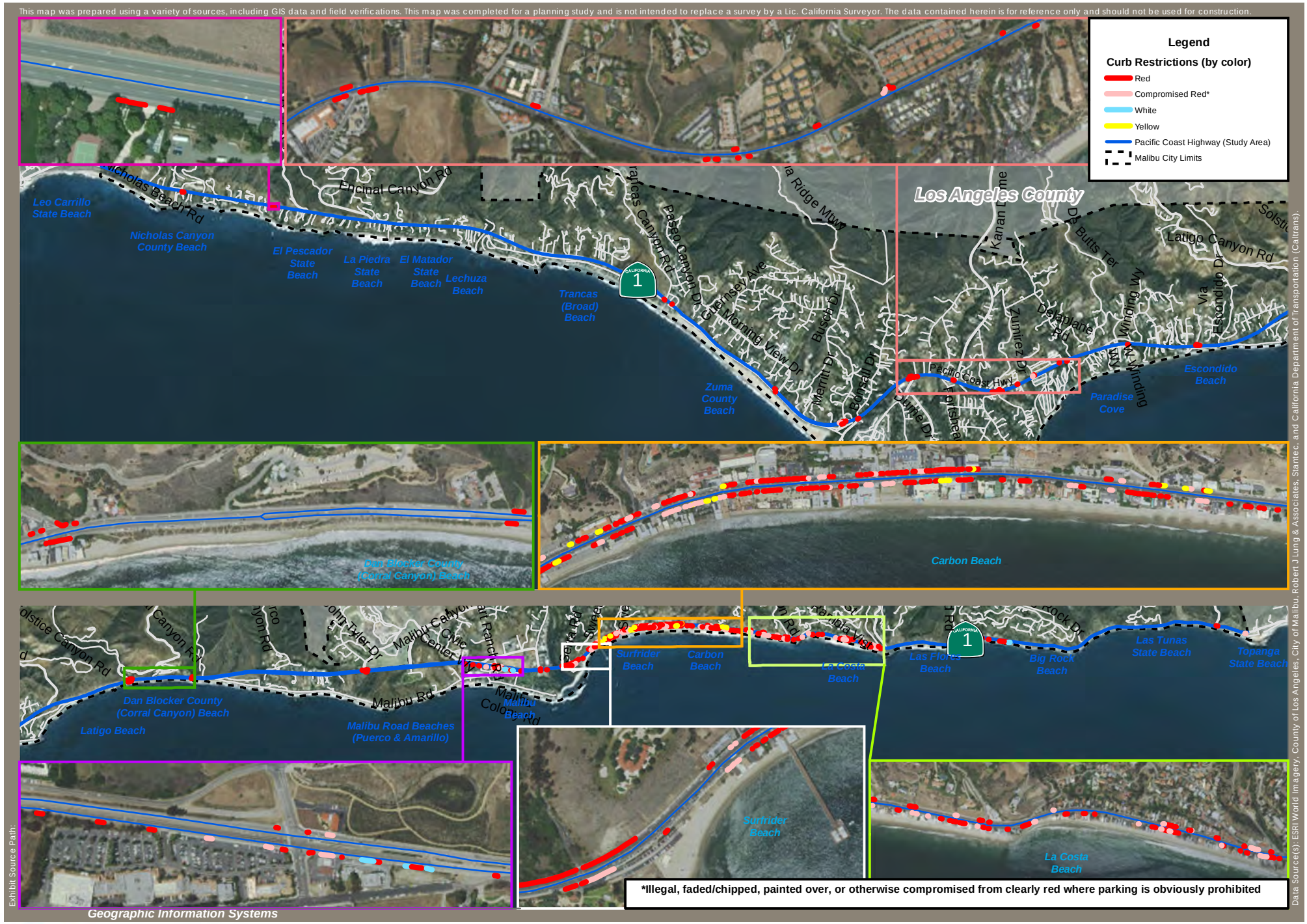

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Figure 3-16
Existing Curb Parking Restrictions

Table 3-6 Curb Parking Restrictions by Color

Curb Color	Total Length (Feet)	Total Length (Miles)
Red	5,459	1.03
Compromised Red*	1,368	0.26
White	172	0.03
Yellow	392	0.07
Total	7,391	1.40
* refers to painted curb that appeared originally red but is severely faded/chipped, potentially painted over, or otherwise compromised from a clearly red condition where parking was obviously prohibited		

3.5.3 Driveways, Intersection Street Entrances, and Sight Distances

In addition to formal parking prohibitions like No Parking signs and painted curbs, driveways and intersection street entrances also limit parking along the shoulder. Shoulder parking is generally prohibited where it would block access to public, private residential, or private commercial driveways. However, shoulder parking can also be restricted for an additional distance along the shoulder before and/or after intersections and driveways to improve the sight distances for motorists merging into highway traffic or to improve visibility at crosswalks. Some Malibu residents and visitors have complained to the City and/or Caltrans about poor sight distances when merging onto PCH from a variety of locations along the highway, and sight distances were a common reason for No Parking sign installation cited in Caltrans work orders reviewed by Stantec. The proper length of such sight distance parking restrictions is typically established by a formula based on the speed of adjacent traffic, but these formulas are not applied at driveways along State highways such as PCH. The details of stopping and corner sight distances can be found in the HDM (discussed in Chapter 2). These sight distance requirements have not consistently been applied along PCH in Malibu. Existing driveways and intersection street entrances are mapped in the PCH Existing Conditions Map in **Appendix A** along with other study information. Allowing for proper sight distance is important, as it aids the driver entering the roadway in seeing that the road is clear and avoid conflicts with oncoming vehicles. Proper sight distance at crosswalks is also important to provide safety for pedestrians.

In total, the study team determined there was approximately 23,735 feet (4.5 miles) of driveways and 4,592 feet (.87 miles) of street entrances interrupting the shoulder of PCH within the City of Malibu, and 58 percent were on the ocean side of the highway (southbound) versus 42 percent on the inland (northbound) side.

Table 3-7 details the breakdown of driveways and intersection street entrances by study area segment.

Table 3-7 Driveways and Street Entrances by Study Area Segment

Study Area Segment	Driveway Length (Feet)	Driveway Length (Miles)	Street Entrance Length (Feet)	Street Entrance Length (Miles)
East Malibu (East City Limit to Cross Creek Road)	11,540	2.19	654	0.12
Central Malibu (Cross Creek Road to Busch Drive)	7,471	1.41	2,794	0.53
West Malibu (Busch Drive to West City Limit)	4,724	0.89	1,144	0.22

The number of driveways is likely to change over time as older properties are renovated and new properties are built requiring on-site parking. These properties would require applying for a permit if there are changes to the driveways.

3.5.4 Fire Hydrants

Fire hydrants and bus stops also affect shoulder parking. The CVC Section 22514 does not permit parking within 15 feet on both sides of a fire hydrant. There are approximately 210 fire hydrants along PCH in Malibu, at varying distances on both sides of the highway. Fire hydrants remove about one parking space per hydrant (i.e. 30-foot parking restriction). The locations of fire hydrants are mapped in the PCH Existing Conditions Map in **Appendix A** along with other study information.

3.5.5 Bus Stops

Metro Route 534 travels along PCH in Malibu. There are 18 bus stops on the inland (northbound) side of PCH in Malibu and 18 bus stops on the ocean (southbound) side. The amount of shoulder parking affected varies by bus stop, and the notification of restrictions at each bus stop are not consistently applied along the PCH corridor. Some bus stops use No Parking signs, some use red curb, and some use a combination of signs, red curb, and pavement hatching. Bus zones on PCH were discussed in more detail in **Section 2.13**.

3.6 SHOULDER WIDTHS

Most of PCH through Malibu is striped to provide a painted shoulder stripe to designate the right edge of the travel way. Where allowed, cars are expected to park to the right of the shoulder stripe while moving vehicles should stay to its left. According to Caltrans HDM as discussed in Chapter 2, the minimum paved width to allow for parking along the shoulder of a highway is 8 feet between the shoulder stripe and the edge of the pavement or the face of any adjacent curb, and the preferred paved width is 10 feet[7]. The standard width for the adjacent travel lane is 12 feet (HDM Section 301.1), resulting in a standard width of 20 feet from the lane line to the edge of the shoulder or the face of the curb, with the preferred width being 22 feet.

In many places, the highway lane is 11 feet along PCH, reducing separation between moving and parked vehicles. Eleven feet adjacent to an 8-foot shoulder is considered to be the minimum acceptable value under normal conditions where parking is allowed (HDM Table 302.1). However, this is not always sufficient to reduce the potential for collisions when vehicles cross the shoulder stripe, especially with 45 to 55 mph speeds and many domestic and foreign visitor drivers unfamiliar with local highway conditions. In fact, on-street parking is not normally found on highways of this speed in urban areas such as Malibu.

Lane and shoulder configuration also impacts roadway users apart from motorists. In addition to parked and moving vehicles, the shoulder and right lanes must also accommodate bicyclists, mail and other delivery services, trash collection, and pedestrians where the highway doesn't have dedicated sidewalks. Most of the length of PCH in Malibu does not have sidewalks on either side; therefore, consideration of pedestrians is also a factor. As a scenic coastal route and designated bike route, PCH regularly attracts bicyclists in the study area. Given the potential for "dooring" collisions with parked cars, the passage of the Three Feet for Safety Act in 2013[8], and a statewide mandate to plan for complete streets[9], bicyclists and other roadway users, including pedestrians, must now play a role in the allocation of limited highway ROW.

An important component of this study is to inventory existing shoulder widths to determine whether the minimum standard 8-foot parking width is met. If the shoulder is less than 8 feet wide, parking probably should already be prohibited. If not, it is more likely that parked vehicles would park atop or encroach beyond the shoulder stripe as there may not be adequate width for an average-size parked vehicle. This condition was found at various locations in the study area. In some cases, the limitation is very short in length or the width is only a few inches less than

[7] Referenced in the Highway Design Manual (HDM) Section 302 and Table 302.1 and from the American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets page 4-73.
[8] AB-1371 (aka the Three Feet for Safety Act) required drivers to give bicyclists at least three feet of clearance when passing in the same direction, effective 9/16/2014.
[9] Caltrans Deputy Directive DD-64-R2 (signed 2008, renewed 2014): "Caltrans provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products of the State highway system. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

8 feet, but in other cases, the shoulder is clearly much less than the standard width for parking. The shoulder width inventory found that approximately 66 percent of the shoulder along PCH in the study area is greater than 8 feet wide.

Another analysis will be to determine if the 8-foot minimum standard is appropriate. The AASHTO Green Book states that a parking lane of 10 to 12 feet may be desirable, and that on arterials the elimination of parking should be considered to reduce the potential for collisions. The HDM also states a preference for 10-foot minimum shoulders if parking is allowed. Generally, parallel parking is not found on arterial roadways with speeds over 45 mph, and Caltrans generally does not provide parking on suburban and rural arterials. MUTCD Section 3B.19 states that diagonal parking stalls are not permitted on State highways.

It is normally possible to identify the edge of pavement along a shoulder, but in some areas there is level ground, often with dirt or gravel surfacing or with overgrown vegetation, behind the pavement edge. This ground can be used by parked vehicles to stay to the right of the travel way edge line. Typically in these cases, the left tires of the vehicle would be on the paved shoulder while the right tires are on the dirt or gravel. A vehicle parked in this manner would be unlikely to be cited if parking is not specifically prohibited. If these unimproved shoulder areas are within the State ROW or can be acquired, they can be improved to create a fully 8-foot paved parking area. These areas can provide the minimum 8-foot paved parking shoulder or more, where feasible.

Precise paved and unimproved shoulder measurements are included alongside highway dimensions and other geographic study information in the PCH Existing Conditions Map in **Appendix A**.

3.6.1 East Malibu: Eastern City Limit to Cross Creek Road

The paved shoulder varies in width considerably in this section from less than 1 foot wide to over 15 feet wide. Unpaved shoulder frequently extends beyond the paved shoulder in less developed parts of the span, providing parking farther away from the 45 mph traffic of the highway, though these areas are subject to erosion and degradation from severe weather events. These partially unpaved shoulders are also often uneven thus preventing drivers from utilizing the full shoulder width to distance themselves more from the edge line and moving traffic. PCH shoulder width in eastern Malibu is summarized in **Figure 3-17**, and detailed measurements are available in the PCH Existing Conditions Map in **Appendix A**.

Shoulder parking is permitted along much of this section, especially on the less developed inland side south of Las Flores Canyon Road. Frequent driveways, intersections, sight distance related parking restrictions, bus zones, and fire hydrants limit shoulder parking in more developed areas. Most of the ocean side has residential homes along the frontage.

East Malibu has the most driveways of the three study areas in Malibu (49 percent of the total length of driveways) due to the sheer number of residential homes fronting PCH directly. When

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

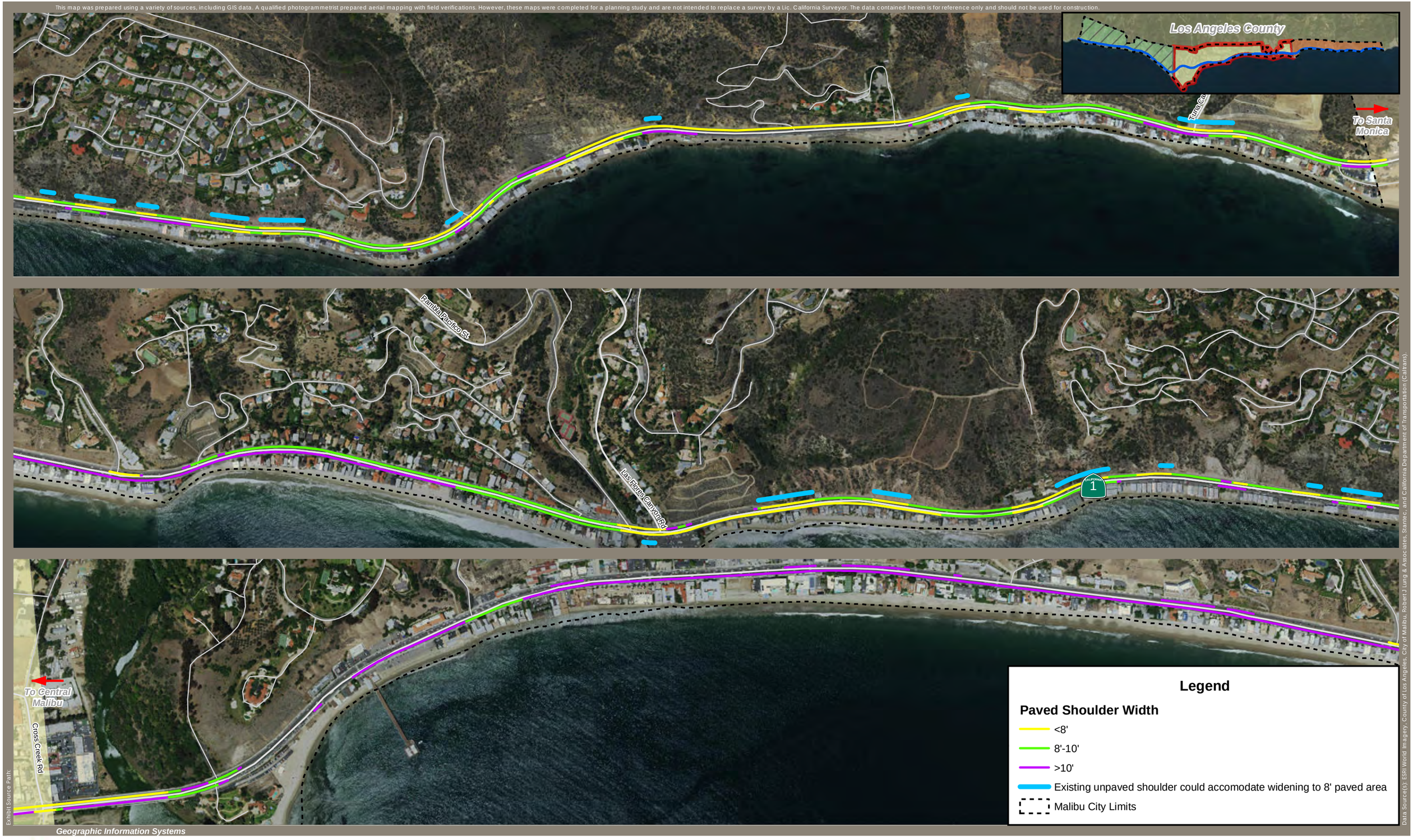

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Figure 3-17

Existing Shoulder Conditions (East Malibu)

driveways and intersection street entrances are considered together there are approximately 12,194 feet (2.31 miles) of these shoulder interruptions in east Malibu, which is 43 percent of the study area driveway and intersection total.

Though newer homes are required to have garages and/or parking on their private property, many of the homes in this area were built before that requirement and rely on shoulder parking on PCH. This condition may be improved going forward with the redevelopment of properties in this area which would require the construction of off-street garages and/or driveways. Paid parking is also available off-street just south of the east City Limit at Topanga Beach and in the vicinity of the Malibu Pier. The legality of parking on the shoulder varies with adjacent conditions. It is regulated by No Parking signs and colored curbs in some areas, but parking is not currently signed as prohibited at all locations where the paved shoulder width is insufficient to park behind the shoulder edge line. **Figure 3-18** illustrates where shoulder parking is allowed along PCH in the east Malibu segment.

Some red curbs appear to have been illegally painted or painted over and a few likely illegal No Parking signs have been placed on the public ROW over the years, especially in front of private homes near the eastern City Limit. No Parking signs can be posted legally by property owners on their property to regulate parking on private property. However, this study only assesses signs within the public ROW.

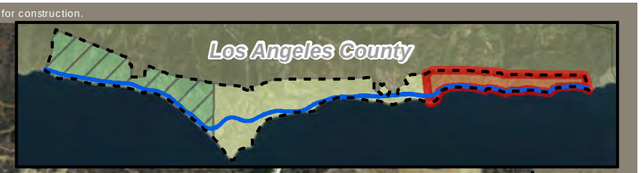
Based upon the parking regulation inventory and shoulder width measurements, a large proportion of the highway shoulder is at least 8 feet wide, which is wide enough for most passenger cars to park fully to the right of the shoulder stripe, not including space for bicyclists, pedestrians or sometimes door clearances. However, as many of the homes in eastern Malibu in the vicinity of the eastern City Limit lack off-street driveways or garages, much of the available shoulder parking in that area is used for resident parking—especially on the ocean side. Based upon the length of unregulated shoulder and the typical length for a parking stall (8 feet x 24 feet), approximately 773 equivalent shoulder parking spaces are available along PCH in east Malibu (458 northbound and 315 southbound).[10]

[10] Estimated by dividing the length of each continuous shoulder section where parking is allowed in feet by 24 feet (per the 8 feet paved width x 24 feet Caltrans standard stall size for spaces in a row MUTCD Figure 3B-21) or 20 feet for a single space, rounding down for a conservative estimate, and adding the segment totals together within each study area and direction. Areas with less than 8-footpaved shoulders were excluded.

Legend

Shoulder Parking Restrictions

- Shoulder Parking Allowed
- Parking Prohibited or <8' Paved Shoulder
- Malibu Landmarks
- Malibu City Limits



Pacific Coast Hwy

To Santa Monica

Moonshadows

Rambla Pacifico St

Pacific Coast Hwy

Las Flores Canyon Rd

1

Moonshadows

Pacific Coast Hwy

To Central Malibu

Malibu Pier

Cross Creek Rd

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Figure 3-18

Existing Parking Conditions (East Malibu)

3.30

3.6.2 Central Malibu: Cross Creek Road to Busch Drive

The paved shoulder varies in width considerably in this section from as little as 2 feet wide to over 14 feet wide. Unpaved shoulder also frequently extends beyond the paved shoulder in this segment providing more shelter for parking farther away from the 45 to 50 mph traffic of the highway. PCH shoulder widths in central Malibu are summarized in **Figure 3-19**, and detailed measurements are available in the PCH Parking Corridor Map in **Appendix A**.

Shoulder parking is permitted along much of this span with interruptions primarily for driveways, intersections, fire hydrants, and bus stops. Limited off-street parking is also available in some areas, including the paved private lot at Paradise Cove, the paved lot and wide dirt shoulder at Dan Blocker County Beach, the Santa Monica Mountains Conservancy (SMMC) lots at Winding Way and Sara Wan Trailhead, the unpaved parking lot at Malibu Lagoon State Beach, and Malibu Bluffs Park. **Figure 3-20** illustrates where shoulder parking is allowed along PCH in the central Malibu segment.

Central Malibu has fewer driveways than east Malibu, but more than west Malibu (31 percent of the total length of driveways). When driveways and intersection street entrances are considered together, there are approximately 10,265 feet (1.94 miles) of these shoulder interruptions in central Malibu or 36 percent of the study area driveway and intersection total.

Approximately 1,344 equivalent shoulder parking spaces are available along the central Malibu portion of PCH (541 northbound and 803 southbound).[11] It should be noted however, that this amount of parking has not been observed to be fully utilized at any one time. Some areas are frequently and heavily used, depending on their proximity to public coastal access, commercial use or other recreational uses, while others do not experience any regular parking demand.

[11] Estimated by dividing the length of each continuous shoulder section where parking is allowed in feet by 24 feet (per the 8 feet paved width x 24 feet Caltrans standard stall size for spaces in a row MUTCD Figure 3B-21) or 20 feet for a single space, rounding down for a conservative estimate, and adding the segment totals together within each study area and direction. Areas with less than 8-foot paved shoulders were excluded.

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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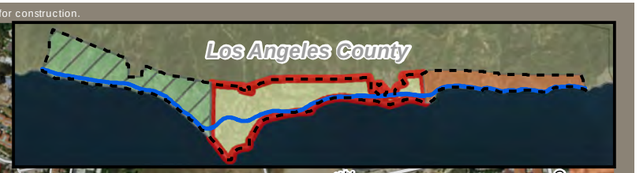
Figure 3-19
Existing Shoulder Conditions (Central Malibu)
3.32

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

Legend

Shoulder Parking Restrictions

- Shoulder Parking Allowed
- Parking Prohibited or <8' Shoulder
- Malibu Landmarks
- Malibu City Limits



Malibu Canyon Road
Civic Center Wy
Cross Creek Rd
Pacific Coast Hwy
Malibu Seafood
To South Malibu
Escondido Canyon Park
Latigo Canyon Dr
Pacific Coast Hwy
Pch Hwy
Geoffrey's
Kanan Dume Rd
Heathercliff Rd
Dume Dr
Pacific Coast Hwy
Paradise Cove Beach Cafe
To North Malibu
Bluefin Dr
Westward Beach Rd

Exhibit Source Path:

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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N

Figure 3-20

Existing Parking Conditions (Central Malibu)

3.33

3.6.3 West Malibu: Busch Drive to Western City Limit

The paved shoulder varies in width considerably in this section from less than 3 feet to over 11 feet wide. As in the previous segments, unpaved shoulder may extend beyond the paved shoulder in less developed areas providing more sheltered parking farther away from the 50 to 55 mph traffic of the highway, though these areas are subject to erosion and degradation from severe weather events or heavy use. PCH shoulder width in west Malibu is summarized in **Figure** 3-21, and detailed measurements are available in the PCH Existing Conditions Map in **Appendix A**.

Shoulder parking is generally permitted along much of this section of PCH with interruptions primarily for driveways, intersections, fire hydrants, and bus stops. The Zuma County Beach area is the primary exception. While parking is allowed on the ocean side of PCH adjacent to Zuma County Beach, it is largely prohibited on the inland side. **Figure 3-22** illustrates where shoulder parking is allowed along PCH in the west Malibu segment.

Off-street parking is also available in the large paved lot at Zuma County Beach, as well as in the smaller unpaved lots of El Matador, La Piedra, and El Pescador State Beaches and the paved parking lot at Nicholas Canyon County Beach near the western City Limit. Wide dirt shoulders between PCH and Broad Beach Road (West) also provide additional parking, where motorists often stop to view the ocean, which is more sheltered from the 50 to 55 mph travel speeds than typical shoulder parking on PCH. These can be found in two areas on the ocean side.

West Malibu has the fewest driveways of the study area segments (20 percent of the total length of driveways). When driveways and intersection street entrances are considered together there are approximately 5,868 feet (1.11 miles) of these shoulder interruptions in west Malibu, which represents 21 percent of the study area driveway and intersection total.

Approximately 912 equivalent shoulder parking spaces are theoretically available along the west Malibu portion of PCH (455 northbound and 457 southbound).[12] Many areas that permit legal parking experience light demand, even on days when the beaches are heavily used.

[12] Estimated by dividing the length of each continuous shoulder section where parking is allowed in feet by 24 feet (per the 8 feet paved width x 24 feet Caltrans standard stall size for spaces in a row MUTCD Figure 3B-21) or 20 feet for a single space, rounding down for a conservative estimate, and adding the segment totals together within each study area and direction. Areas with less than 8-foot paved shoulders were excluded.

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

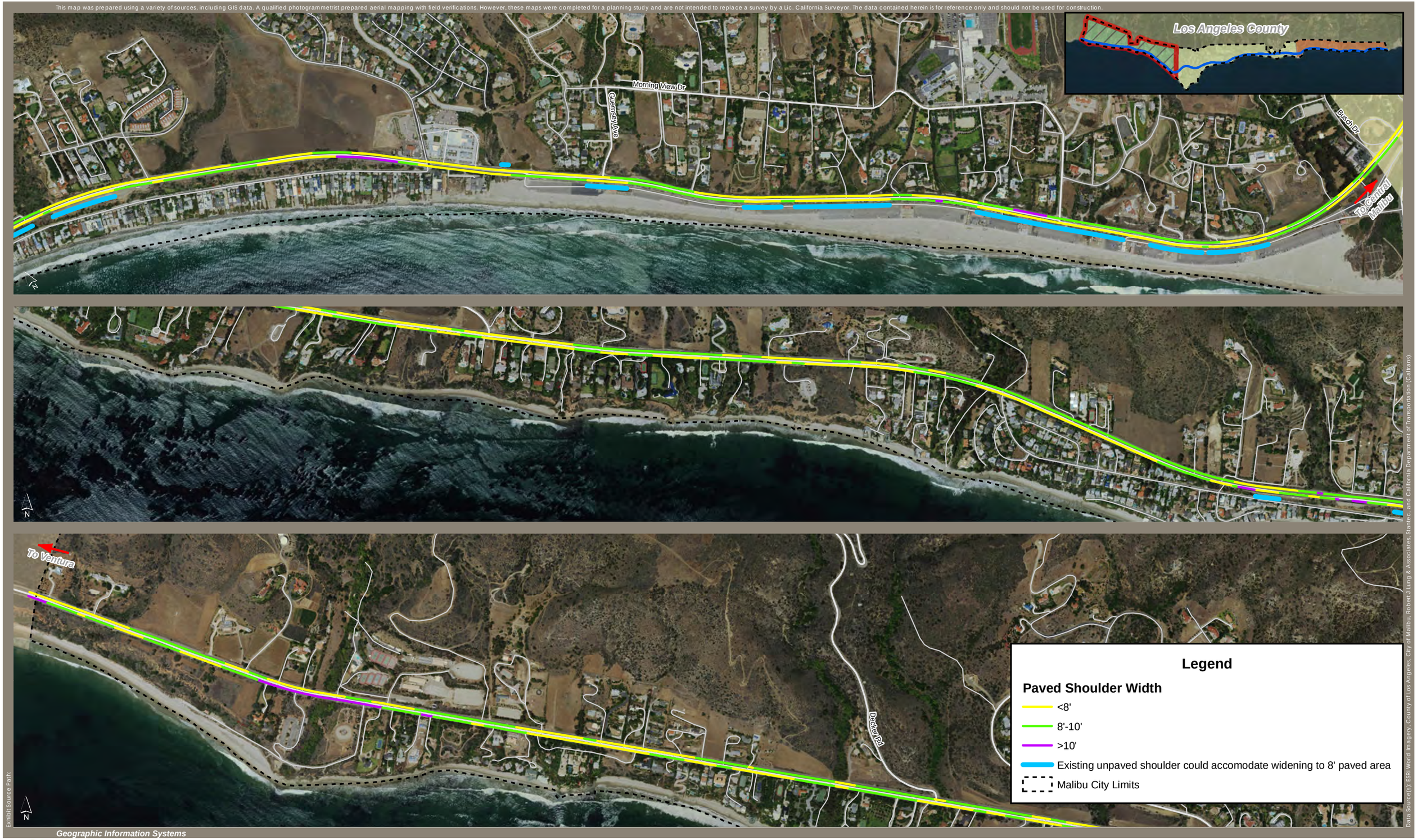

Exhibit Source Path:

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Figure 3-21

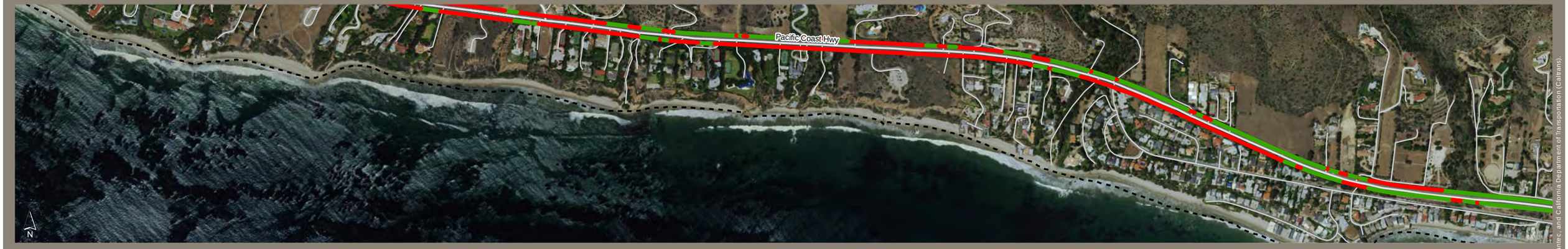
Existing Shoulder Conditions (West Malibu)

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

Legend

Shoulder Parking Restrictions

- Shoulder Parking Allowed
- Parking Prohibited or <8' Shoulder
- Malibu Landmarks
- Malibu City Limits



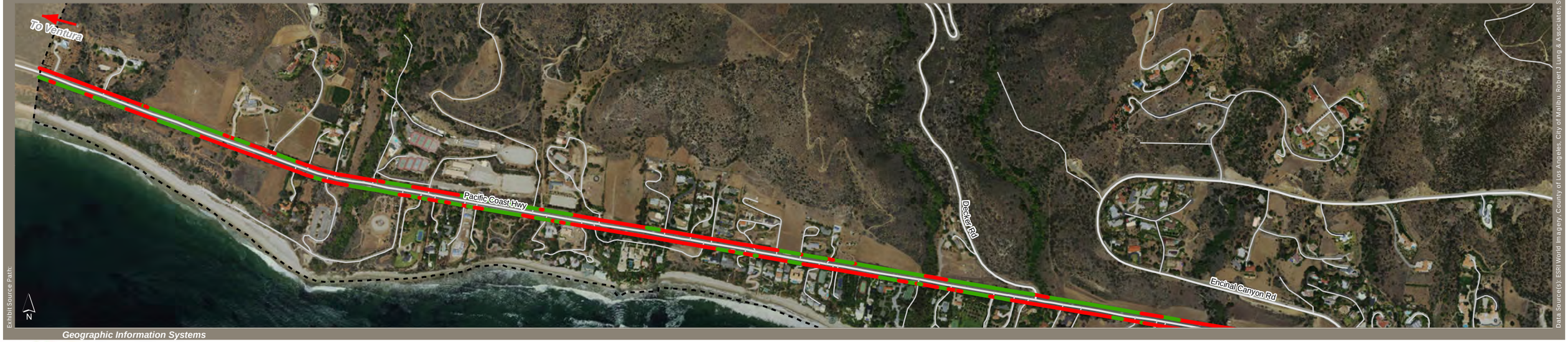


Exhibit Source Path:

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Figure 3-22

Existing Parking Conditions (West Malibu)

3.36

4.0 SAFETY AND MOBILITY ASSESSMENT

4.1 BACKGROUND

The Pacific Coast Highway Safety Study[13] approved by the City Council on June 22, 2015 identified collisions with parked cars to be a recurring factor in many collisions. That previous study reviewed collision data from 2012 through 2014. This current report analyzes parking-related collisions for the five-year period from 2011 through 2015. During this five-year analysis period there were a total of over 2,100 reported traffic collisions in the City of Malibu, of which 310 (approximately 15 percent) were parking-related collisions along PCH.

This chapter examines parking-related collisions along PCH in the City. Collisions are considered to be parking related if a parked vehicle is struck, if vehicles performing parking maneuvers are involved in the collision, or if parked vehicles are reported as being the cause of the collision as reported by the driver or officer preparing the collision report. Common parking-related collision types include the following:

- Moving vehicles reported as colliding with parked vehicles
- Vehicles maneuvering to enter or exit parking spaces striking or being struck by other vehicles, or vehicles colliding with other vehicles yielding to drivers performing parking maneuvers
- Parked vehicles referenced by the driver or the reporting officer as limiting the sight distance for vehicles exiting shoulder parking, side streets, or driveways
- Bicyclists involved in collisions with parked vehicles. Examples include:
  - "Dooring" of bicyclists (i.e., bicyclist being hit by the open door of a parked car)
  - Bicyclists striking parked vehicles
- Pedestrians standing or walking adjacent to parked vehicles being struck, either by the moving vehicle or the parked vehicle pushed into them by another vehicle, during a parking-related collision.

Collisions that do not directly involve parked vehicles or vehicles performing parking maneuvers along PCH were omitted from the analysis for this parking study. This parking analysis also does not address pedestrians which were struck while crossing PCH after parking along the shoulder or crossing back to their parked vehicle, or who were struck while walking in the roadway because of parked vehicles in the shoulder. There were 9 fatal pedestrian collisions over the five-year analysis period. If the reporting officer did not specify that a parked vehicle was directly involved, then pedestrian collisions are not included in this parking analysis. Pedestrian safety along PCH has been the subject of other recent studies performed by other agencies.

[13] Pacific Coast Highway Safety Study: Final Report, 2015.

4.2 DATA COLLECTION AND VERIFICATION

A database was prepared for the 2015 PCH Safety Study showing the location and information from collision reports obtained from the Los Angeles County Sheriff's Department and supplemented by data from the Statewide Integrated Traffic Records System (SWITRS) for each reported collision. This database was checked for inconsistencies and geocoded to show each collision location more accurately along PCH, including calculation of the post mile based upon the distance listed from a known intersection or landmark. Two additional years of collision data (2011 and 2015) were added to this database for this parking analysis to assemble five years of collision data from January 2011 to December 2015.

The collisions with parking involved were extracted from the master collision database to produce a database consisting only of collisions involving parking for a five-year period from 2011 to 2015. This database was integrated into the Geographical Information Systems (GIS) reference system for the project, so that collisions involving parking could be readily shown on study area mapping and analysis tools. **Appendix B** includes detailed maps (66 pages) showing the general location of each collision involving parked vehicles during the five years analyzed.

Collisions in the database were analyzed to determine how parking may have contributed to each collision. They were classified under the categories aforementioned to indicate how parking may have been involved.

TASAS

Caltrans maintains a database of collisions on its highways, and summarizes the frequency of collisions on a facility (highway) based on the amount of traffic that uses it. In this way, collision rates on highways throughout the State can be compared. Based on Caltrans Traffic Accident Surveillance and Analysis System (TASAS) data, the collision rate along PCH in Malibu is 1.24 accidents per million vehicle miles compared with the statewide average of 1.46 accidents per million vehicle miles for comparable facilities. Some discrete locations along PCH in the City have a higher collision rate than the total rate of 1.24 accidents per million vehicle miles.

Caltrans TASAS Selective Accident Retrieval (TSAR) data for All Parked Vehicles Accidents from 2011 through September 2014 was provided to the study team. From 2011 to September 2014 158 TSAR collisions were recorded. These collisions were cross-checked with the data included in the GIS database for this parking analysis. All but 10 of these 158 collisions are included in the GIS database.

4.3 DATA ANALYSIS

There were a total of 310 parking-related collisions reported along PCH in Malibu during the five-year period from January 2011 to December 2015. The parking-related data has been identified and evaluated from several different perspectives. Initially, a discussion of all parking-related collisions by travel direction/side of highway, by shoulder width, and by collision type are presented. Then these categories are broken down further to discussions of

parking-related collisions at specific locations, including areas around beach access points, businesses, and other points of interest. Many of these locations overlap each other (e.g. Moonshadows restaurant is located within the Las Flores Canyon Road to Eastern City Limit area, Sara Wan Trailhead is located adjacent to Dan Blocker County Beach, etc.). Some of these locations have too few parking-related collisions to draw significant conclusions.

4.3.1 Northbound (Inland Side) vs Southbound (Ocean Side) Collisions

Slightly more collisions occurred on the inland side of the highway than on the ocean side, perhaps because drivers expect more parking maneuvers on the ocean side of the road and are more cautious as they drive southbound. During the five-year analysis period, 53 percent of the parking-related collisions (164 collisions) occurred on the inland (northbound) side of PCH, and 47 percent (145 collisions) occurred on the ocean (southbound) side. One collision report did not specify on which side of the highway the collision occurred.

Parking-related collisions by direction on PCH are summarized in **Table 4-1**.

Table 4-1 Parking-Related Collisions by Travel Direction

Direction	Number of Collisions	%
Northbound (Inland Side)	164	52.9%
Southbound (Ocean Side)	145	46.8%
Not Specified	1	0.3%
Total	310	

Severity

Collisions involving injuries can vary from complaint of pain by the injured party (i.e., no visible injury) to severe injuries. Collisions resulting in the death of a person are classified as fatal collisions. **Table 4-2** below summarizes the severity of parking-related collisions by travel direction.

Table 4-2 Parking-Related Collision Severity by Travel Direction

	Injury		Fatal		Property Damage Only		Total	
Direction	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
Northbound (Inland Side)	60	36%	1	1%	103	63%	164	52.9%
Southbound (Ocean Side)	39	27%	1	1%	105	72%	145	46.8%
Not Specified	0	0%	0	0%	1	100%	1	0.3%
Total	99	32%	2	1%	209	67%	310	

During the five-year analysis period, approximately 32 percent of the parking-related collisions resulted in injury. Two parking-related collisions (1 percent) resulted in a fatality. Both of these fatal parking-related collisions occurred in 2015.

On the inland side, 60 parking-related collisions resulted in injury (36 percent), and 1 parking-related collision (0.6 percent) resulted in a fatality during the five years. The fatality on the inland side occurred in March 2015 near Ramirez Mesa Road. The victim parked on the shoulder, exited the vehicle to stretch, and the victim and parked vehicle were struck by a hit-and-run driver traveling northbound. This parking-related fatal collision appears to be located at random, rather than related to a particular beach access, business, or point of interest, and occurred where the shoulder is less than 8 feet wide, although parking in this location is not prohibited by No Parking signs.

On the ocean side, 39 parking-related collisions resulted in injury (27 percent), and 1 collision resulted in a fatality (0.7 percent). The ocean side fatality occurred near Corral Canyon Road in June 2015. The victim was sitting in the driver's seat of a parked vehicle when it was struck by a vehicle travelling southbound on PCH. The reporting officer noted that the cause of the collision was unsafe speed, improper turn, and driver fatigue. The victim's vehicle was parked adjacent to the beach near Dan Blocker County Beach and where the shoulder is more than 10 feet wide.

In the two fatal parking-related collisions, the victims were not in the moving vehicle. Both fatal parking-related collisions occurred in areas where there is a low concentration of parking demand and parking-related collisions. There appears to be no common factor between these two fatal collisions which can be addressed by parking recommendations or improvements, and overall traffic safety along PCH has been addressed in the 2015 PCH Safety Study.

The severity of injuries or fatalities is related more to speed and vehicle equipment (i.e., air bags) than to geographic location.

Collision Type

Collision types by travel direction are summarized in **Table 4-3**.

Table 4-3 Parking-Related Collision Type by Travel Direction

	Parked Vehicle		Parking Maneuver		Limited Sight		Bicyclist Dooring		Other		Total	
Direction	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
Northbound (Inland)	126	77%	30	18%	2	1%	4	3%	2	1%	164	52.9%
Southbound (Ocean)	104	72%	35	24%	1	1%	3	2%	2	1%	145	46.8%
Not Specified	0	0%	1	100%	0	0%	0	0%	0	0%	1	0.3%
Total	230	74%	66	21%	3	1%	7	2%	4	2%	310	

The proportion of collision types that occurred on each side of the highway were similar. On the inland side, 126 parking-related collisions involved a parked vehicle being struck (77 percent), 30 involved vehicles performing parking maneuvers (18 percent), 2 were the result of limited sight distance due to parked vehicles (1 percent), 4 involved a bicyclist being struck by the

open door of a parked vehicle (i.e., "dooring") (3 percent), and 2 were other parking-related collisions (1 percent). On the ocean side, 104 parking-related collisions involved a parked vehicle (72 percent), 35 involved vehicles performing parking maneuvers (24 percent), 1 was the result of limited sight distance from parked vehicles (1 percent), 3 involved "dooring" of bicyclists (2 percent), and 2 were other parking-related collisions (1 percent). The parking-related collision types are discussed further in **Section 4.3.3**.

Monthly

The number of collisions that occurred monthly on each side of the highway are summarized in **Table 4-4**.

Table 4-4 Monthly Parking-Related Collisions by Travel Direction

Month	Northbound (Inland)		Southbound (Ocean)		Not Specified		Total	
	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
January	5	3%	6	4%	0	0%	11	4%
February	9	5%	13	9%	0	0%	22	7%
March	13	8%	13	9%	0	0%	26	8%
April	12	7%	14	10%	0	0%	26	8%
May	16	10%	13	9%	0	0%	29	10%
June	14	9%	13	9%	0	0%	27	9%
July	18	11%	15	10%	0	0%	33	11%
August	25	15%	12	8%	1	100%	38	12%
September	22	13%	12	8%	0	0%	34	11%
October	11	7%	15	10%	0	0%	26	8%
November	11	7%	8	6%	0	0%	19	6%
December	8	5%	11	8%	0	0%	19	6%
Total	164		145		1		310	

Parking-related collisions occurred during all months of the year; however, the collisions were not distributed evenly among the months. On the inland side, the month with the highest number of parking-related collisions was August with 25 collisions (15 percent). September was the second highest month for parking-related collisions on the inland side with 22 (13 percent), followed by July (18 collisions, 11 percent), May (16 collisions, 10 percent), and June (14 collisions, 9 percent). These five warm months (May through September) account for 58 percent of the total inland side parking-related collisions.

On the ocean side, July and October had the highest number of parking-related collisions with 15 collisions each (10 percent), followed by April with 14 collisions (10 percent). Four months (February, March, May, and June) had 13 collisions (9 percent) each, and two months (August and September) had 12 collisions (8 percent) each. The five warmer months (May through September) account for 44 percent of the parking-related collisions on the ocean side of PCH.

Time of Day

Table 4-5 summarizes parking-related collisions by time of day for the five-year study period.

Table 4-5 Parking-Related Collisions by Time of Day by Travel Direction

Time	Northbound (Inland)		Southbound (Ocean)		Not Specified		Total	
	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
12:00 Midnight	10	6%	10	7%	0	0%	20	6%
1:00 AM	4	2%	2	1%	0	0%	6	2%
2:00 AM	4	2%	4	3%	0	0%	8	3%
3:00 AM	5	3%	1	1%	0	0%	6	2%
4:00 AM	3	2%	1	1%	0	0%	4	1%
5:00 AM	5	3%	5	3%	0	0%	10	3%
6:00 AM	2	1%	7	5%	0	0%	9	3%
7:00 AM	4	2%	6	4%	0	0%	10	3%
8:00 AM	8	5%	1	1%	0	0%	9	3%
9:00 AM	2	1%	4	3%	0	0%	6	2%
10:00 AM	9	5%	5	3%	0	0%	14	5%
11:00 AM	9	5%	4	3%	0	0%	13	4%
12:00 Noon	8	5%	9	6%	0	0%	17	5%
1:00 PM	7	4%	8	6%	0	0%	15	5%
2:00 PM	17	10%	11	8%	1	100%	29	9%
3:00 PM	10	6%	20	14%	0	0%	30	10%
4:00 PM	10	6%	10	7%	0	0%	20	6%
5:00 PM	6	4%	5	3%	0	0%	11	4%
6:00 PM	8	5%	9	6%	0	0%	17	5%
7:00 PM	11	7%	5	3%	0	0%	16	5%
8:00 PM	5	3%	8	6%	0	0%	13	4%
9:00 PM	6	4%	2	1%	0	0%	8	3%
10:00 PM	7	4%	2	1%		0%	9	3%
11:00 PM	4	2%	6	4%		0%	10	3%
Total	164		145		1		310	

Parking-related collisions on each side of PCH were spread out across all hours of the day. On the inland side of PCH, the most parking-related collisions (17 collisions, 10 percent) occurred between 2:00 and 3:00 PM, and on the ocean side, the most parking-related collisions (20 collisions, 14 percent) occurred between 3:00 and 4:00 PM. The overall peak occurs between 2:00 PM and 4:00 PM when 9 to 10 percent of the parking-related collisions occurred. During the typical AM peak period (6:00 to 9:00 AM), a total of 14 parking-related collisions (8 percent) occurred on the inland side and 14 parking-related collisions (10 percent) occurred on the ocean side. During the typical PM peak period (4:00 to 7:00 PM), 24 collisions (15 percent) occurred on the inland side and 24 collisions (16 percent) occurred on the ocean side.

Figure 4-1 illustrates the general locations of parking-related collisions by direction along PCH in the City of Malibu. As this figure shows, there are scattered occurrences of parking-related collisions on both sides of the highway in the west Malibu section of PCH, parking-related collisions on both sides of the highway spread out through the central Malibu section of PCH, and nearly solid incidences of parking-related collisions through the east Malibu section of PCH. Parking-related collisions at specific locations along PCH are discussed later in this chapter.

4.3.2 Shoulder Widths

As discussed in Chapter 3.0 Existing Conditions, according to the Caltrans HDM Table 302.1, the standard minimum paved width of the right shoulder of a highway is 8 feet, although 10 feet is preferred if parking is allowed. The paved shoulder width on PCH varies from less than 8 feet to more than 12 feet wide, with varying widths of additional dirt area adjacent to the paved shoulder. In the absence of signed or painted parking restrictions, parking is not prohibited on PCH, apart from standard regulations limiting parking at driveways, on bridges, adjacent fire hydrants, within intersections, and the travelway. While 8 feet is the minimum width for the design and striping of the highway shoulder, vehicles would not be ticketed if they are parked in a narrower shoulder if the vehicle remains entirely to the right of the edgeline of the travel lane and parking is not signed or striped as prohibited.

The average passenger vehicle width in the US is 6 feet; however, vehicle widths vary from as small as 5.5 feet for a small compact car to over 6.5 feet for a full-size sport utility vehicle or pick-up truck. Vehicles are allowed to park up to 18 inches from the curb, where provided per CVC Section 22502, thus resulting in the Caltrans standard of 8-foot minimum shoulder width where parking is allowed.

A potential correlation between parking collisions and shoulder width was explored. Approximately 14 percent of the parking-related collisions occurred where vehicles were parked in shoulders where the pavement is less than 8 feet wide. Although Caltrans does not allow parking on shoulders less than 8 feet wide, these vehicles are not necessarily parked illegally, as explained above. The majority, or 54 percent, of collisions occurred where the shoulder, including paved plus unimproved dirt shoulder, was between 8 and 12 feet wide. About 26 percent occurred where the shoulder was more than 12 feet wide. Another 3 percent of parking-related collisions occurred within intersections. The collision reports do not contain information on how close or far away the parked vehicle was from the edgeline.

Approximately 54 percent of the shoulder along PCH is between 8 and 12 feet wide, and approximately 12 percent of the shoulder is more than 12 feet wide.

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.

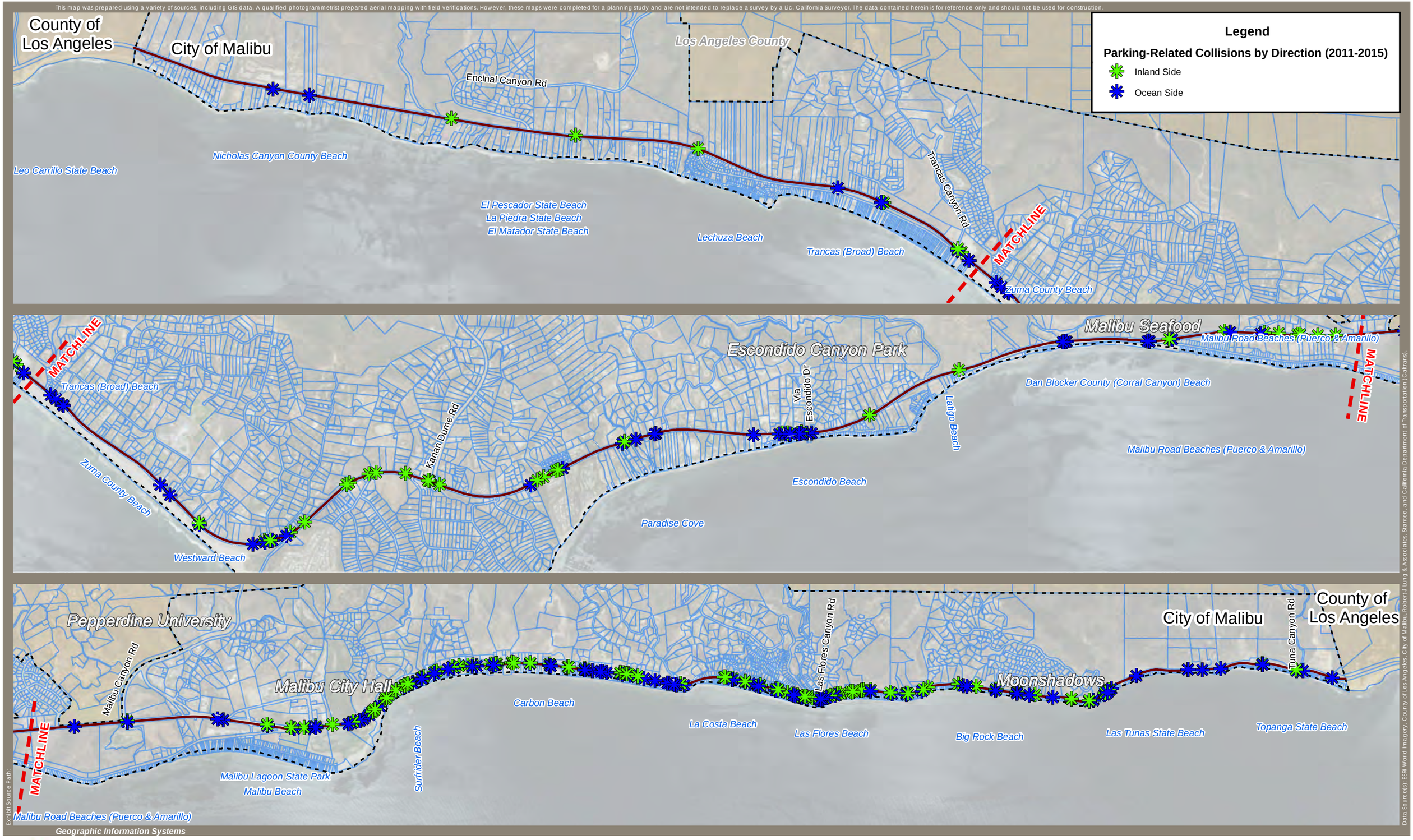

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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0 2,500 5,000 10,000 Feet

Figure 4-1
Parking-Related Collisions by Travel Direction

Table 4-6 summarizes the number of collisions by shoulder width.

Table 4-6 Collisions by Shoulder Width

Shoulder Width	Number of Collisions	%
Less than 8 Feet Paved	45	14%
8 to 12 Feet Paved	157	51%
8 to 12 Feet Paved + Dirt	8	3%
More than 12 Feet Paved	70	23%
More than 12 Feet Paved + Dirt	10	3%
In Intersection	11	3%
Unknown	9	3%
Total	310	

Severity

The severity of collisions categorized by shoulder width is summarized in **Table 4-7**.

Table 4-7 Parking-Related Collision Severity by Shoulder Width

	Injury		Fatal		Property Damage Only		Total	
Shoulder Width	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
Less than 8 Feet	14	32%	1	0.3%	30	68%	45	14%
8 to 12 Feet	53	32%	1	0.3%	111	67%	165	54%
More than 12 Feet	24	30%	0	0%	56	70%	80	26%
In Intersection	5	45%	0	0%	6	55%	11	3%
Unknown	3	33%	0	0%	6	67%	9	3%
Total	99	32%	2	1%	209	67%	310	

Approximately one-third of all parking-related collisions resulted in injury, and this percentage is consistent through all categories of shoulder width, with the exception of parking-related collisions which occurred within an intersection. Within intersections, parking-related collisions (11 total) resulted in injury 5 times (45 percent). The data shows that injuries occur at the same rate for all shoulder widths. One of the fatal parking-related collisions occurred where the shoulder is less than 8 feet wide, and the other fatal collision occurred where the shoulder is more than 10 feet wide. The rate of injuries is likely to be more dependent on vehicle speed and vehicle equipment such as air bags or seatbelt use than on shoulder width.

Collision Type

The collision types summarized by shoulder width are shown in **Table 4-8**.

Table 4-8 Parking-Related Collision Type by Shoulder Width

	Parked Vehicle		Parking Maneuver		Limited Sight		Bicyclist Dooring		Other		Total	
Shoulder Width	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
Less than 8 Feet	33	73%	9	20%	0	0%	1	2%	2	5%	45	14%
8 to 12 Feet	126	76%	29	18%	2	1%	6	4%	2	1%	165	54%
More than 12 Feet	57	71%	22	28%	1	1%	0	0%	0	0%	80	26%
In Intersection	9	82%	2	18%	0	0%	0	0%	0	0%	11	3%
Unknown	5	56%	4	44%	0	0%	0	0%	0	0%	9	3%
Total	230	74%	66	21%	3	1%	7	2%	4	2%	310	

Shoulder width does not appear to be a factor in collision type, except for bicycle "dooring" which did not occur where the shoulder is more than 12 feet wide. For all shoulder widths, the most common collision type is parked vehicles being struck by moving vehicles (71 to 76 percent), followed by vehicles performing parking maneuvers or vehicles yielding to vehicles performing parking maneuvers being involved in collisions (18 to 28 percent).

Monthly

Table 4-9 summarizes parking-related collisions by month and by shoulder width.

Table 4-9 Monthly Parking-Related Collisions by Shoulder Width

	Less than 8 Feet		8-12 Feet		More than 12 Feet		In Intersection		Unknown		Total	
Month	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
January	0	0%	10	6%	1	1%	0	0%	0	0%	11	4%
February	3	7%	15	9%	3	4%	0	0%	1	11%	22	7%
March	4	9%	11	7%	10	13%	1	9%	0	0%	26	8%
April	4	9%	15	9%	6	8%	1	9%	0	0%	26	8%
May	2	4%	15	9%	9	11%	2	18%	1	11%	29	10%
June	1	2%	15	9%	9	11%	0	0%	2	22%	27	9%
July	9	20%	13	8%	8	10%	1	9%	2	22%	33	11%
August	6	13%	19	11%	9	11%	3	28%	1	11%	38	12%
September	4	9%	20	12%	6	8%	2	18%	2	22%	34	11%
October	6	13%	11	7%	9	11%	0	0%	0	0%	26	8%
November	3	7%	13	8%	2	2%	1	9%	0	0%	19	6%
December	3	7%	8	5%	8	10%	0	0%	0	0%	19	6%
Total	45		165		80		11		9		310	

Minor variations in the percentage of parking-related collisions occurred during the different months for the different shoulder widths.

During the five-year analysis period, no parking-related collisions occurred in January where the shoulder is less than 8 feet wide, perhaps because the parking demand is lower during the winter months and abundant parking could be found in areas with wider shoulders during January. Parking-related collisions peak (14 to 20 percent) during the warmer summer and fall months (July through October) where the shoulder is less than 8 feet wide, with a slight drop during September (9 percent).

Where the shoulder is between 8 and 12 feet wide, the percentage of collisions is relatively consistent throughout the entire year (between 5 and 12 percent), with the peak occurring during August (11 percent) and September (12 percent).

Parking-related collisions occurred during all months where the shoulder is more than 12 feet wide; however, the peak occurred in March at 13 percent followed closely by May, June, August, and October at 11 percent each and July at 10 percent.

Time of Day

Table 4-10 on the following page summarizes parking-related collisions by time of day by shoulder width.

The time of day summary does not reveal any significant patterns regarding shoulder width. Parking-related collisions are spread throughout the day across all shoulder width categories, with some minor clusters of collisions occurring in the afternoon hours.

4.3.3 Collision Types

Parking-related collisions were categorized into five general categories: collisions with parked vehicles; collisions with vehicles performing parking maneuvers or vehicles yielding to vehicles performing parking maneuvers; collisions caused by obscured sightlines due to parked vehicles; parking-related collisions involving "dooring" of bicyclists; and parking-related collisions that do not fall into any of the other categories which are referred to as "Other". **Table 4-11** on **page 4-13** details the number of collisions by collision type.

Table 4-10 Parking-Related Collisions by Time of Day by Shoulder Width

Time	Less than 8 Feet		8-12 Feet		More than 12 Feet		In Intersection		Unknown		Total	
	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
12:00 Midnight	4	9%	12	7%	3	4%	0	0%	1	11%	20	6%
1:00 AM	1	2%	5	3%	0	0%	0	0%	0	0%	6	2%
2:00 AM	1	2%	4	2%	3	4%	0	0%	0	0%	8	3%
3:00 AM	1	2%	4	2%	1	1%	0	0%	0	0%	6	2%
4:00 AM	3	6%	1	1%	0	0%	0	0%	0	0%	4	1%
5:00 AM	1	2%	8	5%	1	1%	0	0%	0	0%	10	3%
6:00 AM	0	0%	9	6%	0	0%	0	0%	0	0%	9	3%
7:00 AM	1	2%	7	4%	2	3%	0	0%	0	0%	10	3%
8:00 AM	2	5%	4	2%	2	3%	1	9%	0	0%	9	3%
9:00 AM	0	0%	2	1%	4	5%	0	0%	0	0%	6	2%
10:00 AM	3	7%	3	2%	7	10%	1	9%	0	0%	14	5%
11:00 AM	2	4%	6	4%	3	4%	1	9%	1	11%	13	4%
12:00 Noon	4	9%	8	5%	5	7%	0	0%	0	0%	17	5%
1:00 PM	2	5%	6	4%	4	5%	0	0%	3	33%	15	5%
2:00 PM	2	5%	19	12%	8	11%	0	0%	0	0%	29	9%
3:00 PM	1	2%	16	10%	9	12%	2	18%	2	22%	30	10%
4:00 PM	0	0%	9	6%	9	12%	1	9%	1	11%	20	6%
5:00 PM	0	0%	4	2%	7	10%	0	0%	0	0%	11	4%
6:00 PM	5	11%	9	5%	2	3%	1	9%	0	0%	17	5%
7:00 PM	3	7%	10	6%	2	3%	0	0%	1	11%	16	5%
8:00 PM	3	7%	5	3%	4	5%	1	9%	0	0%	13	4%
9:00 PM	0	0%	6	4%	1	1%	1	9%	0	0%	8	3%
10:00 PM	4	9%	4	2%	1	1%	0	0%	0	0%	9	3%
11:00 PM	2	4%	4	2%	2	3%	2	18%	0	0%	10	3%
Total	45		165		80		11		9		310	

Table 4-11 Collisions by Type

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	230	74%
Involving a Parking Maneuver	66	21%
Involving Obscured Sightlines due to a Parked Vehicle	3	1%
Dooring (Bicyclists)	7	2%
Other Parking-Related Collisions	4	2%
Total	310	

Severity

Table 4-12 summarizes parking-related collision severity by collision type.

Table 4-12 Parking-Related Collision Severity by Collision Type

	Injury		Fatal		Property Damage Only		Total	
Type of Collision	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
Involving a Parked Vehicle	72	31%	2	1%	156	68%	230	74%
Involving a Parking Maneuver	15	23%	0	0%	51	77%	66	21%
Involving Obscured Sightlines due to Parked Vehicle	2	67%	0	0%	1	33%	3	1%
Dooring (Bicyclists)	7	100%	0	0%	0	0%	7	2%
Other Parking-Related Collisions	3	75%	0	0%	1	25%	4	2%
Total	99	32%	2	1%	209	67%	310	

Approximately one-third of collisions involving parked vehicles resulted in injury, and the two fatal collisions (1 percent) that occurred during the five-year analysis period involved parked vehicles. A lower percentage of parking-related collisions involving vehicles performing parking maneuvers resulted in injury (23 percent). A high percentage of collisions involving obscured sightlines due to parked vehicles (67 percent) and other parking-related collisions (75 percent) resulted in injury. All the bicycle dooring collisions that occurred during the five-year period (100 percent) resulted in injury. The "Other" category consists of three non-dooring bicycle collisions and one pedestrian collision, and it is not unusual that a high percentage of these resulted in injury.

Monthly

Table 4-13 summarizes the monthly parking-related collisions by collision type.

Table 4-13 Monthly Parking-Related Collisions by Collision Type

	Parked Vehicle		Parking Maneuver		Obscured Sightlines		Bicyclist Dooring		Other		Total	
Month	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
January	7	3%	3	5%	0	0%	1	14%	0	0%	11	4%
February	12	5%	7	11%	0	0%	1	14%	2	50%	22	7%
March	21	9%	3	5%	1	33%	1	14%	0	0%	26	8%
April	20	9%	3	5%	1	33%	1	14%	1	25%	26	8%
May	27	12%	2	2%	0	0%	0	0%	0	0%	29	10%
June	20	9%	6	9%	0	0%	1	14%	0	0%	27	9%
July	22	10%	10	15%	0	0%	1	14%	0	0%	33	11%
August	23	10%	12	18%	1	33%	1	14%	1	25%	38	12%
September	24	10%	10	15%	0	0%	0	0%	0	0%	34	11%
October	20	9%	6	9%	0	0%	0	0%	0	0%	26	8%
November	17	7%	2	3%	0	0%	0	0%	0	0%	19	6%
December	17	7%	2	3%	0	0%	0	0%	0	0%	19	6%
Total	230		66		3		7		4		310	

The percentage of collisions involving a parked vehicle are highest during the spring, summer and fall months (9 – 12 percent), and lowest during the winter months (3 – 7 percent). Collisions involving vehicles performing parking maneuvers are also highest during the summer and fall months (9 – 18 percent) but also during February (11 percent). Between one and three parking-related collisions involving obscured sightlines from parked vehicles, bicycle dooring, and other collision types occurred throughout the year.

Time of Day

Table 4-14 on the following page summarizes parking-related collision by time of day by collision type.

There was no significant peak during the day for collisions involving a parked vehicle. These collisions are spread throughout the day. On the other hand, 80 percent of the collisions involving vehicles performing parking maneuvers occurred in the late morning (10:00 AM) through early evening (6:00 PM) hours. No reported collisions involving vehicles performing parking maneuvers occurred between 2:00 AM and 7:00 AM during the five-year analysis period. Collisions involving obscured sightlines from parked vehicles occurred sporadically throughout the morning. Bicycle dooring and other parking-related collisions occurred between 7:00 AM and 3:00 PM with a spike during the noon hour.

Each parking-related collision category is discussed below with significant contributing factors or patterns noted.

Table 4-14 Parking-Related Collisions by Time of Day by Collision Type

Time	Parked Vehicle		Parking Maneuver		Obscured Sightlines		Bicyclist Dooring		Other		Total	
	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%	Number of Collisions	%
12:00 Midnight	16	7%	4	6%	0	0%	0	0%	0	0%	20	6%
1:00 AM	4	2%	2	3%	0	0%	0	0%	0	0%	6	2%
2:00 AM	8	3%	0	0%	0	0%	0	0%	0	0%	8	3%
3:00 AM	6	3%	0	0%	0	0%	0	0%	0	0%	6	2%
4:00 AM	4	2%	0	0%	0	0%	0	0%	0	0%	4	1%
5:00 AM	10	4%	0	0%	0	0%	0	0%	0	0%	10	3%
6:00 AM	8	3%	0	0%	1	33%	0	0%	0	0%	9	3%
7:00 AM	9	4%	0	0%	0	0%	1	14%	0	0%	10	3%
8:00 AM	7	3%	1	1%	1	33%	0	0%	0	0%	9	3%
9:00 AM	4	2%	2	3%	0	0%	0	0%	0	0%	6	2%
10:00 AM	8	3%	4	6%	0	0%	1	14%	1	25%	14	5%
11:00 AM	7	3%	4	6%	1	33%	1	14%	0	0%	13	4%
12:00 Noon	7	3%	5	8%	0	0%	2	29%	3	75%	17	5%
1:00 PM	11	5%	4	6%	0	0%	0	0%	0	0%	15	5%
2:00 PM	21	9%	7	11%	0	0%	1	14%	0	0%	29	9%
3:00 PM	18	8%	11	17%	0	0%	1	14%	0	0%	30	10%
4:00 PM	13	6%	7	11%	0	0%	0	0%	0	0%	20	6%
5:00 PM	9	4%	2	3%	0	0%	0	0%	0	0%	11	4%
6:00 PM	9	4%	8	12%	0	0%	0	0%	0	0%	17	5%
7:00 PM	15	7%	1	1%	0	0%	0	0%	0	0%	16	5%
8:00 PM	12	5%	1	1%	0	0%	0	0%	0	0%	13	4%
9:00 PM	6	3%	2	3%	0	0%	0	0%	0	0%	8	3%
10:00 PM	8	3%	1	1%	0	0%	0	0%	0	0%	9	3%
11:00 PM	10	4%	0	0%	0	0%	0	0%	0	0%	10	3%
Total	230		66		3		7		4		310	

4.3.3.1 Parked Vehicles Hit by Moving Vehicles

The overwhelming majority (74 percent) of parking-related collisions involve a moving vehicle directly striking a parked vehicle. Out of 310 total parking-related collisions, 230 consisted of a parked vehicle(s) being struck by a moving vehicle. Rear end collisions comprised 41 percent of the total collisions involving a parked vehicle, and sideswipe collisions also comprised 41 percent. A total of 12 percent of the collisions involving a parked vehicle were head-on or broadside, and 7 percent were some other type of collision.

Severity

Parking-related collisions that resulted in injury totaled 72 collisions (31 percent), and 2 collisions (1 percent) resulted in a fatality. As discussed previously, one of the fatalities involved a pedestrian, located near Ramirez Mesa Road, and the other involved multiple parked vehicles just south of Corral Canyon Road.

Pedestrians

Two of the collisions involving a parked car (1 percent) also involved a pedestrian being struck.

Direction of Travel

There were 126 collisions (55 percent) involving a parked vehicle that occurred on the inland side of the highway. There were 104 collisions (45 percent) involving a parked vehicle that occurred on the ocean side of the highway.

Driver Under Influence/Sleep

Of the parked vehicles hit by moving vehicles, 32 (14 percent) involved the driver under the influence (DUI), and 31 (14 percent) involved a sleeping driver. Another 4 collisions (2 percent) were caused by a medical condition or emergency. The remaining 163 collisions involving a parked vehicle were caused by a variety of factors, such as improper turn, unsafe speed, right-of-way violation, and other improper driving behaviors.

4.3.3.2 Vehicle Collisions During Parking Maneuvers

There were 66 collisions involving a vehicle performing parking maneuvers. These parking maneuvers include entering traffic from a shoulder parking space, attempting to park, waiting to park, yielding to another parking vehicle, or vehicles colliding with other vehicles yielding to drivers performing parking maneuvers. The highest number of collisions (28) involving parking maneuvers were rear-end collisions (42 percent), and 16 were sideswipe (24 percent). Fifteen collisions (23 percent) were caused by a parking vehicle backing into another parked vehicle.

It should be noted that the movement preceding the collision was interpreted by the officer preparing the report. In other words, one officer might have recorded that the movement was a "parking maneuver" while another officer might have recorded "backing." The results summarized here reflect the information provided by the reporting officer.

Severity
Fifteen collisions involving vehicles performing parking maneuvers (23 percent) resulted in injuries. No collisions involving vehicles performing parking maneuvers resulted in a fatality.

Pedestrians
One of the collisions involving vehicles performing parking maneuvers (2 percent) involved a pedestrian being struck.

Direction of Travel
More collisions involving vehicles performing parking maneuvers occurred on the ocean side of the highway (53 percent) than on the inland side (46 percent), the reverse of the overall trend of more collisions on the inland side.

Driver Under Influence
Three collisions were caused by DUI (5 percent). The remaining 63 collisions (95 percent) involving a vehicle performing parking maneuvers were caused by a variety of factors, such as improper turn, unsafe speed, right-of-way violation, and other improper driving behaviors.

4.3.3.3 Parked Vehicles Impairing Sight Distance

Only three parking-related collisions were reported by drivers who claimed the sight distance was obscured by parked vehicles or was interpreted by the officer preparing the report. Two of these collisions were the result of motorists entering traffic from the shoulder parking space and one was the result of a motorist backing out of residential driveway. Their view of oncoming traffic was obscured by other parked vehicles.

There may have been other collisions along PCH where impaired sight distance was a factor; however, if the collision did not directly involve a parked vehicle or a vehicle performing parking maneuvers and the collision report did not specifically list impaired vision from parked vehicles as a factor, then this analysis cannot include other collisions as parking-related collisions in this category. This collision summary also does not include near-miss incidents which did not result in a reported collision involving a parked vehicle nor does it include residents' complaints to the City or Caltrans about impaired sight distance.

Severity
Two of the collisions caused by obscured sight distance from parked vehicles (67 percent) resulted in injuries, and none were fatal.

Pedestrians
None of the collisions involving impaired sight distance due to parked vehicles involved a pedestrian being struck.

Direction of Travel
Two collisions caused by obscured sight distance (67 percent) were on the inland side and one (33 percent) was on the ocean side of the highway.

Driver Under Influence
None of the collisions caused by obscured sight distance from parked vehicles involved DUI.

4.3.3.4 Bicycle Dooring

Seven collisions involved a bicyclist being struck by the open door of a parked vehicle ("dooring") during the five-year analysis period. **Figure 4-2** shows the locations of parking-related collisions that involved bicycle dooring.

Severity
All seven of the dooring collisions (100 percent) resulted in injury, but none fatally.

Pedestrians
None of the collisions involving bicycle dooring involved a pedestrian being struck.

Direction of Travel
The dooring collisions were split between the inland side and the ocean side, with one more collision occurring on the inland side (four collisions, 57 percent) than the ocean side (three collisions, 43 percent). Five of these collisions (71 percent) were located within the roughly 2.5-mile section of PCH between Carbon Canyon Road and Big Rock Drive

Driver Under Influence
None of the dooring collisions involved DUI.

Shoulder Width
Only one dooring collision (14 percent) occurred where the shoulder was less than 8 feet wide, and one (14 percent) occurred where the shoulder was approximately 8.5 feet wide. The remaining five collisions (71 percent) occurred where the shoulder was more than 10 feet wide. None of the bicycle dooring collisions along PCH occurred where the shoulder is more than 12 feet wide.

4.3.3.5 Other Parking-Related Collisions

Four parking-related collisions do not fall into the previously identified categories.

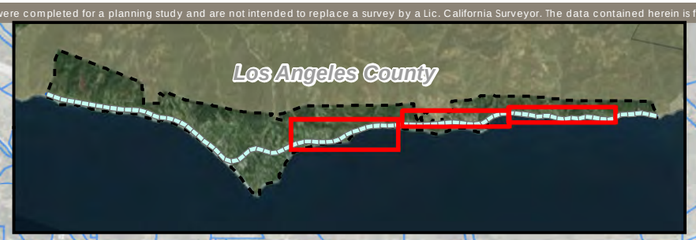
Three collisions in the "Other" category involved a bicyclist striking a parked vehicle. These three parking-related bicycle collisions are not considered part of the "Dooring" category in **Table 4-11** on **page 4-13** but they are included in **Figure 4-2**. The three bicycle/parked vehicle collisions occurred many miles from each other, not in a concentrated area.

Legend

Parking-Related Bike Collisions (2011-2015)

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Canyon Park
Corral Canyon Rd
Malibu Seafood
Latigo Canyon Dr
Dan Blocker County (Corral Canyon) Beach
Meadows Ct
Via Escondido Dr
Malibu Cove Colony Dr
Latigo Beach
Old Rd
Windring Wy W
Geoffrey's
Paradise Cove
Paradise Cove Rd
Escondido Beach
Malibu Canyon Rd
Civic Center Way
Webb Way
Malibu City Hall
Cross Creek Rd
Malibu Pier
Carbon Beach
Surfrider Beach
Puerco Canyon Rd
Malibu Lagoon State Park
Carbon Canyon Rd
Ramble Pacifico St
Las Flores Canyon Rd
Moonshadows
Big Rock Dr
Las Tunas State Beach
Carbon Beach
La Costa Beach
Las Flores Beach
Big Rock Beach

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

Stantec
38 Technology Drive, Irvine, CA 92618
Phone 949.923.6000 www.stantec.com

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0 1,050 2,100 4,200 Feet

Figure 4-2
Parking-Related Collisions Involving Bicycles
4.19

The remaining collision in the "Other" category involves a pedestrian. In this collision, the pedestrian was accessing the back seat of a parked car, which caused a motorist to stop suddenly to avoid the pedestrian and be rear-ended by another moving vehicle. Neither the pedestrian nor the parked car were struck; however, the collision report referenced the pedestrian and his parked vehicle as cause of the collision which leads to this collision being included in the analysis.

Severity
Two of the three bicycle-involved "Other" collisions (67 percent) resulted in injury, and none were fatal. The pedestrian-involved "Other" collision resulted in injury to a motorist.

Direction of Travel
One of the three bicycle-related "Other" collisions was on the inland side (33 percent) and two were on the ocean side (67 percent). The pedestrian-involved "Other" collision occurred on the inland side.

Driver Under Influence
None of the collisions in the "Other" category involved DUI.

Shoulder Width
One bicycle-related "Other" collision (33 percent) occurred where the shoulder width is less than 8 feet, and two (67 percent) occurred where the shoulder width is between 8 and 10 feet wide. The pedestrian-involved "Other" collision occurred where the shoulder width is less than 8 feet wide.

4.3.4 Collision Locations

As previously discussed, all parking-related collisions were mapped in a GIS system. The mapped locations of the collisions were placed as closely as possible based on the information provided in the collision reports (i.e., distance from nearest intersection), subject to the estimate made by the reporting officer, but may not be shown in the exact location where the collision actually occurred. However, mapping of the collisions has illustrated information regarding clusters of parking-related collisions at different locations along PCH.

The analysis of collision locations reveals that parking-related collisions did not occur in only a few concentrated locations. Collisions involving parked vehicles occurred along the entire length of PCH through the City and in both directions. However, the location of collisions shows that most parking-related collisions occur in areas where parking is frequently used as determined by numerous field visits by senior team members.

Preliminary analysis has confirmed that parking-related collisions are most frequent in the areas between Webb Way and Las Flores Canyon Road. This includes the Malibu Civic Center, Pier area, area east of the Pier, and areas where on-street parking is used continuously, day and

night. High concentrations of parking collisions are also involved in other areas where parking is normally observed. These include:

- The ocean side of the highway between Las Flores Canyon Road and the eastern City Limit where many residential homes access PCH directly
- Areas where PCH passes very close to public beach access areas, such as Zuma Beach, Escondido Beach, and Dan Blocker Beach
- Areas where on-street parking is notably heavy near fee parking areas that serve isolated beaches, such as Nicholas Canyon County Beach, El Pescador, La Piedra, and El Matador State Beaches, and Paradise Cove
- Locations near parking areas for Santa Monica Mountains trailheads where capacity is typically exhausted early in the day leaving visitors to seek shoulder parking on PCH
- Areas that rely upon on-street parking to support businesses or employee parking on PCH, such as PCH at Heathercliff Road in the vicinity of Point Dume Shopping Area, Geoffrey's restaurant, Moonshadows restaurant, and Duke's Malibu restaurant.

The list above does not represent every location where a parking-related collision occurred during the five-year analysis period. There are other isolated locations where a parked vehicle was involved in a collision in an area that normally does not experience heavy parking demand.

Specific areas along PCH and relevant parking-related collision factors are discussed in the following sections. Detailed tables summarizing direction of travel, shoulder width, severity, month, and time of day are not provided for each area, unless a situation that is significantly different than the overall trends emerges, since this information has been presented in the previous sections. Some of these areas (beach access, businesses, points of interest) overlap and are addressed more than once.

An exposure rate is presented for the locations discussed below in addition to a parking-related collision rate per mile. The exposure rate measures the relative risk of being in a parking-related collision over five years based on the number of parked vehicles in an area. This estimates the relative collision risk against the amount of parking that is actually used rather than the number of spaces that are available. The number of parked vehicles was determined from a field observation made on a Saturday afternoon in July 2016. This summer weekend observation represents a high parking demand. The average exposure rate for this study is 0.21 collisions per parked vehicle and was determined from the locations analyzed here. The exposure rate can be compared between locations to identify segments that have a higher than average exposure rate for PCH in Malibu.

4.3.4.1 Webb Way to Las Flores Canyon Road

This 3.3-mile segment of PCH includes the Civic Center, Malibu Pier, and area east of the Pier. Although this 3.3-mile segment represents less than 16 percent of the 21-mile roadway segment, approximately 48 percent (149 collisions) of the total parking-related collisions occurred in this section of PCH. **Table 4-15** shows the collisions by type in this area, and **Figure 4-3** illustrates the collisions in this section of the roadway.

Table 4-15 Collisions by Type, Webb Way to Las Flores Canyon Road

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	107	72%
Involving a Parking Maneuver	36	24%
Involving Obscured Sightlines due to Parked Vehicle	2	1%
Dooring (Bicyclists)	3	2%
Other Parking-Related Collisions	1	1%
Total	149	

The area between Webb Way and Las Flores Canyon Road includes varying uses and sub-areas, including the Civic Center Area, the Pier area, and the business and residential area east of the Pier. Each of these is further broken down and discussed individually. These areas represent different districts with different attractions and parking characteristics.

Malibu Civic Center Area: Webb Way to Cross Creek Road

The Malibu Civic Center area analyzed here extends from north of Webb Way to just beyond Cross Creek Road, approximately 0.7 mile. There were 11 collisions in the Civic Center area during the five-year analysis period for an average of 3.2 collisions per mile per year. With approximately 52 parked vehicles in this area observed on both sides of PCH during a typical Saturday afternoon in July 2016, the exposure rate is 0.21 collisions per parked vehicle. This exposure rate is equal to the average for PCH in Malibu. **Table 4-16** summarizes parking-related collisions by type in the Malibu Civic Center area.

Table 4-16 Collisions by Type, Malibu Civic Center Area

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	8	73%
Involving a Parking Maneuver	3	27%
Involving Obscured Sightlines due to Parked Vehicle	0	0%
Dooring (Bicyclists)	0	0%
Other Parking-Related Collisions	0	0%
Total	11	

Eight of the collisions involved cars already parked, and three involved drivers performing parking maneuvers. One collision resulted in injury (9 percent) and none resulted in a fatality.

Parking is allowed in most of this area, and the shoulders are typically more than 10 feet wide.

Figure 4-4 shows the collisions in the Malibu Civic Center area, by type.

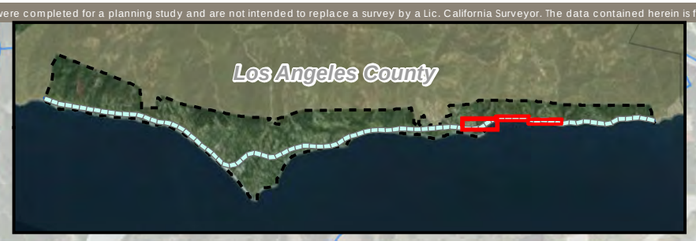
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Malibu City Hall
Webb Wy
Cross Creek Rd
Serra Rd
Malibu Lagoon State Park
Carbon Beach
Malibu Pier
Surfrider Beach
Sweetwater Canyon
MATCHLINE
MATCHLINE
MATCHLINE
MATCHLINE
Carbon Beach
Carbon Canyon Rd
Rambla Vista
Carbon Beach
La Costa Beach
Rambla Vista
Rambla Pacifico St
Las Flores Canyon Rd
Las Flores Beach

Exhibit Source Path:

Geographic Information Systems

Stantec
38 Technology Drive, Irvine, CA 92618
Phone 949.923.6000 www.stantec.com

N

0 350 700 1,400 Feet

Figure 4-3

Collisions by Type - Webb Way to Las Flores Canyon Road

4.23

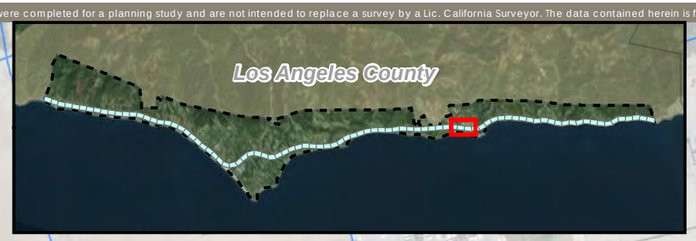
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Malibu City Hall

Civic Center Way

Webb Way

Cross Creek Rd

Malibu Rd

Malibu Colony Rd

Malibu Lagoon State Park

Malibu Beach

Exhibit Source Path:

Geographic Information Systems

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N

0 250 500 1,000 Feet

Figure 4-4

Collisions by Type - Malibu Civic Center Area

4.24

Pier Area: Serra Road to Sweetwater Canyon Drive

The Malibu Pier is located mid-way between Serra Road and Sweetwater Canyon Drive. From north of Serra Road to Sweetwater Canyon Drive, a distance of 0.5 miles, there were 33 parking-related collisions from January 2011 to December 2015. That is an average of 13.2 collisions per mile per year. Parking in this area is in constant use by residents and visitors, with 150 parked vehicles counted on both sides of PCH during a Saturday afternoon in July 2016. The exposure rate is 0.22 collisions per parked vehicle, which is 0.01 higher than the average exposure rate. **Table 4-17** summarizes parking-related collisions by type in the Malibu Pier area.

Table 4-17 Collisions by Type, Malibu Pier Area

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	21	64%
Involving a Parking Maneuver	11	33%
Involving Obscured Sightlines due to Parked Vehicle	1	3%
Dooring (Bicyclists)	0	0%
Other Parking-Related Collisions	0	0%
Total	33	

This area saw three types of parking collisions: 21 involved cars already parked, 11 involved drivers performing parking maneuvers, and 1 involved an obscured sight line. This area experienced 11 injury collisions (33 percent) and no fatal collisions.

The area north of Serra Road allows parking on the ocean side, and the shoulders are 8-feet 4-inches wide. Parking is restricted on the inland side of the roadway on both sides of Serra Road. Parking is mostly allowed north of Serra Road, beyond intersection restrictions to the first businesses near the Pier. In the business area, parking is mostly restricted, with some allowed parking areas. Shoulders in this area are typically wider than 10 feet, with some areas over 15 feet wide.

Figure 4-5 shows the collisions in the Malibu Pier area, by type.

Area East of Pier: Sweetwater Canyon Drive to Rambla Vista Road

This 1.5-mile section of businesses, hotels, multi-family residences, and single-family homes experienced 65 parking-related collisions during the five years from 2011 to 2015. The collision rate is 8.7 collisions per mile per year. With approximately 341 parked vehicles observed on both sides of PCH in this area on a July 2016 Saturday afternoon, the exposure rate is 0.19 collisions per parked vehicle, .02 less than the average exposure rate. **Table 4-18** summarizes parking-related collisions by type in the central Malibu area.

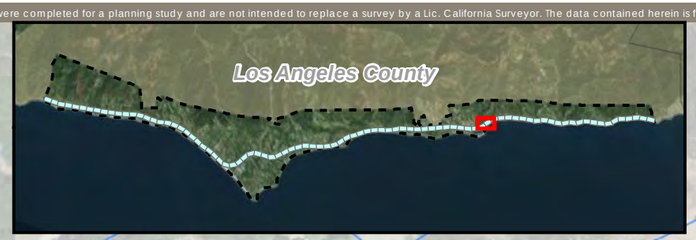
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Malibu Pier

Surfrider Beach

Malibu Lagoon State Park

Serra Rd

Sweetwater Canyon Dr

Exhibit Source Path: Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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N

0 175 350 700 Feet

Figure 4-5
Collisions by Type - Malibu Pier Area
4.26

Table 4-18 Collisions by Type, Area East of Pier

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	46	71%
Involving a Parking Maneuver	16	25%
Involving Obscured Sightlines due to Parked Vehicle	1	1%
Dooring (Bicyclists)	2	3%
Other Parking-Related Collisions	0	0%
Total	65	

This area had four types of parking collisions including parked vehicles, parking maneuvers, obscured sightlines, and bicyclists being doored. There were 2 dooring collisions and both occurred in the area around Carbon Canyon Road, with 1 being in an area where parking is not allowed. Both bicycle dooring collisions and 18 other collisions (20 total) resulted in injury (31 percent) and no collisions resulted in a fatality in this area.

Although the shoulders in this area are typically wide – over 10 feet, and up to 16 feet, there are also many driveways and areas that have parking restrictions, including driveways, fire hydrants, and red curbs.

Figure 4-6 shows the collision locations by type for the area east of the Pier.

4.3.4.2 Las Flores Canyon Road to Eastern City Limit

The approximately 3-mile section of PCH from Las Flores Canyon Road to the eastern City Limit recorded 79 parking-related collisions from January 2011 to December 2015. This section of PCH has a collision rate of 5.2 collisions per mile per year. A total of 448 parked vehicles were observed on both sides of PCH during a July 2016 Saturday afternoon, which correlates to an exposure rate of 0.18 collisions per parked vehicle, .03 less than the average exposure rate. **Table 4-19** summarizes parking-related collisions by type in the Las Flores Canyon Road to Eastern City Limit area.

Table 4-19 Collisions by Type, Las Flores Canyon Road to Eastern City Limit

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	64	81%
Involving a Parking Maneuver	11	14%
Involving Obscured Sightlines due to Parked Vehicle	1	1%
Dooring (Bicyclists)	2	3%
Other Parking-Related Collisions	1	1%
Total	79	

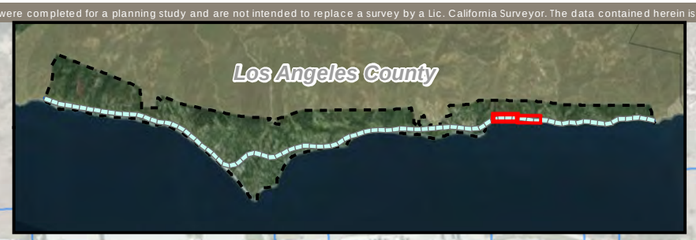
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Surfrider Beach

Carbon Beach

Sweetwater Canyon Dr

MATCHLINE

MATCHLINE

Carbon Beach

Carbon Canyon Rd

Rambla Vista

La Costa Beach

Exhibit Source Path:

Geographic Information Systems

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N

0 250 500 1,000 Feet

Figure 4-6

Collisions by Type -Area East of Pier (Sweetwater Canyon Dr to Rambla Vista Rd)

This area is approximately 3 miles in length, representing approximately 15 percent of the project area. With 79 collisions, about 25 percent of the parking-related collisions on PCH occurred in this area, with the majority involving parked cars, but all types of parking-related collisions are represented. Two of the collisions involved bicycle dooring, and both of these resulted in injury. A total of 31 parking-related collisions resulted in injury (39 percent), and no fatal collisions occurred in this area.

This area does not have many red curbs or parking restrictions, but it does have many driveways that restrict public parking. However, many cars are observed to be parked in these driveway areas, both perpendicular and parallel to the roadway.

This segment of PCH closely follows the coastline with only a single row of homes between the roadway and the shore. It has many homes on the ocean side of the highway, either with garage access directly on the road or with no garage or on-site parking at all so that residents and visitors have to rely on shoulder parking on PCH. The few homes on the inland side take access from side roads or from very long driveways. Many of the homes on the ocean side have sufficient area along their frontage that they can park their vehicles on their private property. Although the inland side of the highway is adjacent a cliff for the majority of this section of PCH, 52 percent of the parking collisions occurred on the inland side, and 48 percent were on the ocean side of the highway.

Figure 4-7 shows the collisions and types for the Las Flores Canyon Road to eastern City limit area.

4.3.4.3 Beach Access Areas

Several beaches are located close to the highway, such as Zuma Beach, Escondido Beach, and Dan Blocker State Beach with little or no development between the shore and the highway. These are beach areas where many visitors use shoulder parking.

Zuma Beach
The Zuma Beach area examined here extends from Trancas Canyon Road to Westward Beach Road, a distance of 1.8 miles. Over the five-year analysis period, 18 collisions occurred adjacent to Zuma Beach. The collisions were spread along the entire 1.8-mile length, with a collision rate of 2.0 collisions per mile per year. There were 407 parked vehicles observed on both sides of PCH on a July 2016 Saturday afternoon, which correlates to an exposure rate of 0.04 collisions per parked vehicle, 0.17 less than the average exposure rate. **Table 4-20** summarizes parking-related collisions by type in the Zuma Beach area.

The City's PCH Bike Route Improvement Project, which was completed in 2015, improved parking conditions adjacent to Zuma Beach, and parking collisions in the area may decrease as a result of the recent improvements.

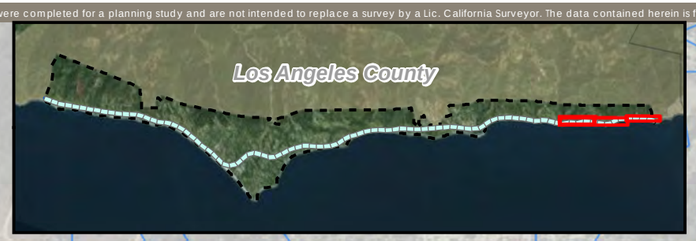
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Las Flores Canyon Rd

Las Flores Beach

Big Rock Beach

Moonshadows

MATCHLINE

Big Rock Dr

MATCHLINE

Big Rock Beach

Las Tunas State Beach

MATCHLINE

Pena Rd

Las Tunas State Beach

Topanga State Beach

Tuna Canyon Rd

County of Los Angeles

City of Malibu

Topanga Beach Dr

Topanga State Beach

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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N

0 350 700 1,400 Feet

Figure 4-7

Collisions by Type - Las Flores Canyon Road to Eastern City Limit

Table 4-20 Collisions by Type, Zuma Beach

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	12	67%
Involving a Parking Maneuver	6	33%
Involving Obscured Sightlines due to Parked Vehicle	0	0%
Dooring (Bicyclists)	0	0%
Other Parking-Related Collisions	0	0%
Total	18	

Zuma Beach has a very large parking lot available; however, many visitors choose to park on the shoulder to avoid the parking fee. Of the 18 parking-related collisions adjacent to Zuma Beach, 7 occurred on the inland side where parking is prohibited. One collision on the inland side was located where the shoulder is less than 8 feet wide. The remaining collisions occurred where the shoulder is more than 8 feet or within the intersection of Busch Drive or Bonsall Drive/Westward Beach Road. A total of 5 collisions in the Zuma Beach area resulted in injury (28 percent), and no collisions resulted in a fatality.

Figure 4-8 shows the collisions in the Zuma Beach area.

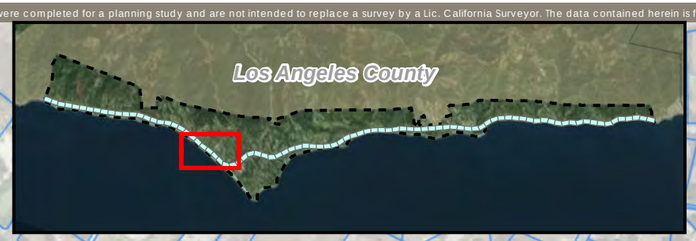
Escondido Beach

There were 12 parking-related collisions adjacent to Escondido Beach from about 500 feet south of Old Road to Via Escondido Drive, a distance of 0.6 miles. Five of these collisions occurred after 5:00 PM and may be associated with parking for Geoffrey's Restaurant. The collision rate is 4.2 collisions per mile per year, and with 125 parked vehicles observed on both sides of PCH during a typical summer Saturday afternoon, the exposure rate is 0.10 collisions per parked vehicle, 0.11 less than the average.

Figure 4-9 and **Table 4-21** show the collisions in the Escondido Beach area.

Table 4-21 Collisions by Type, Escondido Beach

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	8	67%
Involving a Parking Maneuver	3	25%
Involving Obscured Sightlines due to Parked Vehicle	0	0%
Dooring (Bicyclists)	1	8%
Other Parking-Related Collisions	0	0%
Total	12	



Trancas (Broad) Beach

Guernsey Ave

Zuma County Beach

Morning View Dr

Zuma Beach

Busch Dr

Bonsall Dr

Westward Beach Rd

Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot

Exhibit Source Path:

Geographic Information Systems

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N

0 550 1,100 2,200 Feet

Figure 4-8

Collisions by Type - Beach Access Areas - Zuma Beach

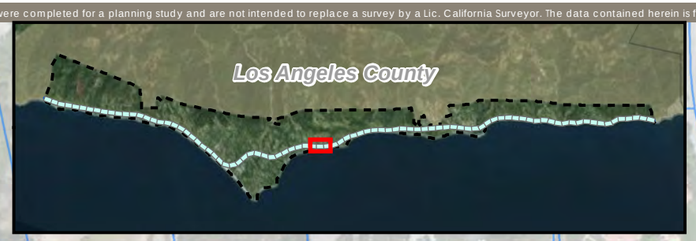
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Meadows Ct

Via Escondido Dr

Geoffrey's

Escondido Beach

Exhibit Source Path:

Geographic Information Systems

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N

0 205 410 820 Feet

Figure 4-9

Collisions by Type - Beach Access Areas - Escondido Beach

4.33

Four of the parking-related collisions in the Escondido Beach area resulted in injury (33 percent), and none were fatal. Two of the injury collisions occurred on the inland side where the shoulder was less than 8 feet wide. The remaining 8 collisions adjacent to Escondido Beach occurred where the shoulder was more than 8 feet wide.

Dan Blocker Beach

There were 10 parking-related collisions in the 1.2 mile area adjacent to Dan Blocker Beach, from Latigo Shore Drive to Malibu Road, for a collision rate of 1.7 collisions per mile per year. Five of these collisions were clustered just south of Corral Canyon Road, and three were concentrated just south of Malibu Seafood Restaurant/Sara Wan Trailhead parking. On a July 2016 Saturday afternoon, there were 198 parked vehicles observed on both sides of PCH adjacent to Dan Blocker County Beach. The exposure rate is 0.05 collisions per parked vehicle, 0.16 less than the average exposure rate. **Table 4-22** summarizes the parking-related collisions by type for the Dan Blocker Beach area.

Table 4-22 Collisions by Type, Dan Blocker Beach

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	6	60%
Involving a Parking Maneuver	2	20%
Involving Obscured Sightlines due to Parked Vehicle	0	0%
Dooring (Bicyclists)	0	0%
Other Parking-Related Collisions	2	20%
Total	10	

Of these collisions, 8 occurred on the ocean side and 2 occurred on the inland side of the highway. One of the parking-related collisions adjacent to Dan Blocker Beach resulted in a fatality, and 5 resulted in injuries. The fatal collision, discussed previously, occurred on the ocean side of PCH in an area where the shoulder is more than 12 feet wide.

Figure 4-10 shows the collisions in the Dan Blocker Beach area.

4.3.4.4 Beach Parking Areas in Isolated Locations

Nicholas Canyon County Beach

Nicholas Canyon County Beach provides 154 parking spaces and charges $3 to $10 to park all day. There was 1 parking-related collision near the parking lot for Nicholas Canyon County Beach, it involved a parked vehicle, and it was located on the ocean side of the highway. This parking-related collision did not result in injury or fatality. **Figure 4-11** shows the location of this collision.

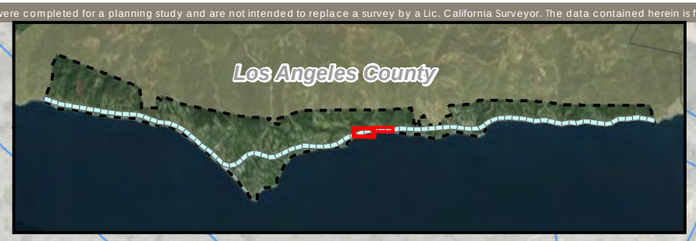
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Corral Canyon Rd

Dan Blocker County (Corral Canyon) Beach

Latigo Shore Dr

Latigo Beach

Malibu Seafood

Malibu Rd

Dan Blocker County (Corral Canyon) Beach

Exhibit Source Path: Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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N

0 205 410 820 Feet

Figure 4-10

Collisions by Type - Beach Access Areas - Dan Blocker (Corral Canyon) County Beach

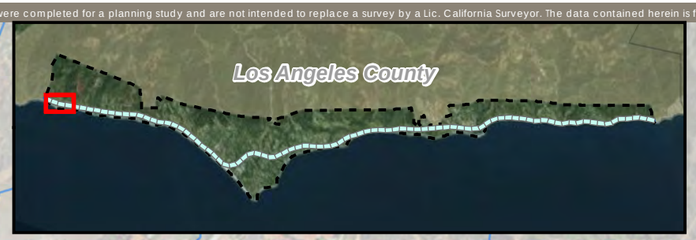
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Nicholas Canyon County Beach

Nicholas Beach Rd

Exhibit Source Path:

Geographic Information Systems

Stantec
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Phone 949.923.6000 www.stantec.com

N

0 285 570 1,140 Feet

Figure 4-11

Collisions by Type - Isolated Beach Parking Areas - Nicholas Canyon County Beach

El Pescador State Beach/La Piedra State Beach/El Matador State Beach
Parking lots for El Pescador, La Piedra, and El Matador State Beaches charge from $10 to $15 and provide between approximately 25 and 45 spaces.

There were no reported parking-related collisions in the vicinity of La Piedra State Beach.

There was one parking-related collision in the vicinity of El Pescador State Beach and 1 near El Matador State Beach. Both of these collisions were located on the inland side of the highway and both involved parked vehicles. The parking-related collision near El Matador State Beach resulted in injury.

There were a total of 185 parked vehicles on both sides along PCH from El Pescador Beach Road to El Matador Beach Road, approximately one mile, during a July 2016 Saturday afternoon, which correlates to an exposure rate of 0.01 collisions per parked vehicle, 0.20 less than the average.

Figure 4-12 shows the collisions in the El Pescador, La Piedra, and El Matador State Beach areas.

Paradise Cove
Paradise Cove parking is privately operated and charged from $35 to $50 per day during the five-year analysis period. Although approximately 229 spaces are available in the parking lot, and parking on PCH requires a long walk, many visitors to Paradise Cove park on PCH. There were 9 parking-related collisions along PCH near Paradise Cove Drive from Zuma View Place to W. Winding Way. Six of these collisions occurred on the inland side of the highway and 3 occurred on the ocean side. The collision rate for the 0.6 mile surrounding Paradise Cove Drive is 2.9 collisions per mile per year. Approximately 170 parked vehicles were counted on both sides of the street during a Saturday afternoon in July 2016; therefore, the corresponding exposure rate is 0.05 collisions per parked vehicle, 0.16 less than the average.

Seven of the parking-related collisions near Paradise Cove involved vehicles colliding with a parked vehicle, while 1 involved the driver performing parking maneuvers, and 1 was identified as "Other" and involved a bicycle crashing into the back of a parked car (i.e., not a "dooring" collision). One of the fatal parking-related collisions occurred in this area, and 2 collisions resulted in injury (22 percent).

Figure 4-13 shows the collisions in the Paradise Cove area.

4.3.4.5 Mountain Trailhead Locations

Sara Wan Trailhead
The parking lot for the Sara Wan Trailhead south of Corral Canyon Road, adjacent to Malibu Seafood restaurant, has 14 spaces. Shoulder parking near the trailhead parking lot experienced 5 collisions during the five-year analysis period. These parked vehicles may have been parked for

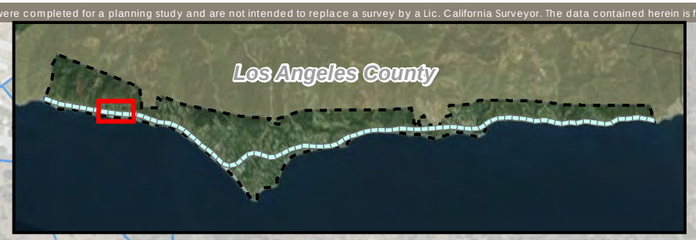
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Encinal Canyon Rd

El Pescador Beach Rd

La Piedra Beach Rd

El Matador Beach Rd

El Pescador State Beach

La Piedra State Beach

El Matador State Beach

Exhibit Source Path:

Geographic Information Systems

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N

0 355 710 1,420 Feet

Figure 4-12

Collisions by Type - Isolated Parking Areas - El Pescador/La Piedra/El Matador Beaches

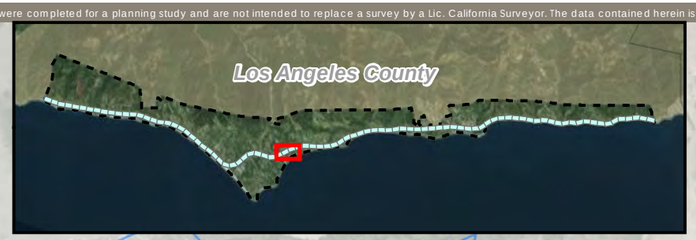
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Ramirez Canyon Rd

Paradise Cove Rd

Winding Wy

Ramirez Canyon Rd

Zuma View Pl

Paradise Cove

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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N

0 237.5 475 950 Feet

Figure 4-13

Collisions by Type - Isolated Beach Parking Areas - Paradise Cove

the trailhead, Malibu Seafood, or the beach. One collision was located on the inland side of the highway, and 4 were located on the ocean side. Details about the parking-related collisions in this area are included under the previous discussion for Dan Blocker County Beach.

Winding Way Trail Parking
A parking lot is located at the northwest corner of Winding Way and PCH for access to Escondido Canyon Park. The parking lot provides approximately 14 unmarked parking spaces. Five parking-related collisions were recorded during the five-year analysis period within the vicinity of Winding Way. Three of these collisions are within 1,000 feet of Paradise Cove Road and may be associated with Paradise Cove parking rather than for Escondido Canyon Park. One of these collisions occurred on the inland side of the highway and 4 occurred on the ocean side. All 5 collisions involved a parked vehicle, and 1 involved a bicyclist colliding with a parked vehicle. Two parking-related collisions resulted in injury, and none were fatal.

4.3.4.6 On-Street Parking Near Businesses

Some businesses rely on shoulder parking to augment their off-street parking. These businesses and areas are discussed below.

Point Dume Village Shopping Center
Four collisions occurred near Point Dume Village Shopping Center, near Heathercliff Road, during the five-year period. Four parked vehicles were observed on both sides of PCH in the area of Point Dume Village Shopping Center on a recent Saturday afternoon in July, which results in an exposure rate of 1.00 collisions per parked vehicle. This exposure rate is significantly higher than the average exposure rate of 0.21 collisions per parked vehicle. All 4 parking-related collisions near Point Dume Village Shopping Center involved a parked vehicle, all occurred on the inland (northbound) side of the roadway, and none resulted in injury or fatality. The shoulders in this area range from under 8 feet to over 15 feet.

Figure 4-14 shows the collisions near the Point Dume Village Shopping Center.

Geoffrey's Restaurant
Geoffrey's Restaurant is located just north of Meadows Court adjacent to Escondido Beach and experienced 12 parking-related collisions. Since 5 of these collisions occurred after 5:00 PM they may be associated with parking for Geoffrey's Restaurant rather than the beach. Details about the parking-related collisions in this area are included under the previous discussion for Escondido Beach.

Rambla Pacifico Street/Las Flores Canyon Road/Duke's Malibu Restaurant
The 0.5-mile section of PCH around Rambla Pacifico Street and Las Flores Canyon Road had 41 parking-related collisions during the five-year period. This area has several small businesses on the inland side of PCH north of Rambla Pacifico Street as well as Duke's Malibu Restaurant

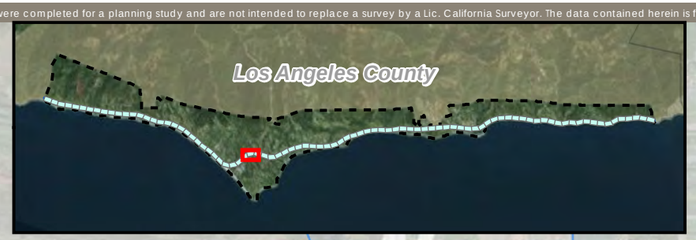
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Heathercliff Rd

Dume Dr

Cavalleri Rd

Exhibit Source Path:

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0 165 330 660 Feet

Figure 4-14

Collisions by Type - Parking Near Businesses - Point Dume Village

4.41

opposite Las Flores Canyon Road. A total of 14 collisions occurred during the late night or early morning hours, and may be associated with Duke's Restaurant rather than the other businesses in the area. There were 131 parked vehicles observed on both sides of PCH on a July 2016 Saturday afternoon, which correlates to 0.31 collisions per parked vehicle, 0.10 higher than the average exposure rate. **Table 4-23** summarizes the parking-related collisions by type for the Rambla Pacifico Street/Las Flores Canyon Road/Duke's Malibu Restaurant area.

Table 4-23 Collisions by Type, Business Areas: Duke's Restaurant Area

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	35	85%
Involving a Parking Maneuver	5	12%
Involving Obscured Sightlines due to Parked Vehicle	0	0%
Dooring (Bicyclists)	0	0%
Other Parking-Related Collisions	1	3%
Total	41	

In this area, 35 collisions involved a parked vehicle, 5 involved a driver performing parking maneuvers, and 1 involved a bicyclist striking a parked vehicle. A total of 16 collisions resulted in injury (39 percent) and none were fatal. The shoulders also vary significantly in this area, from under 6 feet to over 17 feet.

Figure 4-15 shows the collisions in the area around Duke's Restaurant.

Moonshadows Restaurant

Moonshadows Restaurant is located about one mile south of Las Flores Canyon Road within the area previously discussed for Las Flores Canyon Road to Eastern City Limits. A total of 11 parking-related collisions occurred in the 0.3 mile area in the vicinity of Moonshadows. There were 45 vehicles parked in the vicinity on both sides of PCH on a typical Saturday afternoon in July 2016 which produces a rate of 0.24 collisions per parked vehicle, 0.03 higher than the average. **Table 4-24** summarizes the parking-related collisions by type for the Moonshadows area.

Table 4-24 Collisions by Type, Business Areas: Moonshadows Restaurant

Type of Collision	Number of Collisions	%
Involving a Parked Vehicle	10	91%
Involving a Parking Maneuver	1	9%
Involving Obscured Sightlines due to Parked Vehicle	0	0%
Dooring (Bicyclists)	0	0%
Other Parking-Related Collisions	0	0%
Total	11	

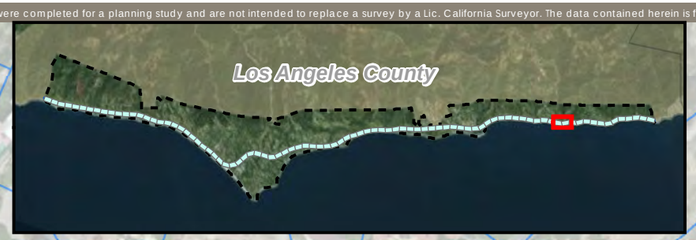
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Rambla Vista

Las Flores Canyon Rd

Duke's Malibu

La Costa Beach

Las Flores Beach

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Figure 4-15

Collisions by Type - Parking Near Businesses - Duke's Malibu Restaurant

Of the 11 collisions, 10 involved parked cars, and 1 involved parking maneuvers. Five of the parking-related collisions occurred during late night or early morning hours. Four parking-related collisions resulted in injury, but none were fatal.

Figure 4-16 shows the collisions in the area around Moonshadows restaurant. The exhibit appears to show several parking-related collisions clustered at two hot spots; however, these two positions are exactly 1 mile south of Las Flores Canyon Road and 0.50 mile north of Big Rock Drive, which indicate an estimate made by the officers taking the collision reports and is likely not an exact location of the collision.

4.4 CONCLUSIONS

Examination of the parking-related collision data reveals that 310 parking-related collisions occurred along PCH during the five-year period from January 2011 to December 2015. Approximately 32 percent of the parking-related collisions resulted in injury, either severe injury, visible injury or complaint of pain, and two of the collisions resulted in a fatality. The majority of parking-related collisions (67 percent) were property damage only. Approximately 58 percent of the collisions occurred during the five warm weather months from May to September when the parking demand along PCH is the highest.

Approximately 53 percent of the parking-related collisions were located on the inland side of the highway and 47 percent were on the ocean side. Parking-related collisions occurred along every segment of PCH from the western City Limit to the eastern City Limit; however, the largest concentration of collisions occurred in the 3.3-mile stretch between Webb Way and Las Flores Canyon Road where approximately 48 percent of the parking-related collisions were located. This area, which includes the Civic Center, Malibu Pier, and area east of the Pier, has a high demand for parking year-round.

Parking-related collisions occurred at all shoulder widths, from less than 8 feet wide to over 12 feet wide. Approximately 54 percent of the shoulder along PCH is between 8 and 12 feet wide, and 54 percent of the parking-related collisions occurred where the shoulder is this wide. Approximately 12 percent of the shoulder is more than 12 feet wide, and 24 percent of the parking-related collisions occurred here. Providing more than 12 feet of shoulder parking area does not guarantee a safer parking environment.

Approximately 74 percent of the parking-related collisions directly involved a vehicle parked on the shoulder of PCH. Approximately 21 percent involved a vehicle performing parking maneuvers or a vehicle trying to avoid a vehicle performing parking maneuvers. Approximately 5 percent of the parking-related collisions involved motorists whose sight lines were obscured due to parked vehicles, bicyclists being “doored”, and bicyclists striking parked vehicles. Although only a small percentage of the parking-related collisions involved pedestrians being struck or bicyclists, all but one resulted in injury and one resulted in a fatality. Collisions involving bicyclists or pedestrians frequently result in injury.

As previously discussed, there were pedestrian-related collisions which may have involved pedestrians crossing PCH to or from their parked vehicle, including nine fatalities over the five-year analysis period. However, these pedestrian collisions were not included in this parking study unless the parked vehicle was referenced in the collision report as a contributing factor to the collision. There are many other scenarios which could involve pedestrians besides crossing PCH from a parked vehicle (riding a bus, jogging, crossing from one home to another or from a home to a business, etc), and without a direct reference to a parked vehicle being involved in the collision, these pedestrian collisions cannot be included in the parking-related collision analysis.

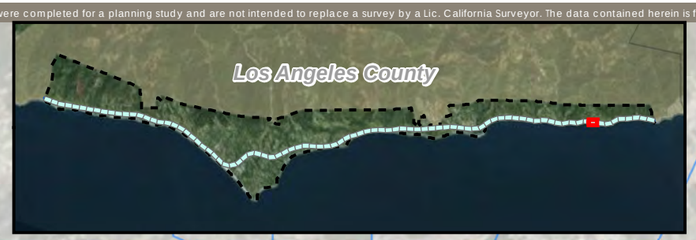
Legend

Parking-Related Collisions by Category (2011-2015)

- Collision Involving a Parked Car
- Vehicle Struck While Entering/Leaving/Yielding Shoulder Parking
- Collision Involving Obscured Sightlines from a Parked Car
- Dooring (Bicyclist)
- Other Parking-Related Collision

Beach Access Points

- Public Access
- County Beaches
- State Beaches
- Private Lot



Moonshadows

Big Rock Beach

Exhibit Source Path:

Geographic Information Systems

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Phone 949.923.6000 www.stantec.com

N

0 90 180 360 Feet

Figure 4-16

Collisions by Type - Parking Near Businesses - Moonshadows Restaurant

4.46

5.0 PARKING RECOMMENDATIONS

5.1 BACKGROUND

The safety and mobility analysis showed where parking-related collisions were occurring along the roadway. However, the most important conclusion to remember from the analysis was that parking-related collisions can occur in many locations, on both sides of the highway, under many varied roadway and shoulder conditions. Most parking-related collisions directly involve a parked vehicle being struck, but many parking-related collisions involve vehicles performing parking maneuvers. Therefore, many strategies are needed to improve parking safety.

Strategies include widening shoulders, improving marking and signage of existing parking restrictions, increasing parking supply in some areas, and establishing new on-street parking restrictions in other areas. Because the CCC is charged with maintaining and increasing public access to coastal resources, any recommended reduction of parking was noted and matched as much as possible with an added parking location that was found to be more convenient to residents and visitors seeking to utilize recreational sites in the area. However, there are many obstacles to increasing the parking areas along PCH, including physical challenges such as building removal, extensive excavation, or utilities relocation, ROW challenges where private property is involved, and financial challenges.

Per Caltrans, the minimum allowable shoulder width is 8 feet (HDM Table 302.1). However, 10 feet is preferred where on-street parking is allowed, and the goal of the recommendations is to provide parking with a shoulder width of 10 feet or more to allow for drivers to enter and exit their vehicle, bicycles to avoid the doors of parked vehicles, and pedestrians to walk adjacent to parked vehicles where no sidewalk exists. Parking along shoulders less than 8 feet wide is not allowed by Caltrans. The recommendations include installing No Parking signs to officially prohibit parking where the shoulder width is less than 8 feet. Where the shoulder is currently less than 8 feet and the roadway alignment is relatively straight, widening the shoulder to between 8 and 10 feet is sufficient to recommend adding parking.

Each strategy is discussed in more detail in **Sections 5.1.1 through 5.1.3**, but criteria was outlined before determining the recommendation for each location. The preliminary strategies were also discussed with the public at a Public Workshop held November 29, 2016, and public input on site-specific recommendations was solicited. Public input is noted in **Section 5.1.4**. The main strategies are as follows:

- Shoulder Widening. Where the shoulder can be widened to provide additional parking spaces, this can be recommended. Shoulder widening can be done through restriping of the existing paved area or by providing additional pavement. Criteria for recommending widening the shoulder includes wide travel lanes, wide median, or unpaved area adjacent to the shoulder which would provide additional space for widening of the paved shoulder to 8 feet or more where the roadway alignment is relatively straight or 10

feet or more elsewhere. Another consideration is proximity to existing or future access points. If shoulder widening can be completed through restriping, special consideration must be given to the shoulder pavement condition, including the joint between the travel lanes and the shoulder.

- Parking Restrictions. If parking in a certain area could contribute to a safety issue, and its safety cannot be feasibly improved through shoulder widening or other improvements, the recommendation is to restrict parking. Criteria for removing parking includes shoulders less than 8 feet where parking is not currently prohibited (and cannot be improved through shoulder improvements), uncontrolled pedestrian crossings, low parking demand (existing and future anticipated), or compromised sight distance at intersections and driveways. When the removal of parking on one side of the highway allows restriping of the travel lanes to widen the shoulder on the opposite site, additional spaces or improved parking can be recommended on the opposite side. Parking restrictions at bus stops that are not currently signed No Parking are also recommended to provide for safe loading and unloading of bus passengers.

- Improving Current Parking Restrictions. There are areas where the current restrictions are unclear, often due to missing or damaged signs. Criteria for emphasizing current parking restrictions includes missing or deteriorated signage, deteriorated curb markings, or narrow shoulders that cannot feasibly be widened to 8 feet or more due to physical, ROW, or financial constraints. Caltrans is in the process of replacing missing signs along PCH; however, this report provides a review of conditions from 2016.

- Eliminating Parking Restrictions. Existing parking restrictions were evaluated to see if they could be removed and parking in that area allowed, to accommodate existing and potential future parking needs. Where there would be a loss of parking spaces due to safety requirements, allowing parking where currently restricted in other areas can be used as a tool to offset the loss.

Painting pavement markings on the shoulder to designate parking spaces is not recommended on PCH. Painted pavement markings designating parking spaces may actually result in a loss of available parking since motorists must remain within the prescribed marks (i.e., 24 feet per space); however, if there are no markings, motorists are able to park closer together than 24 feet.

5.1.1 Strategies: Shoulder Widening

Widening of the shoulder can achieve one of two purposes. Where the paved shoulder is slightly less than 8 feet now, shoulder widening can provide 8 feet or more of shoulder width to add parking spaces where they currently do not exist, even though some vehicles may already be parking there, legally if signs do not prohibit parking and the vehicle does not encroach on the travelway. An 8-foot paved shoulder is the minimum for Caltrans to allow parking, but 10 feet is preferred (HDM Table 302.1).

Where the shoulder is currently more than 8 feet wide and parking is not prohibited by signs or striping, shoulder widening can improve the parking experience by providing a paved shoulder of 10 feet or more. Widening the parking area to 10 feet or more allows additional clearance between the parked cars and moving vehicles. This improves safety for pedestrians entering and exiting vehicles, as well as walking next to vehicles, and bicyclists can move farther away from the "door zone" and moving traffic. It also provides for additional sight distance for motorists exiting the parking area or driveways.

Roadway Restriping – Narrow Lanes/Widen Shoulder on Both Sides

In certain areas, one strategy which can be implemented to improve parking is to restripe the roadway and slightly narrow the painted median and travel lane widths to allow for a wider shoulder width. PCH has two travel lanes in each direction. Travel lanes which are currently 12 feet wide can be narrowed to 11 feet, which can add up to 2 feet to each shoulder. In some areas of PCH, the painted median varies from approximately 5 feet to approximately 13.5 feet and can be narrowed slightly to add width to the shoulders. Raised medians in other areas along PCH are more costly and harder to alter. These recommendations do not include altering raised medians on PCH.

An additional effect of making the travel lanes more narrow may be a slight decrease in speeds; however, decreased speeds is not the main purpose of the recommendation. It is also noted that Caltrans non-standard Design Exceptions will be required for any lane less than 12 feet wide. Also, further evaluation of the pavement joints will be needed.

The recommendation to narrow the travel lanes to less than 12 feet wide is to potentially improve the safety of parked vehicles, pedestrians, bicyclists, and moving traffic by providing a wider shoulder area for parking to move parked vehicles farther away from the moving traffic, but the narrower lanes also might make driving more uncomfortable for some drivers resulting in slightly lower speeds.

Roadway Restriping – Remove Parking on One Side/Widen Shoulder on One Side

Some areas are recommended to have parking on one side of the highway prohibited so that the travel lanes may be restriped to increase the width of the shoulder on the opposite side, either to allow parking where it is currently too narrow or to increase the width to 10 feet or more where it is currently 8 feet wide. This strategy is recommended where the shoulder parking is only lightly used on the inland side, and pedestrians must walk across 55-mph traffic mid-block to access the ocean side of the highway without a nearby traffic signal or other traffic controls to provide gaps in traffic. This strategy may reduce parking-related collisions by removing parking on one side of the highway and shifting the parked vehicles farther away from moving vehicles on the other side. This strategy also improves the sight distance at driveways by shifting moving traffic away from the edge of the highway, gives pedestrians more space to enter and exit vehicles and walk in areas where there is no sidewalk, moves bicyclists farther away from the "door zone" on the ocean side, and eliminates the "door zone" on the inland side. A bike lane could be striped where the width allows it.

Pavement Expansion

Another strategy to widen the shoulder is to pave where there currently are large flat areas of dirt adjacent to the paved shoulder to increase the paved shoulder width to 10 feet or more. This strategy can be used alone or in combination with the roadway restriping discussed above, and may reduce parking-related collisions by shifting the parked vehicles farther away from moving vehicles. It improves sight distance at driveways by shifting moving traffic away from the edge of the highway, gives pedestrians more space to enter or exit vehicle and walk in areas where there is no sidewalk, and moves bicyclists farther away from the "door zone."

Any new paved areas would be subject to environmental review to determine if environmentally sensitive habitat areas (ESHA) are adjacent. Since the dirt areas adjacent to the highway shoulder being recommended for pavement expansion are currently being used for parking and, therefore, are compacted and void of vegetation, environmental findings are likely to be no significant impact.

5.1.2 Strategies: Parking Restrictions

Existing Parking Restriction Improvement

Locations with existing parking restrictions were reviewed to determine if the parking restriction is legitimate, if it is still needed, and whether parking can be allowed through method such as widening of the shoulder area.

Locations where large portions of parking are currently restricted but poorly signed are recommended to have missing or damaged signs and curb markings improved. Consistent sign types (R26K No Parking signs with a red circle crossed out over a capital "P" and a symbol of a tow truck at the top as shown in **Table 3-5**), sign mounting techniques, and sign spacing per CAMUTCD Section 2B.47 and Section 2B.48 are recommended. Each No Parking zone shall be signed with a No Parking sign (R26K-L) indicating the beginning of the No Parking zone and a No Parking sign (R26K-R) indicating the end of the No Parking zone, with No Parking signs (R26K) spaced appropriately per Caltrans, often every 200 feet, between the beginning and ending signs.

The inventory and mapping of existing signs and curb markings from this study should help with regular monitoring and replacement of missing or defaced signs (CAMUTCD Section 2A.22(02)) and the maintenance of red curb markings. Caltrans performs an annual reflectivity evaluation of signs along PCH, and replaces signs once the reflectiveness become less than 50 percent. Furthermore, regular inspection and maintenance of weeds, trees, shrubbery, and other materials or equipment should be performed to ensure that signs are not obstructed (CAMUTCD Section 2A.22(03)).

As noted previously, unless parking is expressly prohibited, parking is not illegal where the paved shoulder is less than 8 feet wide provided the vehicle parks entirely to the right of the edgeline and does not encroach on the travel lane; however, Caltrans does not allow on-street parking

on shoulders less than 8 feet wide. The recommendation in this study is to officially prohibit parking through signage where the shoulder is less than 8 feet wide.

New Sight Distance Restrictions

A recommendation at several locations is to restrict parking at non-signalized intersections and driveways at the northern pocket beaches where it is not currently prohibited to provide the appropriate sight distance. Parking restrictions at non-signalized intersections are per HDM Table 405.1A. Estimates of the sight distance restrictions have been prepared from aerial photos, but more detailed study will be required to determine the actual required sight distance restrictions. Sight distance restrictions at the beach parking lot driveways are based on parking restricted 200 feet to the left of the driveway and 50 feet to the right from the point of view of a motorist exiting the driveway. No Parking zones shall be designated with R26K No Parking signs as noted above.

Corner sight distance requirements should be applied at signalized intersections whenever possible due to unanticipated violations of the signal or malfunctions of the signal (HDM 405.1 (2)). This would allow motorists space to react and maneuver to avoid collisions. Furthermore, rear-end collisions are common on approaches to signalized intersections, and motorists veering to avoid a rear-end collision may instead collide with a vehicle parked on the shoulder.

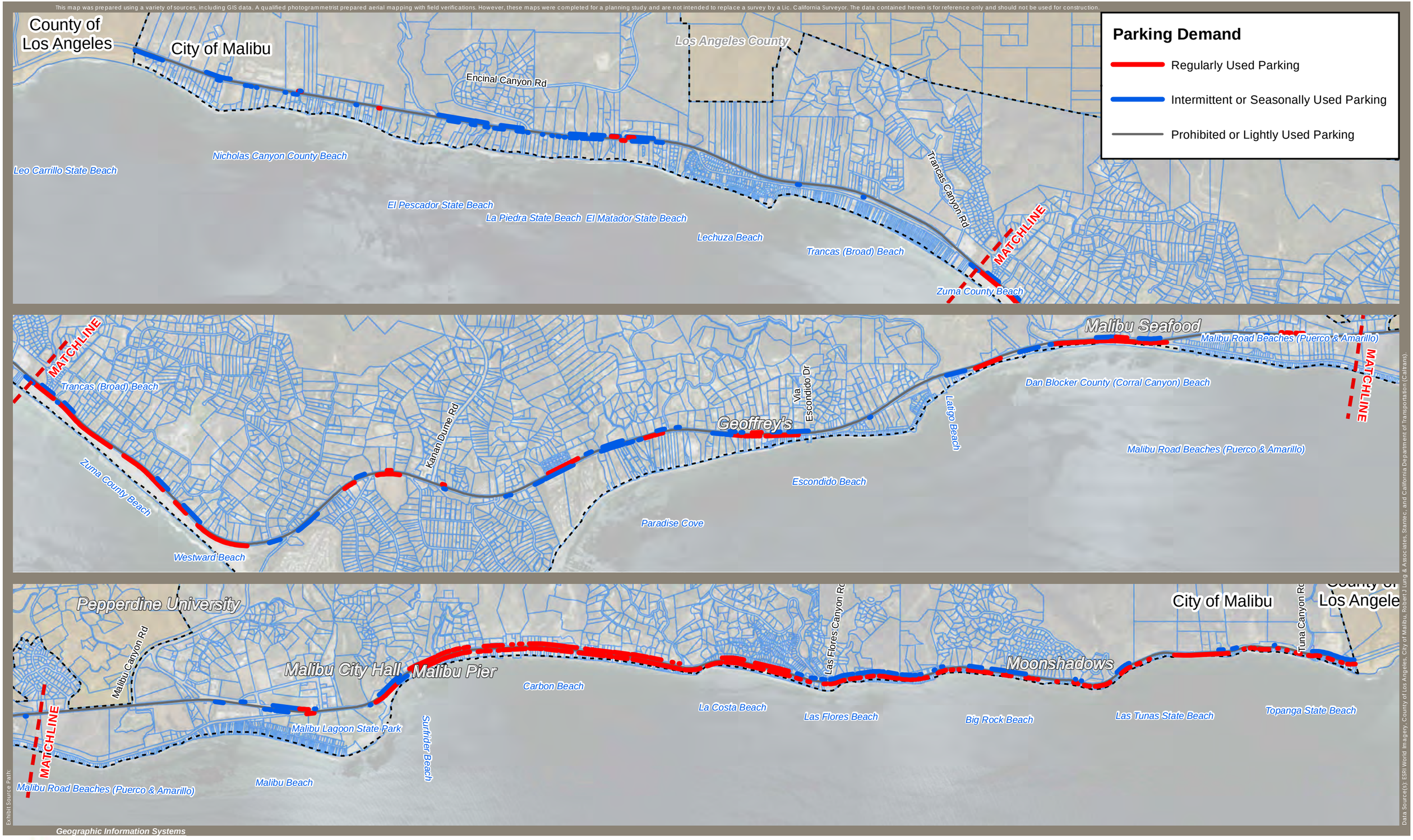
Bus Zones

This study does not include any recommendations to relocate bus stops in order to provide a larger No Parking bus zone per Metro's optimal No Parking zone dimensions (2016 Metro Transit Service Policies & Standards Section 3.2B). It is recommended to restrict parking for 90 feet at far-side bus stops, 100 feet at near-side bus stops, and 150 feet at mid-block bus stops if possible; however, the minimum distance that parking should be restricted at a bus stop is the length of the bus (40 feet). It is recommended to mark parking restrictions at bus stops with consistent signage (R28C) at all locations and red curbs where curbs are present. New pavement hatching (i.e., painting or stenciling a crosshatched pattern on the pavement) is not recommended.

5.1.3 Strategies: Maintain Parking Usage

As previously noted, PCH serves many uses, and the parking is used for varying reasons, including providing additional on-street parking for business and residential parking needs and providing space for visitors to the beach. This means that there are areas of the roadway that nearly always have parked cars, while there are other areas that are rarely used, except on peak holidays during the warm months, such as Memorial Day, July 4th, and Labor Day, during peak hours between 9:00 AM and 5:00 PM. The recommendations throughout this chapter have tried to only prohibit parking in areas that are typically not used and to especially improve those areas that are often used. **Figure 5-1** shows the parking usage by area along the roadway.

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.



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Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

Stantec

Figure 5-1

Parking Usage Map

Public Participation

A public meeting was held to solicit information and feedback from the residents and stakeholders on November 29, 2016. There were approximately 46 people who attended the meeting. The meeting participants included Malibu residents, business representatives, press and neighboring community members.

Participants were given an opportunity to ask questions and voice their views, and were also invited to discuss specific issues, including writing and/or marking site specific concerns on project area maps. In case participants were unable to attend or wanted another avenue to express their views or concerns, meeting materials such as the Power Point presentation was made available online, and the community was also provided comment cards and the City Project Manager's email address to submit additional comments and questions.

A total of 167 comments were collected, and these were reviewed in conjunction with the existing conditions and the safety and mobility assessment to develop the recommendations.

Full details of this meeting, including all comments received, are included in **Appendix D**.

Figure 5-2 Public Participation Workshop – November 29, 2016

The following sections discuss specific locations where the parking strategies are recommended. PCH is divided into four zones for this discussion. Zone A is from the western City Limit to Trancas Canyon Road, Zone B is from Trancas Canyon Road to Webb Way, Zone C is from Webb Way to Las Flores Canyon Road, and Zone D is from Las Flores Canyon Road to the eastern City Limit. **Figure 5-3** shows the limits of the zones. Recommendations at specific locations along PCH are illustrated on the Recommendations maps in **Appendix C** (66 pages).

5.2 ZONE A FROM WESTERN CITY LIMIT TO TRANCAS CANYON ROAD

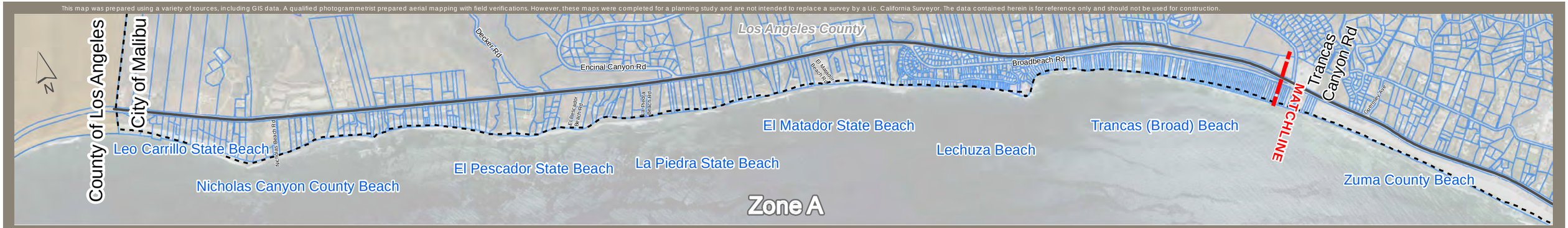
Open Space Zone - Western City Limit to Trancas Canyon Road

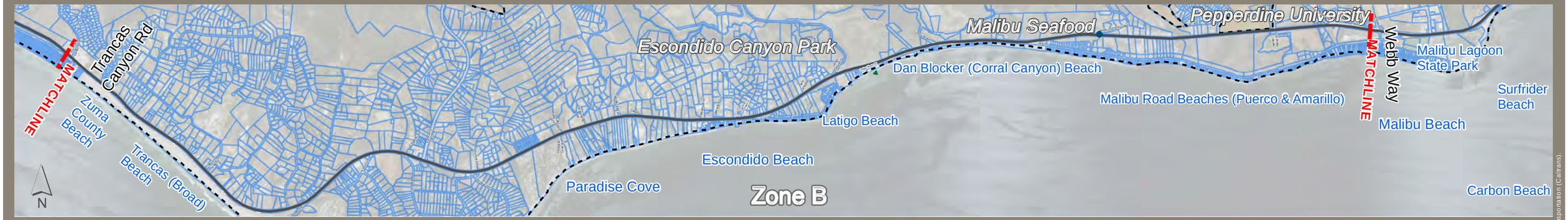
Zone A in this chapter refers to PCH between the western City Limit and Trancas Canyon Road, approximately 4.8 miles. This segment of PCH has low on-street parking demand due to limited beach access and residences set far back from the roadway with little need of on-street parking. Although most of Zone A is comprised of open space on the inland side of PCH and experiences light parking needs, areas near County and State beaches, such as Nicholas Canyon County Beach, El Pescador State Beach, La Piedra State Beach, and El Matador State Beach, have a higher parking demand due to people visiting Malibu's recreational resources. The popularity of El Matador State Beach has increased lately due to social media exposure. This trend may continue and may spread to the other pocket beaches in the area. Parking-related collision frequency is also low in these areas (but may increase as a result of the recent growing popularity), though occasionally drivers on PCH are involved in a collision with a vehicle parked on the shoulder (12 parking-related collisions during the five-year period from 2011 through 2015).

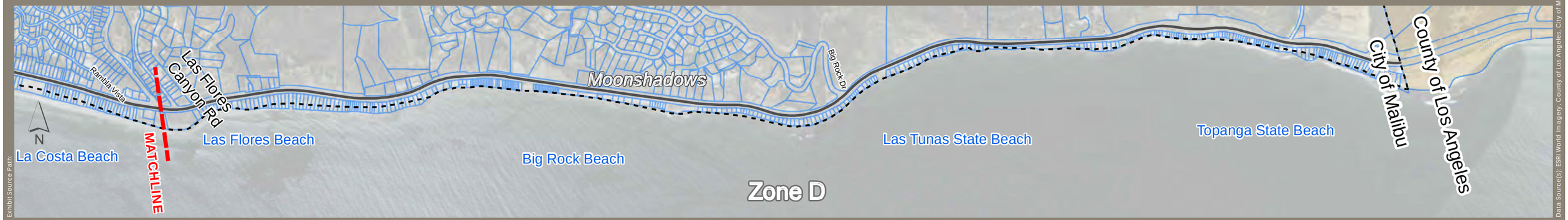
Preserving the number of parking spaces available to those living in and visiting Malibu is crucial to ensure that there is enough parking to meet the demand. However, parking located on the inland side of PCH in this area could be problematic for those currently using it to access beaches. Those parking on the inland side of PCH must cross the 55-mph highway to access these resources on the ocean side without benefit of traffic signals or other traffic controls in this area. The only traffic signal in this area is located at Trancas Canyon Road at the south end of the zone.

Prohibiting parking on the inland side would not only be a logical safety measure for pedestrians, but narrowing the shoulder on the inland side would also provide available space to increase the shoulder width on the ocean side. Widening of the ocean side parking could increase the amount of available parking by allowing parking in areas that are currently too narrow. It could result in fewer parking-related collisions by moving the parked vehicles on the ocean side farther from the southbound moving traffic. During the five-year analysis period, 50 percent of the parking-related collisions occurred on the inland side of PCH in this section; therefore, removing parking on the inland side should also reduce the number of collisions with parked vehicles by a significant amount. However, with increased parking on the ocean side, parking-related collisions might increase on the ocean side.

This map was prepared using a variety of sources, including GIS data. A qualified photogrammetrist prepared aerial mapping with field verifications. However, these maps were completed for a planning study and are not intended to replace a survey by a Lic. California Surveyor. The data contained herein is for reference only and should not be used for construction.







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Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Figure 5-3

Recommendation Zones A through D

Review of the data available showed that areas very close to Trancas Canyon Road had four parking-related collisions in the five years between 2011 and 2015. It is recommended that parking be clearly prohibited on the inland side in front of the shopping center and gas station to the boundary of the development, about 300 feet north of the Trancas Canyon Road intersection. There appear to be available parking spaces in the shopping center parking lot.

The segment of PCH between W. Broad Beach Road and Trancas Canyon Road/E. Broad Beach Road has a low parking demand since parking on Broad Beach Road is more convenient for beach parking. PCH is elevated above the level of Broad Beach Road, and provides views of the ocean in this area. There are three wide flat dirt areas adjacent to the paved shoulder on the ocean side along this section of PCH, which should be paved to provide a wider area for visitors to park while viewing the ocean. This may cause drainage or scouring issues at these locations that should be evaluated.

West City Limit to W. Broad Beach Road (approximately 3.25 miles) – Prohibit parking on inland side, restripe travel lanes from 12 – 13 feet to 11 feet, and shift travel lanes toward the inland side to provide 7.5-foot buffered bike lane on inland side and 9-foot shoulder and 7.5-foot buffered bike lane on ocean side.

- Inland side parking is lightly used, except near beach parking lots
- Allows vehicles on ocean side to park farther from moving vehicles, increasing separation between moving and parked cars
- Improves sight distance at driveways by removing parked vehicles on the inland side
- May allow reduction in parking prohibitions for sight distance on ocean side by shifting moving vehicles farther away from the edge of the highway
- Improves safety for pedestrians
- Improves safety for bicycles
- Downside: Caltrans Design Exception will be required for the 11-foot travel lanes
- Downside: Loss of equivalent parking spaces

Figure 5-4 illustrates the existing and proposed cross-section for the area from West City Limit to Broad Beach Road.

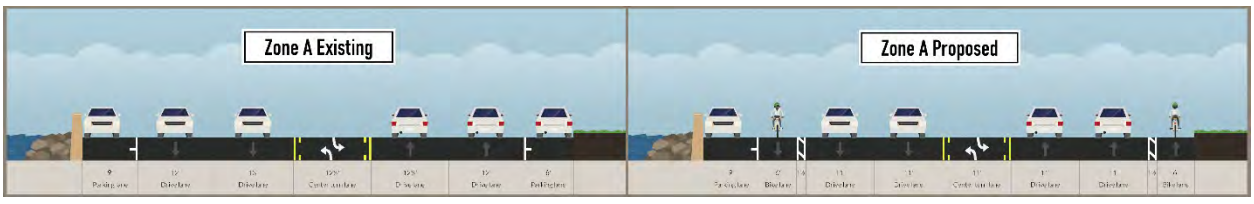


Figure 5-4 Zone A Existing and Proposed Cross Sections

Beach access parking lots (Nicholas Canyon County Beach, El Pescador State Beach, La Piedra State Beach, El Matador State Beach) – Prohibit parking on the ocean side from 200 feet north to 50 feet south of parking lot driveways for sight distance based on common traffic engineering practice and judgement.

W. Broad Beach Road to Trancas Canyon Road/E. Broad Beach Road (approximately 1.55 miles) - Prohibit parking on inland and ocean sides, except at locations noted below.

- Parking is lightly used on PCH because more convenient street parking is available on Broad Beach Road for beach access
- Improves sight distance at driveways
- Improves safety for pedestrians
- Improves safety for bicycles
- Removes conflicts between moving and parked cars
- Downside: Loss of equivalent parking spaces

Sea Cloud Lane to Lunita Road (approximately 0.6 mile) – Widen shoulder on ocean side to 10 feet or more where areas of flat gravel turnouts are located.

Trancas Canyon Road – Improve signage to clearly prohibit parking from approximately 450 feet south of to 300 feet north of Trancas Canyon Road on the inland side, and from 200 feet north of Trancas Canyon Road to the existing parking prohibition that begins 200 feet south of Trancas Canyon Road on the ocean side based on common traffic engineering practice and judgement.

- Four parking-related collisions here. Parking collisions are more likely where parking is allowed near traffic signals. Rear-end collisions are common on approaches to signalized intersections, and motorists veering to avoid a rear-end collision may instead collide with a vehicle parked on the shoulder.

Since parking spaces are not marked on the pavement along PCH, an exact count of the number of spaces gained or lost from the recommended changes is not possible. Estimates of parking spaces gained and lost are based upon the Caltrans standards in CAMUTCD Figure 3B-21. A paved area of the right shoulder providing 8 feet of width is determined to be the minimum width for a parking space, although the recommendations attempt to provide 10 feet of paved width. Twenty-four feet is the length assumed for each equivalent parking space in a row to allow for maneuvering distance between spaces. Isolated areas of at least 20 feet in length are assumed to provide one equivalent space since the motorist would not have to maneuver between other parked vehicles.

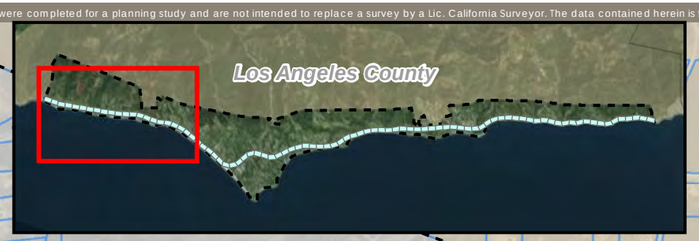
A total of 525 equivalent spaces will be removed and 100 equivalent spaces will be created in Zone A for an overall decrease of 425 equivalent spaces. Approximately 105 equivalent spaces will be widened and improved. **Section 5.6** shows the areas with heavy and lighter parking demand. All of the spaces to be removed in this area are in the lighter parking demand area. Since these low-demand spaces are less likely to be sought out by motorists, traffic is not likely to increase from motorists traveling up and down PCH looking for replacement parking spaces. **Figure 5-5** conceptually shows the Zone A parking recommendations.

Legend

Malibu Parking Recommendations Categories

Category

- Allow Parking - New (only with the implementation of Recommended Improvements)
- Prohibit Parking - New
- Restripe lanes, remove inland parking add/widen ocean shoulder parking
- Restripe lanes or pave dirt area, widen shoulder
- Improve signs, install missing signs - existing parking restriction
- Install "Park Off Pavement" Signs



County of Los

Leo Carrillo State Beach

Nicholas Canyon County Beach

Nicholas Beach Rd

Decker Rd

Encinal Canyon Rd

El Pescador State Beach

El Pescador Beach Rd

La Piedra State Beach

La Piedra Beach Rd

El Matador State Beach

El Matador Beach Rd

Lechuza Beach

Broadbeach Rd

Trancas (Broad) Beach

Trancas Canyon Rd

MATCHLINE

Zuma County Beach

Exhibit Source Path:

Geographic Information Systems

Data Source(s): ESRI World Imagery, County of Los Angeles, City of Malibu, Robert J Lung & Associates, Stantec, and California Department of Transportation (Caltrans).

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Phone 949.923.6000 www.stantec.com

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0 1,600 3,200 6,400 Feet

Figure 5-5
Zone A Parking Recommendations
5.12

5.3 ZONE B FROM TRANCAS CANYON ROAD TO WEBB WAY

Housing and Beach Zone - Trancas Canyon Road to Webb Way

Zone B refers to the approximately 9.5-mile section of PCH between Trancas Canyon Road and Webb Way, and includes Zuma County Beach, Westward Beach, Paradise Cove, Escondido Beach, Winding Way and Sara Wan trailheads, Dan Blocker County Beach, Malibu Beach, and the Civic Center area. This segment of PCH experiences a range of parking demand depending on location. Parking demand is high in areas adjacent to Zuma County Beach except where parking is prohibited. On-street parking demand from Busch Drive to John Tyler Drive can range from light to intermittent, based on field observations.

Certain areas along PCH have been observed by senior project team members over numerous occasions to experience higher parking demand due to the surrounding recreation or retail attractions that are available. These areas of higher parking demand include:

- 29350 PCH Commercial (Zuma Terrace)
- Point Dume Village Retail Center at Heathercliff Road
- Paradise Cove vicinity
- Santa Monica Mountains at Sara Wan Trailhead
- W. Winding Way vicinity
- Meadows Court to Escondido Beach area
- Dan Blocker Beach/Corral Canyon Road area to Malibu Road, including Malibu Seafood restaurant area

These areas are an important focus area due to the high number of vehicles that park on the shoulders. The more vehicles that are parked on the street, the higher the chance of a moving vehicle to collide with a parked car. The collision history analysis showed that there are areas that are prone to parking collisions. These areas include:

- Busch Drive to Bonsall Drive – 5 collisions, 0.1 mile
- 600 feet north to 200 feet south of Heathercliff Road – 4 collisions, 0.2 mile
- 300 feet north to 200 feet south of Kanan Dume Road – 4 collisions, 0.1 mile
- 400 feet north to 400 feet south of Ramirez Mesa Drive – 5 collisions, 0.2 mile (includes fatal collision)
- 200 feet north to 300 feet south of W. Winding Way – 3 collisions, 0.1 mile
- 500 feet south of Meadows Court to 300 feet south of Via Escondido Drive – 11 collisions, 0.4 mile
- Corral Canyon Road to 700 feet south of Corral Canyon Road – 5 collisions, 0.1 mile (includes fatal collision)

It is recommended to prohibit parking near these intersections as proximity of parking to intersections may be a contributing factor to the number of collisions that occur with vehicles parked on the shoulder. Rear-end collisions are common on approaches to intersections, and motorists veering to avoid a rear-end collision may instead collide with a vehicle parked on the shoulder.

In addition, existing parking restrictions should be clearly signed and reinforced. For example, any missing or damaged No Parking signs should be replaced or installed using R26K No Parking signs with a red circle crossed out over a capital "P" and a symbol of a tow truck at the top (see **Table 3-5**). Similarly, areas where shoulders are less than 8 feet and are not suitable for widening should be paired with R26K No Parking signs.

Trancas Canyon Road to Bonsall Drive (approximately 1.95 miles) – Prohibit parking on the inland side.

- Inland side parking is mostly prohibited currently
- Improves sight distance at driveways on inland side
- Improves safety for pedestrians
- Improves safety for bicycles on inland side
- Downside: Loss of equivalent parking spaces

Morning View Drive – Improve signage on the ocean side and maintain red curb on the inland and ocean sides to clearly prohibit parking in the bus zone north of the intersection.

Busch Drive – Improve signage on the inland side and maintain red curb on the inland and ocean sides to clearly prohibit parking in the bus zone north of the intersection.

Bonsall Drive to Cavalleri Drive (approximately 0.70 mile) – Prohibit parking on the inland side from approximately 575 feet south of Bonsall Drive to approximately 600 feet north of Cavalleri Road and restripe lanes to widen shoulder to 10 feet on ocean side.

- Inland side parking is lightly used and mostly prohibited currently
- Improves sight distance at driveways
- Improves safety for pedestrians
- Improves safety for bicycles
- Downside: Loss of equivalent parking spaces

Heathercliff Road - Maintain parking restriction on ocean side from approximately 400 feet north of Heathercliff Road to the intersection at Heathercliff Road. Install signage and maintain red curb on inland side north of the intersection and on the ocean side south of the intersection to clearly prohibit parking in the bus zones.

Cavalleri Road – Prohibit parking 450 feet north and 180 feet south on ocean side per corner sight distance calculations (HDM Table 405.1A).

Kanan Dume Road – Prohibit parking on inland and ocean sides north of Kanan Dume Road intersection to Cavalleri Road/Portshead Road intersection. Improve signage and maintain red curb on inland side to clearly prohibit parking in the bus zone north of the intersection. Install signage on the ocean side to clearly prohibit parking in the bus zone south of the intersection.

- Shoulder width less than 8 feet

Zuma Mesa Drive to approximately 600 feet north of Zumirez Drive (approximately 0.15 mile) – Pave additional shoulder where possible and narrow travel lanes to 11 feet to widen shoulder on inland side to 10 feet and allow parking.

- Allows vehicles on inland side to park farther away from moving vehicles
- Improves safety for pedestrians
- Improves safety for bicycles
- Downside: Caltrans Design Exception will be required for 11-foot travel lanes

Zumirez Drive – Install signage and maintain red curb on inland side to clearly prohibit parking in the bus zone north of the intersection. Install signage and paint red curb on ocean side to clearly prohibit parking in the bus zone south of the intersection.

Zumirez Drive to Ramirez Mesa Drive (approximately 0.3 mile) – Prohibit parking on inland side.

- Shoulder width less than 8 feet

Zumirez Drive to approximately 800 feet north of Paradise Cove Road (approximately 0.5 mile) – Narrow travel lanes to 11 feet to widen shoulder on ocean side to 10 feet.

- Allows vehicles to park farther away from moving vehicles
- Improves sight distance at driveways
- Improves safety for pedestrians
- Improves safety for bicycles
- Downside: Caltrans Design Exception will be required for 11-foot travel lanes

Ramirez Mesa Drive to approximately 200 feet north of Ramirez Canyon Road (approximately 0.1 mile) – Pave additional shoulder to widen shoulder on inland side to 10 feet.

- Allows vehicles to park farther away from moving vehicles
- Improves sight distance at driveways
- Improves safety for pedestrians
- Improves safety for bicycles

Paradise Cove Road – Maintain existing signage and red curb on inland side to clearly prohibit parking in the bus zone north of the intersection. Improve signage and maintain red curb on ocean side to clearly prohibit parking in the bus zone north of the intersection.

Paradise Cove Road – Widen shoulder on inland and ocean sides and allow parking on both sides.

- Allows vehicles to park farther away from moving vehicles
- Improves sight distance at driveways
- Improves safety for pedestrians
- Improves safety for bicycles
- Downside: Would require extensive embankment construction

W. Winding Way to E. Old Road (approximately 0.35 mile) – Restripe lanes to widen shoulder to 10 feet on inland side and allow parking.

- Allows vehicles to park on inland side

W. Winding Way to E. Old Road (approximately 0.35 mile) – Prohibit parking on ocean side.

- Shoulder width less than 8 feet
- Roadway curve

E. Old Road to Meadows Court (approximately 0.5 mile) – Improve signage for currently restricted parking on ocean side.

Meadows Court – Allow parking on inland side from approximately 170 feet north of Meadows Court to 15 feet north of existing fire hydrant.

Meadow Court - Allow parking on inland side from approximately 375 feet north of Meadow Court to 75 feet north of Meadow Court.

Via Escondido Drive – Improve signage on inland and ocean sides to clearly prohibit parking in the bus zones north of the intersection.

Via Escondido Drive to Sea Vista Drive (approximately 0.45 mile) – Prohibit parking on inland and ocean sides.

- Shoulder width less than 8 feet
- Roadway curve restricts sight distance

Latigo Canyon Drive – Prohibit parking 125 feet north and 240 feet south of intersection on inland side per corner sight distance calculations (HDM Table 405.1A).

Latigo Canyon Drive to Latigo Shore Drive (approximately 0.25 mile) – Improve signage or replace missing signs for currently prohibited parking on inland and ocean sides.

Latigo Shore Drive – Prohibit parking 410 feet north and 110 feet south of intersection on ocean side per corner sight distance calculations (HDM Table 405.1A).

Latigo Shore Drive to Corral Canyon Road (approximately 0.4 mile) – Restripe travel lanes to 11 feet to provide 10-foot shoulder on ocean side. Improve signage or replace missing signs for currently restricted parking on inland side.

- Allows vehicles to park farther away from moving vehicles
- Improves safety for pedestrians
- Improves safety for bicycles
- Downside: Caltrans Design Exception will be required for 11-foot travel lanes

Corral Canyon Road – Prohibit parking 165 feet south on inland side for sight distance. Improve signage and maintain red curb on inland and ocean sides to clearly prohibit parking in bus zones north of intersection.

Malibu Seafood/Sara Wan Trailhead parking lot – Improve signage and paint red curb on inland side to clearly prohibit parking in bus zone south of parking lot driveway. Improve signage on ocean side and maintain red curb to clearly prohibit parking in bus zone south of parking lot driveway.

North of W. Malibu Road (approximately 0.2 mile) – Prohibit parking on inland side from Malibu Seafood/Sara Wan Trailhead parking lot to W. Malibu Road.

- Shoulder width less than 8 feet

South of W. Malibu Road – Restripe travel lanes to 11 feet to widen shoulder on ocean side to 9 feet from approximately 1,050 feet to 1,350 feet south of W. Malibu Road.

- Downside: Caltrans Design Exception will be required for 11-foot travel lanes

Puerco Canyon Road – Prohibit parking 180 feet north and 240 feet south of intersection on inland side per corner sight distance calculations (HDM Table 405.1A).

North of John Tyler Drive (approximately 0.1 mile) – Prohibit parking approximately 450 feet north to John Tyler Drive on inland and ocean side.

- Shoulder width less than 8 feet

John Tyler Drive – Install signage and maintain red curb on inland and ocean sides to clearly prohibit parking in the bus zones south of the intersection.

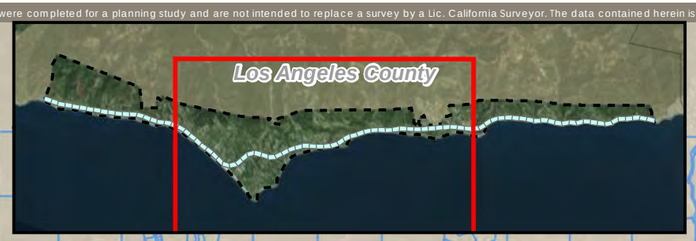
An equivalent of 230 total spaces will be removed and an equivalent of 5 spaces will be created in the lighter parking demand areas in Zone B for a decrease of 225 equivalent spaces, and 230 equivalent spaces will be widened and improved in the lighter parking demand areas. In the often used areas, 20 equivalent spaces will be removed and 35 equivalent spaces will be added for an increase of 15 spaces, and 100 equivalent spaces will be widened and improved. Overall, there will be a decrease of 210 equivalent spaces in this zone and 330 spaces will be widened and improved. **Figure 5-6** conceptually shows the Zone B parking recommendations.

Legend

Malibu Parking Recommendations Categories

Category

- Allow Parking - New (only with the implementation of Recommended Improvements)
- Prohibit Parking - New
- Restripe lanes, remove inland parking add/widen ocean shoulder parking
- Restripe lanes or pave dirt area, widen shoulder
- Improve signs, install missing signs - existing parking restriction
- Install "Park Off Pavement" Signs



Pepperdine University
Corral Canyon Park
Malibu Seafood
County of Los Angeles (Pepperdine University)
MATCHLINE
MATCHLINE
Trancas (Broad) Beach
Escondido Canyon Park
Dan Blocker County (Corral Canyon) Beach
Latigo Beach
Malibu Road Beaches (Puerco & Amarillo)
Malibu Beach
Escondido Beach
Zuma County Beach
Paradise Cove
Little Dume Beach
Westward Beach
Point Dume State Beach
Big Dume Beach

Exhibit Source Path:

Geographic Information Systems

Stantec
38 Technology Drive, Irvine, CA 92618
Phone 949.923.6000 www.stantec.com

N

0 3,000 6,000 12,000 Feet

Figure 5-6
Zone B Parking Recommendations

5.4 ZONE C FROM WEBB WAY TO LAS FLORES CANYON ROAD

Malibu Pier Area and Area East of the Pier Zone - Webb Way to Las Flores Canyon Road

The 3.3-mile section between Webb Way and Las Flores Canyon (Zone C) experiences heavy parking demand throughout the segment wherever parking is allowed. Zone C is a heavily visited area due to beach access points and the Malibu Pier, as well as retail and residential developments. Fast food restaurants, quality restaurants, small shops, office buildings, medical offices, hotels, and single-family and multi-family residences are located in this area of the City. Collisions with parked vehicles in this segment of PCH appear to be consistent throughout, but there are higher concentrations of parking-related collisions at certain locations. These locations include:

- Webb Way to 100 feet south of Cross Creek Road – 9 collisions, 0.4 mile
- 300 feet north of Serra Road to the pedestrian crossing near 22514 PCH – 53 collisions, 1.1 mile
- 100 feet north to 500 feet south of Carbon Canyon Road – 6 collisions, 0.1 mile
- 200 feet north of E. Rambla Vista to 800 feet south of Las Flores Canyon Road – 21 collisions, 0.2 mile

Through the Malibu Pier area and area east of the Pier, from Serra Road to Las Flores Canyon Road, the shoulder on both the inland and ocean side is currently greater than 10 feet wide. The strategy to widen the shoulders through pavement widening does not apply in this area since the area is constrained by developed property on both sides, and parking is in such high demand at all times that parking should not be prohibited. The recommendation through this area is to narrow the travel lanes to 11 feet, stripe 6-foot Class II bike lanes, and implement speed management strategies, such as signal timing adjustments, to slow the 45-mph traffic and minimize the number and severity of parking-related collisions. Narrowing the travel lanes will both increase the distance of the parking area from moving traffic and provide a bike lane, and potentially slow the traffic; however, new parking spaces will not be created. **Figure 5-7** shows the existing and recommended cross-sections for this area.

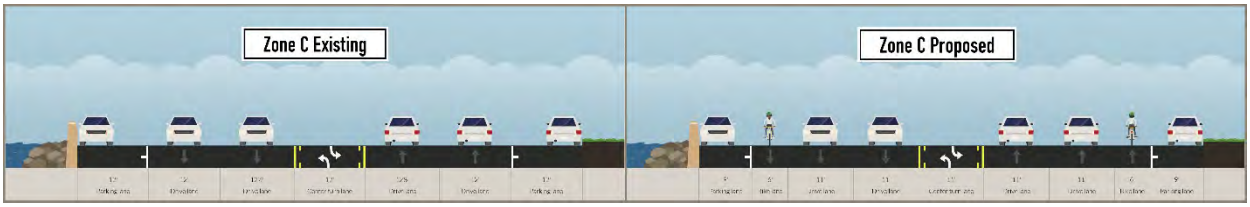


Figure 5-7 Zone C Existing and Proposed Cross Sections

Webb Way – Stripe red curb on inland side at northbound right-turn lane.

- Parking should already be prohibited in this 275-foot long right-turn lane; however, except at a fire hydrant and a driveway located mid-way along the turn lane and red curb along the last 30 feet at the intersection, parking is not currently prohibited.

W. Malibu Road to Cross Creek Road (approximately 0.1 mile) – Install signs on ocean side "Park Off Pavement".

Pier Area and Area East of Pier (approximately 2.7 miles) – Restripe to narrow travel lanes to 11 feet, and widen shoulders and stripe Class II bike lanes on both inland and ocean sides from Serra Road to Las Flores Canyon Road.

- Allows vehicles to park farther away from moving vehicles
- Improves safety for bicycles
- Recommend implementing speed management strategies, such as coordinated signal timing, to slow traffic
- Downside: Caltrans Design Exception will be required for 11-foot travel lanes

Malibu Pier area – Install signage and maintain red curb at bus zone on inland side north of Malibu Pier and at the bus zone on ocean side south of Malibu Pier to clearly prohibit parking.

Nobu Restaurant area – Install signage and maintain red curb on inland and ocean sides to clearly prohibit parking at the bus zones north of Nobu Restaurant.

Mid-Block Pedestrian Signal – Install signage and maintain red curb on inland and ocean sides to clearly prohibit parking at the bus zones at mid-block pedestrian signal.

Carbon Canyon Road – Prohibit parking 210 feet north of intersection on inland side per corner sight distance calculations (HDM Table 405.1A).

W. Rambla Vista – Install signage and paint red curb on inland side to clearly prohibit parking in bus zone north of the intersection. Install signage and maintain red curb on ocean side to clearly prohibit parking in bus zone north of the intersection.

E. Rambla Vista to Las Flores Canyon Road (approximately 0.1 mile) – Prohibit parking on inland side from 600 feet north of Rambla Vista to Las Flores Canyon Road.

- Improves sight distance between intersections/driveways
- Bus stop location
- Low parking demand

E. Rambla Vista – Install signage and paint red curb on inland side to clearly prohibit parking in bus zone north of the intersection. Install signage and maintain red curb on ocean side to clearly prohibit parking in bus zone north of the intersection.

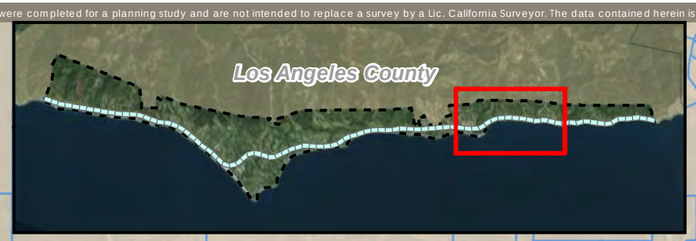
A total of 20 equivalent spaces will be removed in Zone C, and 455 equivalent spaces will be widened and improved. All of the spaces in this area are in the high parking demand area. **Figure 5-8** conceptually shows the Zone C parking recommendations.

Legend

Malibu Parking Recommendations Categories

Category

- Allow Parking - New (only with the implementation of Recommended Improvements)
- Prohibit Parking - New
- Restripe lanes, remove inland parking add/widen ocean shoulder parking
- Restripe lanes or pave dirt area, widen shoulder
- Improve signs, install missing signs - existing parking restriction
- Install "Park Off Pavement" Signs



Malibu City Hall
Malibu Pier
Carbon Beach
Webb Wy
Malibu Lagoon State Park
MATCHLINE
Surfrider Beach
Malibu Beach
Rambla Vista
Las Flores Canyon Rd
MATCHLINE
La Costa Beach
Las Flores Beach

Exhibit Source Path:

Geographic Information Systems

Stantec
38 Technology Drive, Irvine, CA 92618
Phone 949.923.6000 www.stantec.com

N

0 1,100 2,200 4,400 Feet

Figure 5-8
Zone C Parking Recommendations
5.21

5.5 ZONE D FROM LAS FLORES CANYON ROAD TO EASTERN CITY LIMIT

Housing Zone - Las Flores Canyon Road to Eastern City Limit

Zone D is the 3-mile segment of PCH from Las Flores Canyon Road to the eastern City Limit. Parking demand is heavy along the ocean side everywhere parking is allowed due to homes fronting on PCH that rely on shoulder parking, as well as beach access for visitors. Parking demand is intermittent on the inland side based on field observations by senior team members.

Parking-Related Collision Concentrations

- Las Flores Canyon Road to 20932 PCH (end of curve) – 21 collisions, 0.3 mile
- 20550 PCH to 20520 PCH – 3 collisions, 0.1 mile
- 100 feet north to 500 south of Big Rock Drive – 9 collisions, 0.1 mile

Parking-related collisions were not a serious problem from Big Rock Drive to the eastern City Limit during the five-year analysis period. This was surprising based upon the land use patterns and driveways along the ocean. There were 22 parking-related collisions in this 1.4-mile segment, but 9 of them occurred within 500 feet of Big Rock Drive as pointed out above.

This section of PCH has several areas of wide, relatively flat, unpaved dirt adjacent to the paved shoulder on the inland side. These unpaved dirt areas provide an opportunity to widen portions of the inland side shoulder; however, potential issues to consider before widening of the shoulder can occur include drainage, potential to weaken roadway, and stability of the adjacent hillside.

South of Las Flores Canyon Road to eastern City Limit (approximately 3 miles) – Widen shoulder on inland side to 10 feet where flat unpaved areas adjacent to the paved shoulder make it possible.

- Allows vehicles to park farther away from moving vehicles
- Improves sight distance at driveways
- Improves safety for bicycles

Moonshadows Restaurant area – Install signage on inland side to clearly prohibit parking in bus zone opposite Moonshadows Restaurant. Maintain white “No Parking Bus Zone” pavement marking. Install signage and maintain red curb on ocean side to clearly prohibit parking in bus zone north of Moonshadows Restaurant.

Big Rock Drive – Prohibit parking 320 feet north and 110 feet south on ocean side per corner sight distance calculations (HDM Table 405.1A). Install signage and paint red curb on inland and ocean sides to clearly prohibit parking in bus zones north of the intersection.

Tuna Canyon Road - Install signage and maintain red curb on inland side to clearly prohibit parking in bus zone south of the intersection. Install signage on ocean side to clearly prohibit parking in bus zone north of the intersection.

An equivalent of 20 spaces will be removed and no new equivalent spaces will be created in Zone D for an overall decrease of 20 equivalent spaces. Approximately 105 equivalent spaces will be widened and improved in this zone. All of the spaces to be removed and improved in this area are in the high parking demand area. **Figure 5-9** conceptually shows the Zone D parking recommendations.

5.6 NET PARKING CHANGE

Each zone has some changes in the shoulder parking restrictions and allowable shoulder parking areas. As noted previously, an equivalent parking space is counted as 8 feet wide by 24 feet long for spaces in a row, or 8 feet wide by 20 feet long for a single isolated space per CAMUTCD Figure 3B-21. The total change in shoulder parking spaces for each zone, and along all of PCH, is shown in **Table 5-1**.

Table 5-1 Recommended Parking Changes

Zone	Parking Spaces Lost	Parking Spaces Added	Parking Spaces Improved	Net Parking Space Change
Zone A: West City Limit to Trancas Canyon Road				
Often Used Areas	--	--	--	--
Normally Unused Areas	-525	100	105	-425
Zone B: Trancas Canyon Road to Webb Way				
Often Used Areas	-20	49	100	29
Normally Unused Areas	-230	5	230	-225
Zone C: Webb Way to Las Flores Canyon Road				
Often Used Areas	-20	0	455	-20
Normally Unused Areas	--	--	--	--
Zone D: Las Flores Canyon Road to East City Limit				
Often Used Areas	-20	0	105	-20
Normally Unused Areas	--	--	--	--
Total:				
Often Used Areas	-60	49	660	-11
Normally Unused Areas	-755	105	335	-650

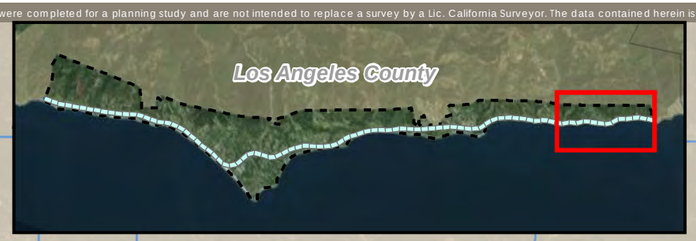
The total net parking loss is 661 equivalent spaces. Most of the reductions are in the lighter parking demand areas, with a net loss of 11 equivalent spaces in the often used areas. However, a total of 995 equivalent spaces are improved or widened, with 660 of these spaces in the often used areas.

Legend

Malibu Parking Recommendations Categories

Category

- Allow Parking - New (only with the implementation of Recommended Improvements)
- Prohibit Parking - New
- Restripe lanes, remove inland parking add/widen ocean shoulder parking
- Restripe lanes or pave dirt area, widen shoulder
- Improve signs, install missing signs - existing parking restriction
- Install "Park Off Pavement" Signs



Moonshadows

Big Rock Dr

Las Flores Canyon Rd

MATCHLINE

Las Flores Beach

Big Rock Beach

Las Tunas State Beach

Topanga State Beach

Exhibit Source Path:

Geographic Information Systems

Stantec
38 Technology Drive, Irvine, CA 92618
Phone 949.923.6000 www.stantec.com

N

0 950 1,900 3,800 Feet

Figure 5-9
Zone D Parking Recommendations

5.7 OPTIONS FOR FURTHER CONSIDERATION

5.7.1 Changes to Cost of Parking

One of the current issues along the entire length of roadway is that the free spaces on the highway are heavily used before visitors use the large beach parking lots which charge a fee. This can be more balanced by either reducing the fees in the beach lots or introducing a fee structure for the highway area where free parking is now available. If the spaces along the highway charged a fee, the incentive to park there would be significantly reduced.

Similarly, installation of parking meters in the Zuma Beach area (Zone A) or Malibu Pier area and area east of the Pier (Zone C) could encourage more frequent turnover of parked vehicles making more parking available for visitors to businesses and beaches.

However, introducing charges for formerly free parking can become controversial and is not recommended at this time by this study. The City may want to pursue this strategy themselves, but it is not being recommended by this study.

Local authorities are permitted to establish parking meter zones and the fixing of fees for those zones by ordinance per CVC Section 22508 and by LA County Traffic Code Sections 15.64.450 and 15.64.460. Charging a fee to park on the street is common in beach cities in Southern California, such as Long Beach, Huntington Beach, and Newport Beach among others. Furthermore, the enforcement required to ensure compliance could be offset by the parking fee, or the revenue generated by a new parking fee could be used to improve parking conditions along PCH or investigate new off-street parking locations.

5.7.2 Time Limit Restrictions

There are concerns of vehicles using parking areas for extended periods of time, especially in the Pier Area (Zone C). These vehicles stay parked for extended periods of time, either for business advertising or living arrangements. The concern is that these vehicles are taking spaces that would typically be used by visitors and can be alleviated through use of time-restricted parking (such as midnight to 5 AM). This would not restrict beach or business visitors and would mitigate some of the parking needs. Local authorities may restrict overnight parking along portions of the highway per CVC Section 22507.5 through the use of time-restricted No Parking signs.

Other time limit restrictions, such as 1-hour or 2-hour parking limits, can be imposed by appropriate signage along PCH to encourage turnover and make more parking available (LA County Traffic Code Section 15.64.010). Use of parking meters can also be effective at limiting the amount of time drivers park.

Installation of time-limit No Parking signs increases the need for parking enforcement to ensure compliance with the restrictions.

5.7.3 Oversized Vehicle Restrictions

Oversize vehicles, including recreational vehicles, can pose different sight-distance challenges than a standard car, which has windows intended to be seen through for safety. The area has a few oversize vehicles which advertise (or operate as) local businesses and some that might be used for living accommodations (which are prohibited per LA County Traffic Code Section 16.86.020 although this may not be enforceable). Unfortunately, these vehicles can be difficult to see through or around, and can block drivers trying to enter or exit driveways. Specifically in Zone C, prohibiting oversized vehicles from parking near driveways can help improve sight distance at the driveways, without completely prohibiting the necessary parking spaces for standard size vehicles.

Local authorities may restrict oversize vehicles including, but not limited to, vehicles that are six feet or more in height, during all or certain hours of the day, by ordinance or resolution per CVC Section 22507 and LA County Traffic Code Section 15.64.261. Establishment of oversize vehicle restrictions increases the need for parking enforcement to ensure compliance with the restrictions.

5.7.4 Existing Enforcement

The public raised concerns over both code enforcement and parking enforcement. Code enforcement refers to monitoring and ensuring the proper placement of official signs (i.e., limiting illegal removal of legitimate signs or appropriate removal of private signs in the public ROW), while parking enforcement refers to ticketing parking restriction violators. This study is providing a baseline to show the existing and recommended parking restrictions. This study may be used by the City and Caltrans in the future to make sure that any missing No Parking signs can be replaced, and private signs in the public ROW can be removed. In addition, consistency between the existing signs will make parking restriction enforcement easier. The signs are not geocoded and the locations shown on the maps are approximate.

5.7.5 Parking Shuttles

An option to mitigate parking losses on PCH, or portions thereof, would be to provide shuttles from an off-site parking location to the beach areas. The City of Laguna Beach in Orange County has implemented a program that provides for parking off-site and free shuttles which are very well used. Unfortunately, this type of program can be very expensive to operate and requires availability of large off-site parking areas. It may not be feasible for the City of Malibu to provide the off-site parking required.

5.7.6 Parking Lots

The use of government office parking lots to provide off-street parking during times of peak beach parking demand when the government offices would be closed, such as on weekends or holidays, could be explored by the City to replace lost shoulder parking. Similarly, commercial

office development parking lots could be used for beach parking during the periods of peak beach parking demands. Parking agreements between the City and parking lot owners would need to be negotiated, and transportation to/from the parking lots to the beach may need to be provided, depending on how far from the beach the parking lot is located.

Hotel, restaurant, and retail parking lots could also be considered to provide additional off-street parking spaces during times of peak beach parking demand. An example of this is the parking lot at 22601 PCH, where public pay parking is provided on weekends and holidays per a Coastal Commission permit condition. However, peak beach parking demand might coincide with retail business high parking demands.

5.8 PRIORITIZATION AND IMPLEMENTATION

Many improvements have been recommended, ranging from replacing missing signs at currently prohibited parking locations to widening shoulders through restriping travel lanes or paving new shoulder areas. The purpose of the recommendations is to improve safety and reduce parking-related collisions.

The priority of the recommendations is based on engineering judgement, potential impact on improving safety, feasibility, the presumed cost of implementation, public input where appropriate, and need for further study. The general priority of the recommendations is summarized below:

1. Replace missing, faded, or damaged No Parking signs (currently underway by Caltrans)
2. Install signage for new parking restrictions
3. Improve signage and curb markings at bus zones
4. Review locations for new parking areas
   4.1. Widened shoulders
   4.2. Other off-site locations
5. Restripe travel lanes to add 1 to 2 feet to shoulders
6. Restripe Malibu Pier area and area east of the Pier (Serra Road to Las Flores Canyon Road) to widen shoulders and stripe bike lanes
7. Restripe West City Limit to Trancas Canyon Road to remove parking and stripe bike lane on inland side and widen shoulder and stripe bike lane on ocean side
8. Widen shoulders at Paradise Cove Road

A summary of the recommendations made in this study are summarized in **Table E-1** in **Appendix E**.

5.9 CONCLUSIONS

PCH spans the length of the City of Malibu and serves as the local main street and residential corridor, as well as a regional and State highway carrying over 40,000 vehicles daily in some sections. It is also a major recreation corridor for pedestrians and bicyclists. Visitors travel to experience the City's scenic coastline, beaches, recreational trails, and open space. There are no frontage roads along the 21-mile section in the City to provide parallel alternate routes for slower local vehicle traffic or bicycle and pedestrian users. The highway is owned, operated, and maintained by Caltrans. Despite its 45 to 55 mph speed limit and diverse users, PCH is constrained by limited right-of-way between the Pacific Ocean coastline and the Santa Monica Mountains, and also by private property and existing developments.

Due to its proximity to the beaches and recreation areas of the Santa Monica Mountains, there is a strong demand for visitor parking along many portions of PCH. Other portions of the highway provide desired parking for local residents and businesses. Any Coastal Development Permit or Local Coastal Program Amendment to change parking regulations would be subject to Coastal Commission review. As a result, public parking along PCH is highly valued as a form of protected coastal access. Parking is thus generally allowed and largely unrestricted along much of the frontages of PCH to meet localized parking needs and to provide access to coastal and mountain recreation resources.

Data on existing conditions was collected in the field by Stantec, and was also provided to Stantec from agencies including Caltrans and the City of Malibu. Data collection included aerial and topography data, shoulder and curb measurements, photography, field confirmation of agency provided data, peak summer shoulder parking usage, and parking-related sign and curb marking locations. Locations and details about off-street parking lots, coastal access points, and shoulder parking restrictions were assembled and summarized. All of this information was coded into a Geographic Information System (GIS) database.

Information regarding parking-related collisions along PCH in Malibu during the five-year period of 2011 through 2015 was gathered, geocoded and summarized. There were a total of 310 parking-related collisions during the five-year study period. The average collision rate for PCH in Malibu is less than the State average for facilities of this type. This collision data was analyzed from several different aspects, including by direction of travel, shoulder width, collision type, time of day and year, and specific locations such as adjacent beach access points, businesses, and other points of interest.

Recommendations to improve parking conditions and reduce the occurrence of parking-related collisions were made. Locations were identified where lanes could be restriped to add width to the shoulders, where parking on the inland side could be prohibited to add width to the ocean side shoulder, where flat dirt areas adjacent to the paved shoulder could be paved to add width to the shoulder, where existing parking restrictions that are vague because

of damaged or missing No Parking signs are improved with new signs consistent with the CAMUTCD, where intersections or driveways could provide improved sight distance through parking restrictions, and where improvements can be made at bus zones. The total recommended improvements resulted in a net loss of 675 equivalent parking spaces, and the widening and improvement of 995 equivalent spaces.

This Parking Study is a planning level document to identify potentially unsafe parking locations and conditions along PCH and to provide recommendations to assist the City of Malibu in the planning of modifications to the roadway and shoulder for the safe parking of vehicles on the shoulder, as well as the safety of all roadway users, including moving vehicles, pedestrians, and bicyclists.

Once the study is completed and approved, individual recommendations will still be evaluated for further analysis or implementation by the City.

Some recommended modifications can be implemented immediately by Caltrans after being requested by the City without further study or an Encroachment Permit from Caltrans or Coastal Development Permit from the California Coastal Commission. The modifications that can be immediately implemented include: installation of missing or damaged No Parking signs in existing No Parking zones, installing No Parking signs to improve sight distance at driveways or intersections, and installing No Parking signs in existing bus zones.

Other recommended modifications will require further analysis. Samples of such analysis include design exceptions and pavement condition at the joint between the travel way and the shoulder for areas where re-striping is recommended, environmental impacts to unpaved areas that are recommended for paving, and potential Permits from the Coastal Commission prior to restricting any existing parking allowed. Most of the recommendations will require further analysis. These recommendations may guide these future studies.

Appendix A EXISTING CONDITIONS MAP

The PCH Existing Conditions Map attached on the following pages combines much of the geographic information for the parking related information discussed in Chapter 3 in a single map. The 66-page strip map follows PCH from the western City Limit south of Leo Carrillo State Park to the eastern City Limit just before Topanga State Beach. Each page is rotated to show as much of the highway as possible with a north arrow, context map, and post miles to keep readers oriented. All pages are rendered at a 1":110' scale and include matchlines indicating the point of overlap with the previous/next page in the series. **Table A-1** on the next page details the layers included in the map. The PCH Existing Conditions Map depicts each of the layers provided as a reference.

Data was collected using ESRI world imagery, in the field by Stantec, and data was also provided to Stantec from stakeholder agencies including Caltrans and the City of Malibu. Field work included aerial photogrammetry, performed by subconsultant Robert J. Lung and Associates, and data collection on numerous days from December of 2015 to July of 2016. Aerial and topography data was collected by aerial survey in December of 2015. Field data collection included shoulder and curb measurements, photography, field confirmation of agency provided data, driving the corridor and recording video of peak summer shoulder parking usage, and geocoding of sign and curb locations using a mobile GIS application.

Table A- 1 PCH Parking Corridor Map: Geographic Layers Included, Sources, and Notes

Data	Description	Source	Notes
Beach Access Points	Locations of the Primary Beach Access Points Discussed Earlier in this Report	Stantec/ City of Malibu /Coastal Commission	Access points are symbolized at the point of access such as the top of a stairway or the driveway from PCH. Locations confirmed in the field from GIS Data provided by the City of Malibu.
Bus Stops	Locations of Bus Stops Along PCH	Stantec/ City of Malibu	Location Accuracy Improved with review comments and verified in the field.
Post Miles	Previously Defined and Estimated Post Miles along PCH	Caltrans/ Stantec	Caltrans State highway network post miles at intersections along PCH with Stantec estimated post miles on sheets with no Caltrans post miles shown.
No Parking Signs	Existing and Caltrans Authorized Potentially Missing No Parking Signs by MUTCD Sign Type and Direction	Stantec/ Caltrans	Caltrans Authorized Potentially Missing No Parking Signs refer to signs included in Caltrans Sign/Installation Orders but not found in the field. Designated with distinct symbology and the "-CT" designation in the legend.
Curb Restrictions	Curb Parking Restrictions by Color. Includes Red, White, and Yellow Curbs as well as Compromised Red Curbs and Bus Zones	Stantec/ City of Malibu	Bus Zones refer to curb parking restrictions at bus stops often with the words "Bus Zone" stenciled on the surface. Compromised Red Curbs refer to red curbs that are damaged, faded, or potentially painted over.
Driveways	The location of driveways interrupting potential shoulder parking	Stantec	In instances where driveways were more difficult to discern Stantec conferred with the City of Malibu and Caltrans on a case by case basis or considered the area directly in front of a garage or car port to be a driveway.
Malibu City Limits	The Boundary representing the jurisdiction of the City of Malibu	City of Malibu	
County Parcels	Property Lines based on Tax Assessor Parcels	County of LA/City of Malibu	Parcel data was provided by the city. It should be noted that boundaries are approximations.
PCH Shoulders	A visualization representing the measured widths of the paved and unimproved shoulders of PCH in the study area	Stantec	Unimproved shoulder is not shown where paved shoulder alone is sufficiently wide for parking.
Pavement Hatching	A visualization representing areas with white pavement hatching reinforcing No Parking restrictions	City of Malibu	

Appendix B COLLISION LOCATION MAP

The detailed 66-page map in Appendix B shows the relative locations of parking-related collisions as approximated by the reporting officers who prepared the collision reports.

Appendix C RECOMMENDATIONS MAP

The detailed maps in Appendix C show the parking recommendations conceptually. The lines representing recommendations are dashed to avoid confusion with the solid red line showing the locations of existing parking restrictions or narrow shoulders. A dashed line shown down the center of the highway is the recommendation for that area and applies to both sides of the highway. Green dashed lines along the edges of the highway show locations of parking spaces added on the inland or the ocean side. Red dashed lines along the edges of the highway show locations of parking spaces removed along the inland or ocean side.

Appendix D SUMMARY OF PUBLIC PARTICIPATION

Malibu Pacific Coast Highway Parking Study
Public Meeting Overview

Public Meeting: PCH Parking Study
Malibu City Hall, 23825 Stuart Ranch Road, Malibu, CA 90265
November 29, 2016, 6:30 pm to 8:30 pm.

Meeting Notices: Notice of the PCH Parking Study Public Meeting was disseminated by the City of Malibu. It included posting on the City's website, Twitter, Facebook, Nextdoor, and issuing a Press Release.

There were email blasts sent to over 500 interested constituents from similar studies and HOA representatives as well as the business community via the Chamber of Commerce.

In addition, meeting flyers were distributed throughout the City offices, such as the Community Center and Library (Exhibit A Meeting Flyer).

Local news outlets, including the Malibu Times and Malibu Surfside News, ran stories about the PCH Parking Study meeting. The Malibu Patch also posted the meeting on its feed.

Purpose: The City of Malibu in collaboration with the Southern California Association of Governments (SCAG) is conducting a study and preparing recommendations to improve parking along Pacific Coast Highway (PCH) within the Malibu City Limits to promote safety and mobility throughout the region.

The public meeting was held to solicit comments from the community, as it relates to the PCH Parking Study. Public comments will be used to analyze and develop a list of recommendations for the study.

Public comments are open from November 29, 2016 until December 16, 2016. Comments were solicited at the public meeting. In addition, the public was able to send their comments to the City by email.

Attendance: The PCH Parking Study meeting was open to the public and stakeholders. There were approximately 46 people who attended the meeting. The meeting participants included Malibu residents, businesses, press and neighboring community members.

City project staff in attendance included City Manager, Reva Feldman, Assistant to the City Manager, Elizabeth Shavelson and Public Works Director, Bob Brager. Some City Councilmembers and Commission members were also present.

Representatives from SCAG, Caltrans, County Sheriff and County Supervisor's Office were also in attendance.

Consultant team members were Rock Miller and Melissa Dugan of Stantec Consulting and Leslie Scott from Leslie Scott Consulting.

Introduction: Public Works Director, Bob Brager, opened the meeting at 6:35 pm. He introduced the City Manager, City Staff, Councilmembers, Commissioners, SCAG, Caltrans, County Sheriff and Supervisor Representative.

Presentation: The PCH Parking Study presentation was led by Stantec Engineering Consultant, Rock Miller. This included an overview of the project, goals, existing conditions, collision analysis and parking improvement concepts (Exhibit B Meeting Presentation).

Questions and Answers: After the presentation, Rock Miller, Stantec Engineering Consultant, opened the floor for general questions. Participants voiced their views about parking issues (Exhibit C Meeting Notes).

Public Comments: Following the open discussion, public participants were invited to discuss specific issues with the Stantec's consulting team, Caltrans and City staff. Members of the public provided suggestions at specific locations as well as general comments (Exhibit D Meeting Photos)

There were two options for commenting at the meeting; writing on project area maps and/or comment sheets (Exhibit E Comment Sheet and Exhibit F Area Maps). Additional comments could be submitted by email to Elizabeth Shavelson.

The comment period was open from November 28 – December 16, 2016. A total of 167 comments were collected. A breakdown of the public comments included:

Meeting Question and Answers = 39
Comments on Maps at Meeting Break Out Session = 73
Comment Cards = 2
Emails = 24
Exhibits provided by the Public in their Comments:
    Photos = 21
    Exhibits = 8

All comments were recorded in a spreadsheet and included in Appendix D.

Website Meeting Material: The meeting presentation was posted on the City's website immediately following the meeting. The website also encouraged public comments until December 16, 2016.

Meeting Adjournment: The meeting was adjourned at 8:45 pm.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
1	Add parking in County lot (Nicholas Beach parking county) 500 feet west of Newport Beach Rd	Maps	1	West City Limit to Decker Road	Potential improvement, noted in report. However, the area is an Environmentally Sensitive Habitat Area (ESHA) - expansion of the parking lot may not be possible without extensive habitat mitigation. Further study will be necessary
2	Add in parking lot, 500 feet west of El Pescador Beach Rd	Maps	2	Decker Road to Broadbeach Road	Potential improvement, noted in report. However, the area is an Environmentally Sensitive Habitat Area (ESHA)
3	Bad, shoulder in front of El Pescador Beach Road	Maps	2	Decker Road to Broadbeach Road	Included in report. The recommendation is to remove parking on inland side, widen shoulder on the ocean side, and add bike lanes in both directions in this area.
4	Bad, shoulder in front of La Piedra beach Rd	Maps	2	Decker Road to Broadbeach Road	Included in report. The Recommendation is to remove parking on inland side, widen shoulder on the ocean side, and add bike lanes in both directions in this area.
5	Add parking, parking lot on La Piedra Beach Rd	Maps	2	Decker Road to Broadbeach Road	Potential improvement, noted in report. However, the area is an Environmentally Sensitive Habitat Area (ESHA)
6	small home business "rehabs" pk staff on street take up beach parking, 500 feet east of La Piedra Beach Road	Maps	2	Decker Road to Broadbeach Road	Included in report. Vehicles parking all day that are taking spaces which would typically be used by beach visitors can be alleviated through use of time-restricted parking. This would not restrict beach or business visitors and would mitigate some of the parking needs.
7	Land side - crossing fatalities, 1500 feet east of Encinal Canyon Rd	Maps	2	Decker Road to Broadbeach Road	Pedestrian collisions were not analyzed unless they directly involved a parked vehicle; however, the recommendation is to remove shoulder parking from inland side in this area which would reduce the number of pedestrians crossing the highway at locations without traffic signals.
8	Consider pkg limit time based on demand	Maps	2	Decker Road to Broadbeach Road	Included in report. Vehicles parking all day that are taking spaces which would typically be used by beach visitors can be alleviated through use of time-restricted parking. This would not restrict beach or business visitors and would mitigate some of the parking needs.
9	Add parking to lot, El Matador Beach Rd	Maps	2	Decker Road to Broadbeach Road	Potential improvement, noted in report. However, the area is an Environmentally Sensitive Habitat Area (ESHA)
10	Bad, shoulder in front of El Matador Beach Rd	Maps	2	Decker Road to Broadbeach Road	Included in report. The Recommendation is to remove parking on inland side, widen shoulder on the ocean side, and add bike lanes in both directions in this area.
11	State beach lot, add paid parking, El Matador Beach Rd	Maps	2	Decker Road to Broadbeach Road	The parking lot currently charges a fee for parking. Expansion of the parking lot may not be possible without habitat mitigation, further study is recommended in the report
12	Narrow shoulder limits sight distance - CAN NOT SEE ABOVE GRADE, from 500 feet east of El Matador Beach Rd to 1200 feet to the east	Maps	2	Decker Road to Broadbeach Road	This area is addresses in the report, which recommends removal of parking on inland side and widening the shoulder on the ocean side in this area improving sight distance on both sides of the highway.
13	Longer left turn lane, at Trancas Canyon Rd	Maps	3	Broadbeach Road to Trancas Road	Not parking related.
14	Needs proper rt turn lane, at Trancas Canyon Rd	Maps	3	Broadbeach Road to Trancas Road	Not parking related.
15	Please add meters on PCH adj to Zuma lot to encourage drivers to choose the lot	Maps	4	Trancas Road to Bonsall Drive	Included in report/recommendations. If the spaces along the highway charged a fee, the incentive to park there would be significantly reduced and the lots would fill first. However, introducing charges for formerly free parking can become controversial. Also, additional enforcement would be required but could be offset by the parking fee.
16	Fence along Zuma, from 500 feet east of Trancas Canyon Rd to 500 feet west of Busch Drive	Maps	4	Trancas Road to Bonsall Drive	The Parking Recommendation does not include removing parking on PCH adjacent the Zuma Beach parking lot. The shoulder, including dirt area, on the ocean side is currently more than 10 feet wide to accommodate parallel parking. Adding a fence will not solve the parking issues
17	Stripe parking spaces, from 500 feet east of Trancas Canyon Rd to 500 feet west of Busch Drive	Maps	4	Trancas Road to Bonsall Drive	Striping parking spaces typically results in a net loss of stalls. However, no parking removals are recommended for this location
18	Cut back vegetation along Zuma, from 500 feet east of Trancas Canyon Rd to 500 feet west of Busch Drive	Maps	4	Trancas Road to Bonsall Drive	Not parking related. If concern is about sight distance or narrow shoulder for parked cars, Project Recommendation would remove parking on inland side in this area.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
19	Horrible right turn, Bonsall Drive	Maps	4	Trancas Road to Bonsall Drive	Not parking related.
20	Head in pkg on Westward Beach Road	Maps	5	Bonsall Drive to Cavalleri Road	Not located on PCH. Could be a potential source of additional/replacement parking
21	Clear veg that encroaches onto shoulder in May before summer. Here & elsewhere, starts at 700 feet east of Bonsall Drive (about 300 feet of veg)	Maps	5	Bonsall Drive to Cavalleri Road	Not parking related. If concern is about sight distance or narrow shoulder for parked cars, Project Recommendation would widen shoulder in this area to improve both issues.
22	Shopping center underparked west of Heathercliff Rd	Maps	5	Bonsall Drive to Cavalleri Road	No new parking spaces added to relieve parking at Point Dume Village, but the Project Recommendations would widen the shoulder on the ocean side west of the shopping center.
23	Left hand turn lane- extend/longer, onto Heathercliff Rd	Maps	5	Bonsall Drive to Cavalleri Road	Not parking related.
24	Extend/pave parking, 300 feet to the east and to the west of Heathercliff Rd	Maps	5	Bonsall Drive to Cavalleri Road	No new parking spaces added to relieve parking at Point Dume Village, but the Project Recommendations would widen the shoulder on the ocean side west of the shopping center
25	Veg vs sight distance, 100 feet west of Portshead Rd	Maps	5	Bonsall Drive to Cavalleri Road	Not parking related.
26	Too narrow for parking, 200 feet west of Kanan Dume Rd (100 feet long?)	Maps	5	Bonsall Drive to Cavalleri Road	Project Recommendation removes parking on inland side from this area.
27	Bad LT + queue, onto Kanan Dume Rd	Maps	6	Cavalleri Road to Old Road	Not parking related.
28	Sight lines, from Kanan Dume Rd	Maps	6	Cavalleri Road to Old Road	Not parking related.
29	LT lane too short, onto Zumirez Dr	Maps	6	Cavalleri Road to Old Road	Not parking related.
30	Sea Lane - (+/-) 16 parcel serviced by one driveway - needs more sight distance	Maps	6	Cavalleri Road to Old Road	Recommendation would improve sight distance by restricting parking.
31	On-street pkg congested from Zuma View Pl to Winding Way	Maps	6	Cavalleri Road to Old Road	Project Recommendation would widen or add parking spaces on both sides in some sections in this area.
32	Very narrow parking needs to be wider, 600 feet west of Paradise Cove Rd to 300 feet east of Paradise Cove Rd	Maps	6	Cavalleri Road to Old Road	Project Recommendation would widen shoulder in the area north (west) of Paradise Cove Rd and increase the amount of parking spaces on inland and ocean sides.
33	No parking, 250 feet east and west of West winding way	Maps	6	Cavalleri Road to Old Road	Parking recommendation would widen existing parking spaces on inland side while maintaining parking restrictions adjacent the intersection.
34	No right turn lane - need lane onto West Winding Way	Maps	6	Cavalleri Road to Old Road	Not parking related.
35	Sight distance, west of Winding Way	Maps	6	Cavalleri Road to Old Road	Recommended to restrict parking on the inland side approximately 200 feet east of the intersection and approximately 100 feet west of the intersection.
36	No parking, 250 feet east and west of Winding Way	Maps	6	Cavalleri Road to Old Road	The Parking Recommendation would widen existing parking spaces on inland side while maintaining parking restrictions adjacent to the intersection. This would move parked vehicles farther from the travel lane, improving sight distance.
37	Hiking trail pkg inland, on Winding Way	Maps	6	Cavalleri Road to Old Road	Parking recommendation would widen existing parking spaces on inland side but would not add new spaces for the hiking trail.
38	No parking, 300 feet to the east and west of Geoffrey's	Maps	7	Old Road to Latigo Shore Drive	Ocean side: parking is currently prohibited east and west of Geoffreys driveways; however, No Parking signs are missing east of the driveway. Inland side: parking is currently prohibited in places opposite Geoffreys (adjacent Meadows Ct intersection, adjacent fire hydrant, opposite Geoffreys to opposite coastal access gate). Additional parking restrictions are not recommended at this time.
39	Needs to be wider. 700 feet west of Via Escondido Dr	Maps	7	Old Road to Latigo Shore Drive	Ocean side: parking is currently prohibited. Inland side: parking is currently prohibited although some No Parking signs are missing. Widening of the shoulder in this area is not recommended at this time.
40	Landslide issue, 1000 feet east of Via Escondido Drive	Maps	7	Old Road to Latigo Shore Drive	Parking is prohibited at this location, due to narrow shoulder (likely due to landslide)
41	Need RT lane onto Latigo Canyon Dr	Maps	7	Old Road to Latigo Shore Drive	Not parking related.
42	Add street parking in front of public lot, 700 feet west of Corral Canyon Rd	Maps	8	Latigo Shore Drive to Malibu Road	Parking is prohibited in front of Dan Blocker Beach parking lot for sight distance at the driveway. Adding shoulder parking on the ocean side is not recommended at this time.
43	Is this private property? Area between Corral Canyon Rd and east of Malibu beach RV park entrance	Maps	8	Latigo Shore Drive to Malibu Road	Not parking related.
44	Can we widen here, 550 feet east of Corral Canyon Rd	Maps	8	Latigo Shore Drive to Malibu Road	Paved shoulder width on ocean side is currently over 10 feet wide plus dirt area.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
45	Very dangerous, jaywalking to Malibu Seafood, ocean side shoulder in front of Malibu Seafood restaurant	Maps	8	Latigo Shore Drive to Malibu Road	Existing parking not removed. Pedestrian activity not tied to parking
46	RT lane onto Winter Mesa Dr.	Maps	9	Malibu Road to Webb Way	Not parking related.
47	Limited access to older off-street parking (back out required)	Maps	10	Webb Way to Central Malibu Are	Not related to parking along PCH. Private parking areas not under the jurisdiction of this study
48	Malibu City Hall wrong location	Maps	10	Webb Way to Central Malibu Are	Moved to correct location. However, points of interest are represented in general locations to provide a reference point on the maps and are not intended to show the exact location.
49	Use part of park for parking, east of Webb Way	Maps	10	Webb Way to Central Malibu Are	Legacy Park was developed to provide treatment of stormwater runoff, restore native habitat, and preserve open space. The park may not be an appropriate location for additional parking on PCH.
50	Build parking, 1000 feet east of Webb Way to 1550 feet east of Webb Way	Maps	10	Webb Way to Central Malibu Are	This section of shoulder on the ocean side is currently used for parking -- vehicles park on the dirt. Project Recommendation would install signs directing motorists to "Park Off Pavement" or add additional pavement.
51	Pedestrian over/under pass at Cross Creek Rd	Maps	10	Webb Way to Central Malibu Are	Not parking related.
52	La Paz commercial development turn lane treatment, from 1000 east of Webb Way to 250 feet west of Cross Creek Rd	Maps	10	Webb Way to Central Malibu Are	Not parking related.
53	State property	Maps	10	Webb Way to Central Malibu Are	Not parking related.
54	Saved tree	Maps	10	Webb Way to Central Malibu Are	Not parking related.
55	Current underpass blocked	Maps	10	Webb Way to Central Malibu Are	Not parking related.
56	PCH affects side streets (ex. Serra/Civic Ctr Way). Can't ignore parallel streets	Maps	10	Webb Way to Central Malibu Are	Agreed, but the scope of this specific study is to look at PCH specifically and not side streets.
57	Signal at PCH/Sierra Rd	Maps	10	Webb Way to Central Malibu Are	Not parking related.
58	Existing sight lines must stay, from Serra Road to 1000 feet to the east	Maps	10	Webb Way to Central Malibu Are	Project Recommendation in this area would not reduce the sight distance at Serra Rd.
59	Meter parking w/ resident pass citywide	Maps	10	Webb Way to Central Malibu Are	The introduction of charging to park along PCH is introduced in the recommendations. However, introducing charges for formerly free parking can become controversial, and will require further study by the City
60	Provide parking meters esp. near paid lots to make drivers choose the lots	Maps	10	Webb Way to Central Malibu Are	Discussed in report (also see comment above)
61	Box trucks with advertizing park in line of sight	Maps	10	Webb Way to Central Malibu Are	Prohibiting oversized vehicles from parking near driveways can help improve sight distance at the driveways, without completely prohibiting the necessary parking spaces for smaller vehicles. The Parking Recommendations discuss vehicle size parking restrictions, especially near intersections
62	Nobu/Soho illegal red curb	Maps	10	Webb Way to Central Malibu Are	Legitimacy of red curb is reviewed under the existing conditions section, and recommmendations are made on where curbs should be painted red in the future
63	Enforcement	Maps	10	Webb Way to Central Malibu Are	Code enforcement refers to the proper placement of legitimate signs (i.e., limiting removal or private signs), while parking enforcement refers to ticketing parking restriction violators. This study is providing a baseline to show the existing and recommended parking restrictions. This study will be used by the City and Caltrans in the future to make sure that any missing parking signs can be immediately replaced or that illegal No Parking signs can be removed. In addition, clarification of the existing signs will make enforcement easier.
64	Delivery trucks park in center lane from Sweetwater Canyon Dr to 1100 feet to the east	Maps	10	Webb Way to Central Malibu Are	Not parking related.
65	Need time limit or prohibit 12a-5a due to RVs + business vehicles trucks w/signs, surfride already has, between Malibu Pier to 700 feet to the east	Maps	10	Webb Way to Central Malibu Are	Dicsussed in report
66	Hotel will elim. 26 parking spaces will create u-turns/ circulation issues , 750 feet east of Malibu Pier	Maps	10	Webb Way to Central Malibu Are	Not parking related.
67	Bus is sign legal? Near Serra Rd	Maps	10	Webb Way to Central Malibu Are	Bus Parking Only sign is not MUTCD sign, but it is legal.
68	Can you underground parking? 2 mile from Pier to Las Flores	Maps	10	Webb Way to Central Malibu Are	Building an underground parking structure in the Pier/Central Malibu area is not feasible.
69	In the past 5-7 years, the entire section of PCH bracketed here has become 8-hour employee parking and contractor parking, We need 1 hour parking for an orderly change of customer parking, from 22541 to Carbon Mesa Rd	Maps	11	Central Malibu Area to Las Flores Canyon Road	Time limits to parking are discussed in report

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
70	No parking, dangerous drunks, 500 feet east and west of Moonshadows	Maps	12	Las Flores Canyon Rd to Big Rock Drive	Project recommendations do not remove parking from around Moonshadows, but includes widening on the inland side where there are extra dirt areas. Unfortunately, drunk driving can not be regulated through parking restrictions
71	Add center divider paddles and make them turn into parking lot, 500 feet east and west of Moonshadows	Maps	12	Las Flores Canyon Rd to Big Rock Drive	Not parking related.
72	People cut corner 3'-4' outside lane & buses are the worst, 1000 feet west of Tuna Canyon Rd	Maps	13	Big Rock Drive to East City Limit	Not parking related.
73	Pave more of the inland side for improved "off-street" parking, from 1200 feet west of Tuna Canyon rd to Tuna Canyon Rd	Maps	13	Big Rock Drive to East City Limit	The Project Recommendations include widening the inland side shoulder west of Tuna Canyon Rd.
74	Is study looking at parking meters. Recommendations?	Question and Answer	N/A	N/A	The Parking Recommendations do not specifically include installation of parking meters in the Central Malibu area; although, they are recommended for further study. Introducing charges for formerly free parking can become controversial.
75	Consider free parking on holidays or limited service days.	Question and Answer	N/A	N/A	Many different agencies operate the lots along PCH and each would be responsible for determining exceptions to the parking fees. Fees are discussed in the report
76	PCH is a state highway – issue of parking signs, speed, etc. City or State?	Question and Answer	N/A	N/A	Caltrans is responsible for the operations and maintenance of PCH, including determining speed limts, installing No Parking signs, etc.
77	Analyze net loss? Question is demand.	Question and Answer	N/A	N/A	The net loss of parking spaces from the preliminary Project Recommendation is 675 spaces (25 from high-use areas). Demand for these spaces is also summarized.
78	Paving Gravel. Can it be on private property. Not likely to recommend on private.	Question and Answer	N/A	N/A	Pavement widening is not being recommended on private property.
79	Landslides – dirt in parking. Can someone clear it? REMOVE.	Question and Answer	N/A	N/A	Dirt on paved shoulders from landslides should be removed but is not within the scope of this parking study. If it appears to be difficult to remove, the parking is recommended to be prohibited due to narrow lanes.
80	Increase parking by removing vegetation – yes.	Question and Answer	N/A	N/A	The Project Recommendations include widening paved shoulder areas by paving additional dirt areas. This should include removing vegetation that encroaches on paved areas.
81	What is the line of sight on a driveway – book with calculation (400 feet or more)	Question and Answer	N/A	N/A	Sight distance is dependent on speed of traffic and typically not measured or parking restricted for residential driveways
82	Is it a different formula for driveway or street – yes	Question and Answer	N/A	N/A	There are 2 types of sight distance: stopping sight distance and corner sight distance. The corner sight distance would apply in determining the sight distance at intersections. Residential driveways are typically not measured for sight distance
83	Narrowing lane – how do you narrow lanes when bicyclists encroach the lane, plus three feet rule. Where there is space and room.	Question and Answer	N/A	N/A	By narrowing the travel lanes, the shoulder would be widened, providing bicycle lanes, or giving bicyclists more room to ride on the edge of the shoulder. In addition, it is safer for bicyclists to use the full than to try to share a 12-foot lane with a motor vehicle - narrowing the lanes would not change this.
84	Narrow median? To be determined by safety or use.	Question and Answer	N/A	N/A	The median is analyzed at various locations and would be narrowed where possible to provide additional width for the shoulders. If necessary for left turns, the median would not be narrowed below an acceptable lane width.
85	How do you know what is legal for "real red". Inventory red curbs.	Question and Answer	N/A	N/A	Locations of red curb were identified by field observation, and questionable/faded/compromised painted curbs were noted. We also researched Caltrans records of sign installation orders
86	Law enforcement – enforcement is difficult –cars speed puts officer in danger. SAFETY.	Question and Answer	N/A	N/A	Not parking related.
87	Offsite commercial parking – does it impact this study? Consider it.	Question and Answer	N/A	N/A	This study did not inventory or analyze parking on private property. The City's Municipal Code deals with off-street parking requirements. We also did not determine between types of parked cars
88	How far east is the study boundary? Up to city limits – American Apparel Store to Mullholland beach curve.	Question and Answer	N/A	N/A	The City border is the study limit on both ends.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
89	Caltrans lane widths – 40 mph or lower 11 foot.	Question and Answer	N/A	N/A	11 feet is the minimum lane width that the Project Team recommends on PCH in Malibu.
90	Caltrans, will they consider lower speed limits.	Question and Answer	N/A	N/A	Not parking related. In order to enforce the speed limit on PCH with radar, by law the speed limit must be determined by the speed under which 85 percent of existing traffic is traveling.
91	Speed limits are based on speed of vehicles.	Question and Answer	N/A	N/A	Not parking related. In order to enforce the speed limit on PCH with radar, by law the speed limit must be determined by the speed under which 85 percent of existing traffic is traveling.
92	Event parking – can get overcrowded in Central Malibu.	Question and Answer	N/A	N/A	The parking study analyzed and made recommendations for the typical peak (i.e., summer weekend) parking demand, but did not make recommendations for special events. The City will have to determine the parking needs of specific special events as they are planned.
93	Off street parking – projects are under parked. Adds to on street parking. Should it (offstreet parking) be part of study?	Question and Answer	N/A	N/A	This study did not inventory or analyze parking on private property. The City's Municipal Code deals with off-street parking requirements.
94	Parking Authority or City Committee?	Question and Answer	N/A	N/A	The City contracts with the Sherriff's Department for enforcement, and also has a Volunteers on Patrol team.
95	Seasonal parking increases. Peak periods are summer and sunny days. Issue.	Question and Answer	N/A	N/A	The study took into account seasonal impacts. The Parking Recommendations would be appropriate for all seasons.
96	East Malibu 9 foot to 11 foot lanes. Was it an improvement? Vehicles are larger today.	Question and Answer	N/A	N/A	11 feet is the minimum lane width that the Project Team recommends on PCH in Malibu. The study did not analyze impacts of different travel lane widths on PCH.
97	Businesses that monopolize parking on street – example parking van by pier.	Question and Answer	N/A	N/A	both time limit restrictions and oversize vehicle restrictions near driveways are discussed in the report.
98	Can (City) impose parking hour restrictions or time limit – midnight to 5 am?	Question and Answer	N/A	N/A	The Parking Recommendations do not currently include time-restricted parking, although the City could consider implementing time restrictions in this area. However, restricting parking to one hour would affect beach and business customer parking. In addition, increased enforcement would be needed to ensure the time limits are followed, which the City would have to allow for if considering time restrictions.
99	Bid to install new signs.	Question and Answer	N/A	N/A	Caltrans is responsible for the operations and maintenance of PCH, including installing No Parking signs, etc.
100	RV parking on street – can be restricted?	Question and Answer	N/A	N/A	both time limit restrictions and oversize vehicle restrictions near driveways are discussed in the report.
101	On street parking meters. Yes, paid parking Central area. Show of hands 80/20 YES.	Question and Answer	N/A	N/A	The introduction of charging to park along PCH is introduced in the recommendations. However, introducing charges for formerly free parking can become controversial, and will require further study by the City
102	On street parking meters Central area.	Question and Answer	N/A	N/A	The introduction of charging to park along PCH is introduced in the recommendations. However, introducing charges for formerly free parking can become controversial, and will require further study by the City
103	Where does parking revenue go? To be determined.	Question and Answer	N/A	N/A	Different Cities/agencies have different methods. To be determined if a program is further studied
104	Can parking meter rates be $1 sometimes and .25 cents other times? Rates set by City.	Question and Answer	N/A	N/A	Many different methodolodies. To be determined if a program is further studied
105	Legal issues (up north) paid parking at State Park – research it.	Question and Answer	N/A	N/A	We have reviewed the case up north. Introduction of pay parking would require further study and coordination with the Coastal Commission.
106	Matador critical area. Speed, sight and safety. Social media (created) popular beach.	Question and Answer	N/A	N/A	Project Recommendations include improvements in the El Matador Beach area.
107	El Matador – no parking signs – some signs washed out – want sign replacement.	Question and Answer	N/A	N/A	The Parking Recommendations discusses appropriate signs and a replacement policy.
108	Replace signs. Need both signs – no parking with tow away sign.	Question and Answer	N/A	N/A	The Parking Recommendations discusses appropriate signs and a replacement policy.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
109	Small parking lots at small state beaches creates more street parking – Need bigger lots at State beaches.	Question and Answer	N/A	N/A	Potential improvement, noted in report. However, the area is an Environmentally Sensitive Habitat Area (ESHA)
110	Fatalities and injuries – study only 2 recorded. There are more unreported.	Question and Answer	N/A	N/A	The study only included reported collisions that directly involved parked and/or parking vehicles along PCH shoulder. We also unforunately can not analyze those that are not reported.
111	Forward parking instead of parallel lines – look at it?	Question and Answer	N/A	N/A	Unfortunately, there is not enough width along the roadway to provide forward parking.
112	Safe parking is more important than lots of parking. GOAL.	Question and Answer	N/A	N/A	The Project Recommendations include several areas where shoulder parking is widened to improve safety.
113	We need meters near the paid lots to push people into the paid lots. They should prefer to park off the roadway.	Comment Card	N/A	N/A	If the spaces along the highway charged a fee, the incentive to park there would be significantly reduced. The introduction of charging to park along PCH is introduced in the recommendations. However, introducing charges for formerly free parking can become controversial, and will require further study by the City.
114	My office is on the land side of Carbon Beach. The entire stretch of parking has been taken over by full time employee parking. We need 1 hour non-metered parking with no employee street parking. This would create a flow of customer parking.	Comment Card	N/A	N/A	both time limit restrictions and oversize vehicle restrictions near driveways are discussed in the report.
115	I realize it is past 12/16/16. I thought it doesn't hurt to send my comments and hopefully they will be considered. 1. Need more transparency from the Coastal Commission. --how many more parking spaces are they demanding? --they should realize increased parking will stress and damage the environment; is increased parking in the Land Use Plan? 2. There are already too many vehicles traveling in and through and parking in Malibu already. We have to accept we are not the only beach access area in So Cal and we should be discouraging vehicles travelling through the area. 3. Reducing the number of parking spaces will reduce the number of parked cars which will eliminate a lot of the concerns raised in the study. 4. If possible, Increase the capacity of the Zuma parking lot and (like every parking lot in America), increase the cost of parking. That is a proven technique to reduce utilization of a scarce resource. The City is now going to develop land near Trancas, where will all those fools park?	Email	N/A	N/A	1. The Coastal Commission is not requiring more parking, but they do not want to lose any existing parking spaces. 2. Not parking related 3. Agreed. Unfortunately, PCH is a public highway, and the beaches are public also. The City cannot restrict public access, including removal of parking spaced. The Coastal Commission will not approve a plan that removes parking spaces with the intent of reducing access to public lands. 4. Increasing the size of the existing lots and further study of fees for on-street parking are both recommended in the study
116	I am a Malibu resident, and have lived and worked here over ten years. Our main concern about PCH is pedestrian safety. What I would like to know is if there are any plans to to purchase the stretch of PCH through our city that CalTrans maintains? I know this was successfully done in West Hollywood, with Santa Monica Boulevard, and the improvements there were long lasting. If that can't be done, is there any way to provide more space for parking along PCH - especially around Paradise Cove? There are so many deaths there, where there are no sidewalks,and inadequate parking space. Additionally I can never forget the young woman who lay there, for six hours before she was taken away after being struck and killed.	Email	N/A	N/A	The study's focus is parking along PCH but it has attempted to improve pedestrian safety. The City and Caltrans have no plans to transfer ownership of PCH. Project recommendations include shoulder widening in the Paradise Cove area.
117	1. I rely on the PCH parking along zuma beach everyday to take a walk there. Any removal or limitation of that parking option would seriously impair my daily access to exercise and the spirit of living in Malibu. 2. The parking on PCH near Winding Way and Paradise Cove are terribly congested areas on weekends and holidays. There isn't any space along much of these areas between a parked car and the traffic lanes. Drivers routinely dart into the roadway to walk toward the Paradise Cove entryway. This is a troublesome area to drive thru especially on summer weekends. 3. Also the area near Malibu Seafood is problematic with drivers parking on the land side and darting across the PCH to reach the beach. The use by Geoffrey guests to park along the PCH is another problem area. Geoffrey's should require guests to park using their valet service (as the valets wear appropriate safety vests) and prohibit walk-in diners...similar to the policy at The Malibu Getty Museum where walk-in visitors (other than bus riders) are denied entry. 4. This same policy could also be required at Paradise Cove Cafe. And could help cut down on visitors trying to save on parking fees. Efforts should be made with the state and county agencies that regulate the parking areas in Malibu to have lower rates to encourage greater usage. 5. The parking spaces around Cross Creek fill up daily with local employees parking all day. Some empty lot or other options should be considered for employee parking to open up the parking spaces on the roads for others. 6. Also, quite worried about the parking nightmare that will result near legacy park and cross creek if and when the community college (unfortunately) comes to Malibu.	Email	N/A	N/A	1. The project recommendations do not suggest removing parking adjacent to the Zuma Beach parking lot. 2. Project recommendations include widening of the shoulder area north of Paradise Cove Malibu Seafood area. 3. Geoffreys and Paradise Cove Cafe - this study is only making improvements to physical parking and not making recommendations to private businesses 4. Lower parking fees at the State and County beaches can be requested but the cost is at the descretion of those agencies. 5. Time restrictions are discussed as a strategy in the report 6. not parking related

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
118	TO MEMBERS OF THE CITY OF MALIBU CITY COUNCIL; TO CALTRANS OFFICIALS AND TO THOSE COUNTY AND STATE OFFICIALS CONCERNED WITH PARKING ON THE PACIFIC COAST HIGHWAY IN THE CITY OF MALIBU, PACIFIC PALISADES AND SANTA MONICA AREAS. As a Malibu Civic Center property owner, I am very concerned about overall traffic issues, traffic congestion and limited parking availability. I urge you to make your primary focus in your studies and recommendations on the needs for available, easily accessed, plentiful, adequate, convenient and FREE parking in the commercial and recreational areas of Malibu, as well as in the residential areas. Your primary focus related to parking appears to be limited to collisions and safety. Also, I urge you to expand and include in your focuses the needs for reducing congestion and traffic jams, and their impacts and the effect of parking on PCH and nearby areas on the congestion and traffic jams. Parking should not be considered in isolation from traffic flow and related areas. I also urge you to consider the impact on City of Malibu parking of traffic jams triggered by accidents outside of the City of Malibu, namely, those triggered by accidents and signaling outages at PCH and Topanga Blvd. in the Pacific Palisades, PCH and Sunset Blvd. in the Pacific Palisades, At PCH and Chautauqua in Santa Monica, and at PCH and the McClure Tunnel entrance to the Santa Monica Freeway/I-I0 Freeway in Santa Monica. In my opinion, we are woefully under-assisted by traffic control law enforcement, and parking signs that can be changed in changing conditions. On Malibu Road, we are parking challenged, particularly during the summer, on weekends and during holidays, and during construction. Perhaps, we should limit parking to residents and their visitors in the Malibu Colony area outside the gates between 23950 Malibu Road on the west end and the Malibu Colony gates near the Los Angeles County Fire Department, Station 88.	Email	N/A		Project recommendations emphasize the safety of parking on PCH, and at this time do not include installing parking meters or charging for parking. The scope of this study is limited to shoulder parking on PCH, and does not include vehicle congestion, delay, or collisions outside the limits of the City. This study does not recommend permit or preferrential parking for residents.
119	Thank you for the opportunity to comment on the Pacific Coast Highway Parking Study. We have reviewed the November 29, 2016 presentation on this study. We appreciate the efforts of the City and Southern California Association of Governments (SCAG) in considering important safety and public access factors when developing recommendations. We offer the following additional comments. Slide 23 of the presentation states (in part): "Please provide your input. Where is parking necessary for you?" Public parking is necessary for our organization at existing and proposed public access points, on coastal and inland sides of Pacific Coast Highway (PCH). These include existing parkland, existing trailheads, existing beaches and beach accessways, existing and other potential public access points (e.g., existing access easements, planned trails, proposed beach accessways to be improved, etc.). As stated in a February 10, 2016 email to you and to SCAG, we recommend that the City and SCAG fully address the relevant policies and implementation measures of the City of Malibu Local Coastal Program related to the provision of public parking. These include the following Land Use Plan policies: 2.27 The implementation of restrictions on public parking, which would impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of "no parking" signs, red curbing, physical barriers, imposition of maximum parking time periods, and preferential parking programs) shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety. Where feasible, an equivalent number of public parking spaces shall be provided nearby as mitigation for impacts to coastal access and recreation. 2.31 The City should complete an inventory of existing public parking along Pacific Coast Highway and public roads seaward of PCH to identify all unpermitted signage or physical barriers to public parking and to establish a database to aid in preventing future loss of legal public access and parking. A local public agency exercising Joint powers of the Santa Monica Mountains Conservancy, the Conejo Recreation & Park District, and the Rancho Simi Recreation & Park District p ursuant to Section 6500 et seq. of the Govemment Code. All unpermitted signs and/or physical barriers which prevent public parking near the shoreline shall not be permitted. One improvement concept in the presentation (Slide 16) includes the following text: "Consider restriping PCH to: Remove parking on the inland side and improve parking on ocean side." The City should reconsider this recommendation in areas where there are existing or potential public access points on the inland side of PCH. These include existing parkland, existing trailheads, and other existing and potential public access points (e.g., access easements, planned trails, etc.). The City should	Email	N/A	N/A	We understand that parking along PCH is a valuable resource. We are only looking to restrict parking where it is safer to do so than leave it, but improving where possible. We have also completed an inventory or existing parking and created a database of existing restriction as a part of this study. All areas seaward of PCH are outside the scope of this study. The City, Caltrans and this study agree that unpermitted signs and/or physical barriers preventing parking are not to be tolerated or allowed along PCH. Recommendations in this study approved by the City and Caltrans will not be "unpermitted." Off-street parking areas for visitors should be provided at new and/or improved trailheads on the inland side of PCH and not rely entirely on shoulder parking. However, the study recommends keeping (and improving) as much parking as possible.
120	I am going to address two areas northern beaches The problem here has ballooned rapidly as the area is posted frequently on social media and is now on trip advisor as a must see on the highway 1This could be our next Paradise Cove , while not a topic of your study roadside trash is a growing problem and some of it associated with illegal drinking (please visit on a Sunday morning) My principal concern is parking land side. I can see no reason why this should be allowed, why would pedestrians be encouraged to cross four lanes of traffic? For many users I suspect this is a pure pricing issue they do not want to pay the fee, parking in the lot is often empty but road side full. Recent intro of hourly fees was a good move. Support the ideas in the report related to the widening of lanes and a dedicated bike lane to avoid doors which is a real problem at weekends. During peak Triathlon training season at Zuma (June to Aug) the bikes and cars are not mixing well in this area. PCH: Morning view to Trancas : landside Should be a no parking zone Vehicles stopping and then backing into a space and then ped's crossing pch are a danger to all.	Email	N/A	N/A	Trash, illegal drinking are not parking related. Project recommendation eliminates inland side parking and provides bike lanes from the west Malibu border to Trancas Canyon Rd; however, the travel lanes in this area are not widened.
121	My PCH Parking Recommendations: 1. Eliminate all "land-side" parking from East Malibu up to Trancas 2. Get LA County to slash lot parking fees by 50% - they will then see a big surge in paid parking 3. Hire more law enforcement	Email	N/A	N/A	Project recommendation includes elimiation of parking on inland side from west Malibu border to Trancas Canyon Road. Parking fees at the County and State beaches are set by the respective agencies. A reduction in parking fees can be requested by the City. Law enforcement?

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
122	I live on Calpine Drive in western Malibu. My husband and I discussed the parking study. Here are our thoughts. *Parking fees are way too high at Zumba beach, the pier, the lagune and elsewhere. it's obvious because all of the visitors are parking on the land side of PCH to avoid paying these high fees. if you cut the fees you would fill the parking lots first not last and it would give visitors a much more reasonable fee to come and visit. Fees should also be cut at restaurants and local businesses where they charge parking fees these are exorbitant as well and once they are reduced, will allow people to park at the restaurants and other areas at a much more reasonable cost instead of parking on the land side of PCH. *If you move the fog line to allow more parking on the ocean side you are essentially cutting the traffic lanes into smaller sizes. it's already extremely dangerous with pedestrians and bicycles, so we do not think that is a workable solution. *Get more code enforcement and more police enforcement ....people are putting up fake no parking signs constantly. code enforcement has told me they're always having a problem with that and residents on ocean side are painting their curbs red which is illegal as well. step up enforcement by both sheriffs and by Code officers and you will get rid of a lot of scofflaws.	Email	N/A	N/A	Parking fees at the County and State beaches are set by the respective agencies. A reduction in parking fees is unlikely. Parking costs are discussed in the report. By reducing the width of travel lanes and making the shoulder wider, more space is given to pedestrians and bicycles. City is making efforts to improve enforcement.
123	The Malibu Times did an article on the most problematic parking on PCH, without a mention of Paradise Cove. The intersection at the Cove and PCH is a time bomb waiting for a catastrophe. Masses of people parking and walking to the Cove. Cars blocking the intersection, along with masses of people walking down the hill impeding traffic. I believe there should be no parking on PCH until there is a solution.	Email	N/A	N/A	Project recommendation increases parking on PCH north of Paradise Cove, and widens shoulder to improve safety
124	I was unable to attend the meeting but I did look over the power point presentation online. I am very concerned with a solution which involves making the driving lanes narrower in Malibu east of Carbon Canyon. I feel tense and vigilant all the time driving in the area between Carbon Canyon/Las Flores and the eastern(southern?) City Limits (beyond, actually) I have had too many near-miss accidents to count, where drivers next to me have drifted into my lane--in straightaways as well as in the narrower, curving portions of PCH. Whether it's due to texting or trying to read phones while driving--or whatever--this has become a real issue in the last few years. If the lanes are narrower, I fear that there will be even more accidents--from people travelling in the same direction who swipe cars next to them. I hope the engineers will take this into account. The widest lanes in a large part of that area are the center left/right turn lanes, which I know cannot be eliminated because they provide access to dwellings. Perhaps that lane can be narrowed, but it's a terrible idea to narrow the lanes where people are driving 45-50 mph.	Email	N/A	N/A	Project recommendation includes narrowing the travel lanes by (to 11 feet wide) through central Malibu area. Wider traffic lanes are actually shown to increase speeds, while reducing travel lane width typically results in lower speeds.
125	My only comment is that the parking spaces should not be reduced in size and head in parking is not appropriate for PCH	Email	N/A	N/A	Project recommendations do not include reduced size parking stalls. Head-in/perpendicular parking is not recommended at any location.
126	I was not able to attend the PCH workshop on Nov 29, so I am sending you my comments: There are many problem spots along PCH, and I would have to agree with the article in the 12/7 Surfside News, that it seems to be worse on the ocean side with houses so close to the highway. PCH is now a commuter highway, and a year-round beach and bicycle highway, so, sadly, traffic and parking are going to increase. It is infuriating to live with. The dangerous spots regarding parking and drivers on PCH are Cross Creek, the Pier, Paradise Cove, Malibu Seafood, Duke's Restaurant (Las Flores), Moonshadows, Winding Way, Leo Carrillo Beach, and Latigo Shore Drive. Large numbers of visitors to Malibu park on the land side of these areas, and run across the highway, carrying surfboards and/or loads of stuff, or dragging children along. Very, very dangerous. If they don't make it all the way across the highway, they stop and stand in the middle. This is especially bad at Malibu Seafood, just before Corral Canyon, where there is a very narrow concrete island in the middle of PCH, so people stand on that, until they can get across to the beach side. I always slow down and honk, just to make them aware. Can an underground walkway, on the land side, just to the east of the restaurant, be constructed so people can walk under the highway? I live on Latigo Shore Drive, and the other thing I have noticed is that visitors do not use the Dan Blocker Beach parking lot, probably because they have to pay for it. Since the free beach access app came out a few years ago, there has been an increase of cars and parking at the top of Latigo Shore Drive. Visitors to that access stop their cars at the gate, unload all of their stuff, then go up and park on PCH. Those cars stopping there, and turning around in such a small space, are very dangerous, because they can block access to Latigo Shore Drive and Tivoli, and there is not enough room to safely make the right turn from PCH onto Latigo Shore Drive. I've almost hit people, as I slowly turn right from PCH onto Latigo Shore Drive -- the staircase access is too close to the narrow turnaround. Question: Can the beach access point at Latigo Shore Drive be moved to Dan Blocker Beach? That would be much a much safer access than the current one. Of course, people would have to pay to park in that lot, and they would avoid doing that. They would still park on PCH and walk down to the beach. Winding Way and Paradise Cove are also bad spots, because the lots are too small, and people start parking along PCH and walking along the highway side. The shoulders of those areas should be wider. The other problem is huge RVs, and campers parking on PCH, not only during the day, but at night. These vehicles are large, take up a lot of space, and block drivers' views of other cars that merge	Email	N/A	N/A	Review of collision data shows that parking-related collisions are actually slightly higher on the inland side The parking study looked at these trouble spots and has recommendations to address parking on PCH. A pedestrian underpass at Malibu Seafood is not recommended. Beach access at Latigo Shore Dr will not be closed or moved. The Project Recommendation includes widening shoulders and allowing parking north of Paradise Cove. Vehicle size restrictions near driveways and intersections are not being recommended at this time but can be considered by the City. Parking structures are not being recommended. Introducing charges for formerly free parking can become controversial. Also, additional enforcement would be required but could be offset by the parking fee. Lowering of the speed limit is not being recommended; however, by making the travel lanes more narrow in areas, drivers might slow down.
127	One of the the many areas affected by parking on PCH is Paradise Cove. I have lived in Paradise Cove for more then thirty years now. In the last few years with the popularity of the restaurant and beach in PC, the parking on PCH has grown increasingly more dangerous. It has become a common sight now for cars to park a significant distance from the entrance lining up and down highway. On any given day in the summer, car alarms can be heard sounding off disturbing residents living close by. As traffic speeds by, families with children in tow, seemingly unaware of any potential dangers, stream up and down the highway making their way to the famous Paradise Cove beach... In my humble opinion, it is just a matter of time before something tragic happens. Something that can be prevented by restricting parking on PCH.	Email	N/A	N/A	Project recommendation includes widening the shoulders north of Paradise Cove and adding parking.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
128	At the workshop, traffic engineer Rock Miller of Stantec, the consultant firm undertaking the survey , described it as a thorough process and said he is optimistic that the study will enable the City to identify areas where parking safety can be improved, but cautioned that any proposed changes will face a complex approval process, "There are competing priorities with the City of Malibu, Caltrans and the Coastal Commission. Miller indicated that on several key stretches of PCH it may be possible to narrow the lanes and widen the shoulder. The restriping plan Miller proposed would remove parking on the inland side and improve parking on the ocean side, with the goal of creating more space between moving and parked vehicles and improved line of sight, He suggested that a wider parking area could help eliminate one major type of accident and would also improve pedestrian safety, and it might be possible to negotiate with Caltrans to try a mile-long test in a section of the highway like the area in front of the Malibu Pier. Malibu residents were encouraged to submit comments through Dec 16. We are in total agreement- This area described by Rock Miller for the mile -long test "in front of the Malibu Pier " is Phase 1 of the MALIBU BEACH ESPLANADE project and is the obvious choice for this "test" since the plans have already been approved by Caltrans, the Coastal Commission and past City Councils. . Construction drawings and a model of the "Test " area is available for review as well as the plans for phases 2 and 3 (from the Civic Center to Bluffs Park) completing the goal for connectivity ,circulation, and safety.	Email	N/A	N/A	The recommendation is included in the report.
129	For over 10 years, I have lost track maybe closer to 15, I have been actively engaged in trying to increase safety on PCH. I have submitted countless emails, many with pictures and suggestions. Improvements with cost has been a factor in my efforts, as Caltrans for a past period had a skeleton crew maintaining our main street. Virtually no surface maintenance, crack filling / slurry / repaving has occurred in years, except in limited specific areas (4 such short damaged areas in 2016) which many I had to submit multiple emails to get action, actual results. Having a smooth surface for cyclists is a serious safety factor, and interrelated to the parking. When I was on the safety commission, and time on the PCH Safety Task Force, much discussion occurs, but very little actual results are completed. Look at the Las Flores cross walk for instance. So, with any "parking study" findings, actual work must be completed. Several recent accomplishments to increase safety have been the placement of No Parking signs, and striping as done, in the following locations: either side of entrances of Matadore, Pescador, and Piedra. This affected parking but increased safety by reducing blocked visibility. Signs by Surfrider, either side of Malibu Seafood, by the guard rail s b north of Paradise Cove, are a start to increase safety. All were extremenly dangerous, and still have safety concerns, but through a few signs, the safety factor has increased. Thank you to The City Manager Feldman for her help with sign improvement. There are certain priority locations which merit work first. These priority locations, and then others with could be improved cheaply , should actually be done. The area at Westward Beach Road should have the paving expanded on the ocean side to accomplish cars parking further toward the ocean, and then having a walk lane and a bike lane on either side. Maybe pave on land side all the way to hill side with surface all flush. The city public works dept was very responsive everytime I asked to cut the brush back along Westward Beach from PCH, and filling shoulder height differential, and this provides parking option and increases safety. Speed humps should be considered between PCH and the Zuma Lot cut trough as many drivers are at a dangerous high rate of speed, maybe beyond also. The City's Broad Beach shoulder widening and improvements is a good example of enhancing parking option with safety and design. With respect to Paradise Cove, the shoulders should be widened, with little retaining walls where necessary, to achieve a space to park wider for cars to park, for people to exit vehicles, pedestrians to pass a parked vehicle sometime several deep if there are people going different ways and then some width for passing bicycles. A shoulder 7' wide is not a safe place to allow parking. What is the minimum width of an acceptable	Email	N/A	N/A	Thank you for your efforts to improve safety along PCH in the City. Any changes associated with the project recommendations would include pavement rehabilitation to provide a safe environment for bicyclists and pedestrians. The Project Recommendation at Westward Beach Rd includes restriping the travel lanes and widening the ocean side shoulder on PCH south of Westward Beach Rd. However, the Recommendations do not include any improvements on Westward Beach Rd. Speed humps will not be installed anywhere along PCH. Recommendations to install speed humps on other roadways is not within the scope of the parking study. The Project Recommendation at Paradise Cove consists of widening both shoulders north of the intersection to add parking. Caltrans HIghway Design Manual specifies that the minimum width of a shoulder allowing parking is 8 feet, but 10 feet is preferred. Parking on a shoulder less than 8 feet is not illegal unless No Parking signs are posted; however, the vehicle must be parked completely within the shoulder to be legal. Improving the safety of parking on PCH is a goal of the recommendations. Controlling the number of visitors to Malibu is outside the scope of the parking study. The shoulder on the inland side of PCH north of Ramirez Mesa Rd is less than 8 feet wide, however, parking is not currently prohibited at this location. Project Recommendations include prohibiting
130	I have lived in Malibu for over fourteen years. During that period, the traffic on PCH has increased to the point were there are days when I am unable to leave me home. The congestion in the Summer is so bad that even emergency vehicles find it difficult to get through the congestion. Unlike most cities, Malibu has only one main road. Other cities have a main street and a highway. Therefore, an alternative route to take during peak traffic. Our highway and main street are only one, PCH. During peak season, mostly the summer months, hundreds of thousands of visitors add the already over taxed PCH. That coupled with other distractions such as parking, drinking, jay walking etc. has caused our main street to become non functional and extremely dangerous. There is no practical way to widen or modify the highway to safely accommodate the massively heavy traffic load that it must support. One idea that I feel has merit, is to limit the public parking along the road during at least during the summer months. If the public parking were restricted to limited hours during peak times, people who desire to spend a day at the Malibu beaches would have to use public transportation. As part of the restricted parking, increased bus and shuttle services could be employed to facilitate public access and use of all of the Malibu beach facilities. Malibu business should not be negatively impacted in that they have private parking facilities that will allow patrons both local and visiting full access to shop and dine. By restricting the parking, whether by time of day or limited hours (possibly no parking at all during certain hours) , the volume of cars on the PCH will be significantly reduced. Emergency vehicles will be able to navigate safely, the community will be able to leave their homes, traffic accidents and injuries will be reduced and public safety will improve substantially. Visitors will still have full use and access to the amenities that our city and beaches has to offer but, they will have to use a public transportation system of buses and shuttles if they intend to spend a full day in Malibu. This idea may seem a little draconian but, when one considers the cost in loss of life that occurs on a regular basis in Malibu on PCH, I believe that such a measure is very justifiable.	Email	N/A	N/A	Removing all parking along PCH during the peak summer months is not an option. Shuttle service from off-site parking lots has been considered, but may not be feasible. It is discussed in the report. Increased use of public transportation would be beneficial, but parking cannot be removed to force its use.
131	I'll believe Malibu is doing something about trash and parking on PCH when the City moves to rid PCH of overnight RV's, used car sales, car & truck storage, kayak renting and advertising.	Email	N/A	N/A	The issue of overnight parking of RVs, truck storage, advertising, etc, can be alleviated through use of time-restricted parking (such as midnight to 5am). This would not restrict beach or business visitors and would mitigate some of the parking needs. It is discussed in the report.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
132	In the Hamptons telephone poles were placed under ground in order to create more space for parking. It was a win win since having the telephone poles under ground improved safty on highways in many ways	Email	N/A	N/A	Undergrounding of utilities would not increase available parking noticably.
133	As a Malibu resident since 1972 I've seen the impact of posting "No Parking" signs in a number of places. This makes our City less attractive to visiors and, potentialy, more dangerous as drivers try to be crative with parking. We should not eliminate any current parking. We already have too little. 1. The recomendation to widen the shoulder is an obvious solution and should be implemented whenever possible. 2. The recomendation to narrow the lanes on PCH is terrible. 3. The idea of bike lanes would be great if they con be done without: 1) narrowing traffic lanes, and 2) removing parking, & 3) being inconsistent and end abruptly where the highway is to narrow. Sorry to say, but the very few bikes relatived to the number of vehicles means the overwhelming focus must be on cars and trucks. PCH is and will remain a very dangerous place for cyclists. This is exacerbated by many cyclist having an attitude of being "in the right," not realizing they can also end up with severe injuries. I have ridden – mostly on trails – since the 80s but one of our routes required riding on PCH for several miles. We always tried to stay as far as possible from traffic lanes as possible. Too many cyclists weave in and out or ride two abreast. One sees cars and trucks slowing and driving into oncoming traffic lanes to avoid these bikes, resulting in traffic congestion and near accidents. There is a tendency to favor bikes over cars in a value judgement hat deems bikes as ecologically favorable, but with bikes being one tenth or one percent of traffic and 99% recreational, our focus must remain on vehicle traffic until we develop a viable alternative. Narrowing traffic lanes or removing parking to favor the few cyclist would be a terrible disservice to residents, computers, and visitors, and a giant misallocation of resources. We should promote safety issues to the cyclists. 4. Parking is obviously inadequate in many areas, especially near restaurants and surfing beaches hen the surf is up. We should consider a parking sturcture with a van shuttle for surf rider beach. 5. As noted, most free parking fills up before paid parking. A possible olution to this is to offer (I'm thinking of Zuma Beach & possibly Topanga) annual passes to encourage more people to use the paid lots. If a parking sturcture was built in the Civic center, it could also have a low cost annual fee with a shuttle during summer. This might reduce pedestrian accidents as well. 6. The busy restaurants like Maestros, Nobu, Moonshadows, Paraside Cove, and Geoffreys create big traffic problems. These establishments should bare part of the cost of widening the shoulder to accomodate their customers.	Email	N/A	N/A	Project recommendation is to eliminate parking in areas that are lightly used, widen shoulders where possible, and to reinforce areas where parking is currently prohibited with a consistent sign program. Narrowing of the travel lanes is necessary to widen the shoulders in some areas. By making the highway safer and more attractive to bicyclists, more bicyclists would be apt to use PCH for commuting, exercise, or recreation. The State is committed to providing safe and convenient highways for all travel mode users, with an emphasis on increasing non-vehicle modes of travel. An off-site parking structure with shuttle service could be considered by the City in the future, but is not part of the current Project Recommendations. An annual parking pass for the Zuma Beach lot could be beneficial for frequent visitors; however, the frequent visitors are also the ones that know to get to the beach early enough to park for free on the shoulder. Furthermore, this would not alleviate any parking problems at other areas along PCH. Existing businesses along PCH will not be required to pay for improvements to the public highway.
134	I was hoping to make the meeting, but couldn't get out there for it, so thanks for sharing the presentation. Here are some thoughts from the bike perspective: 1) Narrowing the lanes to help give more space to parking/biking/walking activity is definitely the right approach generally. Hopefully this will also help reduce the highway feeling that encourages people to drive way too fast for conditions. More crossing points for pedestrians in the business districts or other improvements would also help communicate that PCH is not a freeway. 2) There's an important caveat to the benefits of wider shoulders for bikes, which is that the worst parts of the highway for bikes are where there is some shoulder leftover from the parking, but it's in the door zone. What happens here is that drivers are super aggressive because they think you should be riding over in the shoulder, even though it is not safe at all to ride there. So when parking is up against the fog line, bikes have to be in the lane, but motorists respect that because they can see the shoulder is blocked. When parking is way back from the fog line leaving a good clear zone, that's great too because then it's safe for bikes to use the shoulder. Anything in between can be the worst outcome. 3) Following up on #2, this is a really important consideration if bike lanes are on the table. The presentation shows a 5' minimum bike lane next to a 7.5' parking lane, which basically puts the entire bike lane in the door zone. That might be ok on a low-speed street, but is definitely a no-go on streets with 40+ mph traffic, and where bikes are going 20+ mph. The minimum bike lane that should be considered should be 6', and even that would be better with a buffer. We have this problem on parts of the Zuma bike lane since the buffer wasn't included, so that project isn't as successful as it could have been. 4) Transitions between parking/no parking are really important. The most dangerous thing for a bike rider isn't being out in the lane, it's the merging. What happens sometimes in the less utilized parking areas is you'll get one or two parked cars, followed by a clear shoulder, followed by one or two parked cars. This is another source of stress because savvy bike riders will stay out to avoid having to merge back and forth, but aggressive drivers won't understand why you are in front of them when they think the shoulder is clear. 5) Areas where a clear bike lane or shoulder can't be provided, we should look at sharrows and BMUFL signs to help encourage safe lane positioning and respect.	Email	N/A	N/A	1. We have included these recommendations. 2. Bicycle lanes are also being provided where possible. 3. Unfortunately, there is not adequate width for 6-foot bike lanes. Bike may still use the traffic lane adjacent to a bicycle lane, especially if the bicycle lanes have doors and/or pedestrians in them. The Project Recommendations have been developed with consideration for bicyclists to avoid the "door zone". Where the parking lane is shown as 7.5 feet and the bike lane is 5 feet, the intention is for the total shoulder width to be 12.5 feet without a stripe between the bike lane and the parking zone. 4/5. Additional signage for bicyclists is recommended in the report.
135	I Live in Paradise. Cove mobile home park, and I routinely take the 534 metro bus to and from Santa Monica and central Malibu. One issue I have, is that when the "white walk person" shows up for me to cross from the 534 bus stop area over to the entry road down to Paradise Cove, the cars waiting to turn left out of Paradise Cove almost hit me. They either don't look or don't wait to turn behind me, which is DMV law. I've had to wave my hands FOUR times in the last few months to indicate my presence, so they don't hit me. My recommendation on this issue, is that the light be staggered so that the driver coming out of Paradise Cove (to turn left onto PCH) has to wait for a green arrow. This would allow pedestrians to get across first and safely, thus walking when the "white walking man" is shown. Secondly, when I disembark from the westbound 534 at the stop (that is very near PCH on the far side of the street), I almost get hit if there are cars parked between the bus stop and the stop light. There is not room for pedestrians to walk around the edge of the cars, with incoming traffic. A bus rider has to wait for the bus oncoming traffic to STOP at the red light to be able to walk to the light without risking being hit. Most people getting off there ARE going across the street at that light. It's a VERY dangerous situation. My recommendation to remedy this problem is to NOT allow cars to park on the side of the street between the westbound 534 stop sign and the stoplight that enters into Paradise Cove. There are already signs with arrows that say "no parking", but they're very confusing and everybody ignores them and parks there anyway.	Email	N/A	N/A	Traffic signal is not parking related. The Project Recommendation includes widening the inland side shoulder north of Paradise Cove Dr, which includes the area between the bus stop and the Paradise Cove signal.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
136	FYI the Original No Parking signs down this hill are over 30 years old and more were put up after that as a Contingency of The State Opening this little beach to keep the crowds small. It has gotten bad in last few years because of social media. We are Also trying to deal with State Parks as they are Supposed to close their beach gates at Sunset/ by dark. It is usually between 9 pm and Midnight, lots if partying and bon fires on the beach. It is a Whole different problem I know! NOW we have people coming up From the beach and breaking in to houses and cars in our driveways. Getting really bad.	Email	N/A	N/A	Not parking related.
137	I am the owner of an office building on PCH but will be unable to attend tomorrow night's meeting. However I feel strongly about the following: 1. A tree planting program along both sides of PCH where sidewalk widths allow would do wonders for turning a quasi visual freeway into a roadway that matches more a Malibu environment and would help with traffic calming. 2. Traffic calming would possibly go a long way toward minimizing parking related accidents. In addition to trees on PCH it certainly would be helpful for an ordinance that required more and meaningful landscape on adjacent commercial properties. 3. Signage on PCH restricts parking adjacent o driveway access and egress. However, invariably cars looking for parking space will ignore these signs and park within the restricted area. This leaves a completely dangerous situation when somebody is exiting from a driveway with virtually no view of oncoming traffic. I appreciate the opportunity to participate.	Email	N/A	N/A	Not parking related. Enforcement of existing signs is being worked on by the City
	FYI the Original No Parking signs down this hill are over 30 years old and more were put up after that as a Contingency of The State Opening this little beach to keep the crowds small. It has gotten bad in last few years because of social media. We are Also trying to deal with State Parks as they are Supposed to close their beach gates at Sunset/ by dark. It is usually between 9 pm and Midnight, lots if partying and bon fires on the beach. It is a Whole different problem I know! NOW we have people coming up From the beach and breaking in to houses and cars in our driveways. Getting really bad.	Email	N/A	N/A	Not parking related. Enforcement of existing signs is being worked on by the City
138	These pictures were sent to Skylar Peak and to Caltrans. Caltrans sent two people to check the situation but they came early on a day of light traffic and parking problems. Between El Matadore and the North end of Broad beach on the Ocean side of the highway, there are several signs washed out from age and several were knocked down from the Many car accidents. There have been many accidents weekly and many fatalities. A Week After the No Parking sign just south of the gate to El Matadore state beach was knocked down by a car accident, you will see in the one picture, their New No parking signs And the white stripes painted on the shoulder did nothing. Tons of cars parked. We told them the Only signs that work are the No Parking Tow Away signs like our City put along the highway all along Zuma. I was told the only way we got Those There is the Shoulder is narrow and dangerous. OUR shoulder is narrower! I Measured. AND it is on a Blind curved hill where the traffic is going much faster! 65-80 is the norm. (Also The Speed limit should Not go up to 55 at Trancas as there are More residential driveways between Trancas and the North Malibu City Limit than there are from Pepperdine to Trancas! Speed limit is 40-50 mph in the Rest of Malibu. We have been Begging for TWO Years for the Old warn out and knocked out no parking signs be replaced with the Tow Away No Parking Signs! The next email will show you what it looks like when there are cars parked all down this hill north of Broadbeach. It is SO dangerous the people open their doors, walk in the slow lane, parallel park, it is SO bad. Please excuse my late email to you before tonight's meeting, which I will attend, but I Just found out maybe YOU could be the one to speak out for 30 homeowners who can Not get out of our driveways about 6 months of the year. *Since the State put those three new No Parking signs on each side of Their driveway at the Top of our blind hill,(in last photo) they listened to me and SAW that the Only thing that works is "Tow Away" and Replaced the New signs with Tow Away No Parking Signs. I have been told Malibu City has recently purchased over 100 more of the Tow Away signs.PLEASE WE NEED THEM ALL THE WAY DOWN THE BLIND HILL BETWEEN EL MATADORE and North end of Broadbeach! The Mail Carriers and Delivery and Trash trucks are also having problems getting in and out of our driveways as WE are. Please look at the pictures in the next email you will see what I mean. Note: (see photos listed)	Email	N/A	N/A	The Parking Recommendations would replace legitimate faded, outdated, missing No Parking signs. The Parking Recommendations do not include changes to the speed limits. The Parking Recommendations would prohibit parking on the inland side and widen the ocean side shoulder from the Western City border to Trancas Canyon Rd. The type of signs to be installed are yet to be determined.
139	Parking land and ocean side with traffic - February 9, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
140	Parking people walking in travel lane - February 17, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening the shoulders will provide additional space for pedestrians
141	Parking and traffic in fog line - February 14, 2106	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening the shoulders will provide additional space for pedestrians
142	Bicyclist in travel lane next to parked cars - February 9, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening the shoulders will provide additional space for bicyclists
143	Parking encroaching close to resident driveway. Pedestrians walking in travel lane - February 9, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening the shoulders will provide additional space for pedestrians
144	Parking on land and ocean side with traffic and small painted median - July 3	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
145	Night traffic and poor visibility	Photo	N/A	N/A	Not parking related.
146	Pedestrians crossing and waling in travel lane - July 3, 2015	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening the shoulders will provide additional space for pedestrians
147	Pedestrian walking in travel lane - March 28, 2015	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening the shoulders will provide additional space for pedestrians
148	Car parking on shoulder near mailboxes - March 28, 2015	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
149	Car parking next to trash cans - March 28, 2015	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.

	Comment	Comment Source	Map Page (1 -13: west to east)	Map Description	Response
150	Pedestrian crossing in center lane island	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Restricting parking on the inland side will reduce pedestrians crossing the roadway
151	Car parking close to residential driveway - June 19, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
152	Cars parking on ocean side with traffic driving by	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
153	Cars parking on ocean and landside, full.	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
154	Roadway with shrubs/vegitation creating blind spot. Sight line obstructed.	Photo	N/A	N/A	All photos were reviewed to understand existing conditions. Widening and prohibitions of parking for sight distance are included in the recommendations
155	Shrubs and plants in shoulder	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
156	no parking sign - July 5, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
157	Faded no parking sign. April 2, 2016	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
158	Illegible sign	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
159	No Parking Tow Away	Photo	N/A	N/A	All photos were reviewed to understand existing conditions.
160	Las Tunas - Harner/Hundley	Site 1 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
161	Las Tunas - MRCA	Site 2 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
162	Las Flores - Lent	Site 3 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
163	La Costa - Wayne	Site 4 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
164	Carbon - La Costa - SCC	Site 5 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
165	Escondido - Geoffrey's	Site 6 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
166	Escondido - Clard	Site 7 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.
167	Escondido - Wildman/Mancuso	Site 8 Exhibit	N/A	N/A	All photos were reviewed to understand existing conditions.

Comments to the Final Report

Page No. (2/16/2017 version)	Reviewer	Comment	Response
General	Coastal Commission	Appreciative of informative verbal report, extensive graphics and data collection -> expect to be useful for years to come.	n/a
General	Coastal Commission	Supportive of recommendations to widen shoulders to provide more and safer parking, bike lanes, and narrower travel lanes for traffic calming as well as maximizing use of public lands to improve access and creating consistent easy to understand signing program (especially if helps reduce the number of signs in the corridor to reduce impacts on view corridors).	n/a
General	Coastal Commission	Concerned about recommendations that would result in the elimination or restriction of inland parking spaces and request more information be collected/analyzed with further public input prior to making final determinations.	Noted. As explained in the report, many of the spaces are currently unused and are being mitigated through improvement of other spaces and additional connection options (such as a bike lane).
General	Coastal Commission	Concerned that proposal to remove 675 parking spaces contradicts LCP policy to preserve or replace all existing parking capacity.	Noted. As explained in the report, many of the spaces are currently unused and are being mitigated through improvement of other spaces and additional connection options (such as a bike lane).
General	Coastal Commission	Request that additional strategies and possible alternative proposals be incorporated so recommendations include a package that demonstrates consistency with all applicable LCP policies.	All strategies are considered and discussed. Each recommendation has been given a priority, and can be implemented independent of the other recommendations.
General	Coastal Commission	We believe that some additional spaces can be created by reducing segments of unnecessary red curbing.	Red curbing has been installed for safety or for access to fire hydrants. Stantec's recommendations do not include removing red curbs needed for safety. Any unnecessary restrictions were recommended for removal.

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General	Coastal Commission	A more comprehensive review of all public lands may help to identify opportunities to utilize some of those lands for additional parking, including possible shared management strategies with other City partners such as State Parks or LA County Beaches and Harbors. This approach should also include evaluating how illegal developments within both City of Malibu and Caltrans ROW or on public lands might be removed to provide more space for public use. We would expect this evaluation to include City-held ROW along City streets adjacent or in close proximity to the beach (for example: Beach Road, Malibu Road, & the Point Dume Area) which may be able to make up for some of the parking stock that might be lost along PCH. These reviews are especially important near the vertical access ways to the beaches throughout the City.	A dicussion of additional partnerships with other agencies is being added to the report. Public property on adjacent streets is already providing parking where possible.
General	Coastal Commission	We encourage another look at possible shuttle options, as well as using underpasses/overpasses, additional crosswalks, and/or better timed traffic lights to provide more safe crossings for the public from both sides of PCH.	We do not recommend marked crosswalks at uncontrolled crossings since they can provide a false sense of security. In addition, they have been shown to be unused in the area. There are no signals within 5 miles at the west end of the City. Adjusted timing would not help pedestrians.
General	Coastal Commission	Disagree with implied elevation of 1973 baseline parking conditions (location and amount of public parking spaces and no parking signs in existence in 1973) to a special status that should serve as the baseline and not be altered. City's LCP acknowledges that there is a lack of sufficient parking for visitors and our goal through this study is to identify ways to protect or increase that parking reservoir in a safe and efficient manner for today's needs by clearly evaluating the need (or lack thereof) for any existing No Parking signs relative to current public access needs and traffic standards that apply within the City. Overall results of this study might include recommendations for removing No Parking signs in some areas and adding them in others based on 2017 conditions and public access goals.	The existing conditions identify parking as it exists in 2016 (the start of the Study), not in 1973. The goal of this project is to improve the safety of parking on PCH. The recommendations include removing parking in areas it is currently allowed and widening in areas to allow parking where it is currently prohibited or too narrow to support parking.

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General	Coastal Commission	Malibu's PCH Safety Study was referenced a few times but we believe this Parking Study might benefit from more direct linkages to aspects of that report. Recommendations in the Safety Study, such as changing ingress or egress lanes to the coast, might also offer opportunities for providing additional parking and should be analyzed as part of this parking review.	Additional linkages are being reviewed.
Maps	Coastal Commission	Legend change: The parcels which are highlighted by a shaded green color, are identified as "Potential Future Public Access". However, these parcels actually have existing lateral beach access easements. Suggested Change: the legend should be changed from Potential Future Public Access to "Existing Lateral Beach Access".	The properties highlighted in green have existing vertical access easements, but currently have no public access to the beach.
Maps	Coastal Commission	There are four round dots that denote "Public Access Points": The Blue dot is not defined, the purple dot is defined as "Private Lot". It seems that the intent of the purple dot is to indicate where Public Accessways exist on Private Lots, however we do not believe that is the case. Suggested change: The Blue and Purple dots should be combined into one color and identified as "Existing Public Accessways".	As shown in the map legend, the blue dot indicates approximate public access points (i.e., gate). These are access points only without an associated parking lot. The purple dot indicates privately run parking lots that provide access to the beach (e.g. Malibu Pier parking lot).
Maps	Coastal Commission	The Green dot denotes "County Beaches". The Brown dot denotes "State Beaches". These public beaches are comprised of several parcels and/or large pieces of land. Suggested Change: The entire extent of the public property should be highlighted (similar to the green highlighted parcels discussed above which denote existing lateral beach access). The existing Green and Brown dots can remain to indicate the vehicular entrance into the public beach property, but all public parcels should be identified.	The dots indicate the approximate access point (driveway, street, gate, etc).

Comments to the Final Report

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Maps	Coastal Commission	The maps do not identify all public land, whether fee or easement. As these public lands could be a source for additional parking, they should be identified and analyzed. Identify all Caltrans property; all Caltrans easements; all Caltrans under crossings. (Examples include: the 9 ft. wide Caltrans easement on 22108 PCH, Carbon Beach-page 53, and the beach access underpass at Corral Canyon Park, 26523 PCH -page 38). Identify possible locations where shared parking, or other beneficial uses would be feasible. For example, are there commercial or public agency lots that are not used during the weekends that could be used as parking for shuttle programs?	This is outside the scope of the existing parking study. The City feels there may be other agreements such as this, but including them all is outside the scope and perhaps irrelevant to current on-street parking.
Maps	Coastal Commission	Identify all publicly owned land along PCH. Identify possible locations where new parking, shared parking, etc. would be feasible.	This is outside the scope of the existing parking study. The City feels there may be other agreements such as this, but including them all is outside the scope and perhaps irrelevant to current on-street parking.
Maps	Coastal Commission	The maps do not include dedicated but not yet opened Public Accessways. In order to plan for those future accessways, they should be added to the map, so that parking needs can be accommodated and protected. Suggested Addition: All "Future Public Accessways" (recorded easements that have not been opened to the public) should be added to the Legend and identified on the maps. (For example, 20516 PCH - page 59, should be added as a "Future Public Access way", per a City permit recently approved for MRCA.)	Properties with undeveloped vertical beach easements are highlighted in the Existing Conditions maps in App A. Although as much consideration was given to providing maximum parking, new accessways should also consider parking availability and restrictions and consider parking alternatives when opening, just as new commercial or residential developments must provide sufficient off-street parking. In addition, there are alternate modes of accessing the beach accessways, such as public transit, taxi/ride-hailing services (Uber/Lyft/etc), and bicycles. Bicycle access is enhanced in many areas of the project by restriping and providing wider shoulders.

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Maps	Coastal Commission	The maps identify the boundary of each parcel with a solid blue line. It seems that this line adjoins the PCH right of way. For example, when we look at the Carbon Beach area, the inland edge of the beachfront parcels does not appear to include the sidewalk. We discussed this question at the meeting and the consultant stated that the sidewalk is located on private property and thus any encroachments such as mail boxes, landscaping, private pavers, etc. were not identified or evaluated. We believe these situations need to be more carefully analyzed. Requested Action: Confirm the location of the PCH right of way in relationship to the sidewalk. If the sidewalk is within the right of way, survey the encroachments within the sidewalk and identify steps to remove these encroachments.	This is outside the scope of the existing parking study.

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Maps	Coastal Commission	The maps identify the locations of the existing curb cuts. For example, on the west end of 22108 PCH (Carbon Beach-page 53), there are four curb cuts which were created for former driveways to former garages. When those garages were relocated to the eastern end of the residential compound, per a CCC coastal development permit, the former garages were converted to living space. However the curb cuts were not removed. These four curb cuts and a short red curb run for a distance of about 75 ft. In Appendix C, Recommendations, it shows that these curb cuts are proposed to become one long red curb, for a total of about 75 ft. This 75 linear ft. could provide four parking spaces, especially valuable for the overall parking supply in this critical location where there is a popular Public Accessway (Carbon Beach East) directly adjacent to this site. At the meeting, the consultant stated that they specifically looked for nonfunctioning driveways and garages. Is there a list of these sites? Was 22108 PCH included? If so, how was the decision made to expand the red curb at this location?	The curb cuts/driveways shown on App A page 53 at the west end of 22108 PCH appear to be in front of active garages (per Google Street View). An attempt has been made through field reviews to identify abandoned driveways, but further research is outside the scope of this study. Furthermore, the Appendix C Recommendations Map does not show a recommendation to combine or extend the red curb at this location, it is showing the existing red curb/driveway condition (refer to the "Malibu Parking Recommendations Categories" legend in the lower right hand corner of the map to identify locations of recommendations). Additional correction: 75 feet of curb space would provide 3 spaces, not 4 (24 feet/space).
Maps	Coastal Commission	Requested Action: Submit the list of sites that contain non-functioning driveways or garages. Identify the proposed changes and how these changes would be implemented. For those sites where curb cuts and/or red curbs would be eliminated, identify the actual steps that would be taken to ensure that these impediments are removed (e.g. City action? Property owner action? Failure to comply would result in?) and the parking spaces will be returned for use by the public.	This is outside the scope of the existing parking study.

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Maps	Coastal Commission	The maps should overlay all public lands, public easements (open and not yet open) with currently restricted parking areas to determine if key areas need another review to determine opportunities for additional public parking. A critical area discussed on our meeting was at El Matador State Beach-page 10. Is there useable public land and/or public easements that could be opened for additional parking at El Matador? Other areas? Are creative new strategies possible to be developed with State Parks to meet visitors' needs?	Public parks and parking lots are shown on the existing conditions map. Properties with undeveloped vertical beach easements are highlighted in the Existing Conditions maps in App A. This map also shows areas of restricted parking. These public easements on residents' private property do not provide any opportunity for additional public parking. Additional space was explored as a part of the study. Any appropriate strategies were discussed.
Table 3-1	Coastal Commission	Off Street Parking Lots, should be updated to include the public parking spaces available at PC Greens 22601 PCH - page 51, 2nd and 3rd floor on weekends and holidays, per a Coastal Commission permit condition.	This is outside the scope of the existing parking study. The City feels there may be other agreements such as this, but including them all is outside the scope and perhaps irrelevant to current on-street parking.
Table 3-2	Coastal Commission	Coastal Access Points, includes a column titled: "Public-Private Access Path". The word "Private" should be deleted as these are permanent Public Access Easements (located on private property).	Table 3-2 revised.
2-10	Coastal Commission	A citation to the California Vehicle Code section 22514, states that no parking is allowed within 15 feet of a fire hydrant, however exceptions are allowed: "(b) if the local authority adopts an ordinance or resolution reducing that distance. If the distance is less than 10 ft ... then the distance shall be indicated by markings ..." Given the high number of fire hydrants (210) that are located along PCH, along with the 5459 linear feet of red curbs (portions of which protect fire hydrants), the study should analyze the positive results of reducing the length of the fire hydrant red curbs and thus providing additional parking.	Stantec does not recommend that the City adopt a resolution to reduce the clearance adjacent to fire hydrants for the purpose of increasing parking. The City is not interested in adopting a resolution to reduce the clearance adjacent to fire hydrants to increase parking.

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51	Coastal Commission	For example: at 22432 & 22426 PCH (Carbon Beach-page 51), there is an approximately 75 ft. long red curb, and a fire hydrant located about 25 ft. into this red curb area. Thus, there is about 50 ft of red curb east of the fire hydrant that could be used for parking. Reducing the 15 ft hydrant buffer area would provide about two additional parking spaces. These parking spaces are critical support for the Public Accessway, Carbon Beach West, located 150 ft to the west.	Stantec does not recommend that the City adopt a resolution to reduce the clearance adjacent to fire hydrants for the purpose of increasing parking. Additional correction: in order to provide 2 parking spaces adjacent to the fire hydrant discussed here, there would only be 2 feet of clearance on the east side of the fire hydrant (2 x 24 ft/space). Stantec does not support removing the clearance adjacent to fire hydrants.
General	Coastal Commission	Did the study confirm that all of the identified structures are in fact operational ·fire hydrants? Did the study look at the location of the existing Public Access ways and the nearby red curbs and curb cuts to determine if these restricted areas could be reduced so as to provide additional public parking? If so, please identify. If not, please collect this information and identify the steps to implementing a red curb reduction program. As discussed above, who would administer this program and how would it be enforced?	We did not confirm that the locations of fire hydrants provided by the City are in fact active fire hydrants. This is outside the scope of this study. The need for existing red curb was reviewed and locations were confirmed.
General	Coastal Commission	There is only one paragraph discussing the possible use of shuttles. Page 5-25 concludes that the use of shuttles "may not be feasible" but provides no detail of what types and locations of shuttle programs were evaluated. Beach Shuttles from both Hwy 101 and from Santa Monica along PCH, especially from the Metro station, needs to be more fully explored and analyzed. Park and Ride lots should also be identified and analyzed as possible sites for shuttle stops. Are Malibu hotels supporting shuttle programs for their guests as a way of reducing traffic and parking demand?	This is outside the scope of the existing parking study.

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General	Coastal Commission	The study does not identify locations of existing underpasses and how they may factor into improved parking strategies, nor does it examine how adding underpasses or overpasses might enhance parking strategies for moving people from the inland side of PCH to the beach side. The study should be expanded to include a list of existing underpasses (whether used by pedestrians or not) and include an analysis of potential uses for these underpasses and possible overpasses as elements of strategies to add to the available reservoir of parking opportunities.	Both underpasses and overpasses were discussed with the City and Caltrans and they were rejected as not feasible for financial reasons. Furthermore, pedestrians would not use them. The existing underpass is not an official underpass and Caltrans does not want it recognized as such.

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Line	**MRCA - March 29, 2017 Letter**			
6	Overall comments	MRCA	There would be a net loss of 675 equivalent parking spaces (p. 5.29). We are concerned with this proposed loss of parking, particularly near existing and proposed public access points (parks, trails, beach accessways, etc.). We recommend that the final report incorporate an increase in the number of new parking spaces and a reduction in the number of spaces to be lost.	The goal of the Study Recommendations was to increase parking as much as possible, enhance existing parking as much as possible, and minimize the loss of parking as much as possible; however, the main focus of the study is safety, and to prioritize human life and safety before the need for rarely used parking spaces. The study presents recommendations to improve the safety of parking along PCH - sometimes at the cost of losing questionable parking spaces. The LCP LUP allows the removal of parking for safety reasons (Policy 2.27 "The implementation of restrictions on public parking . . . shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety.)
7	Overall comments	MRCA	Need to Identify Encroachments and Opportunities for Enhancement of Public Parking Consistent with the City of Malibu LCP LUP Policy 2.31, the City should conduct an inventory of PCH to identify all unpermitted signage or physical barriers to public parking and to establish a database to aid in preventing future loss of legal public access and parking. The policy further states that all unpermitted signs and/or physical barriers which prevent public parking near the shoreline shall not be permitted.	A complete inventory was conducted and no unpermitted signs were identified in the public ROW. One of the benefits of this study was providing a database to both Caltrans and the City of parking-related signage. Since the inventory, temporary or unauthorized signs or barriers may have been placed in the public ROW. The City and Caltrans shall continue their proactive monitoring of unauthorized No Parking signs or barriers in the public ROW. Any parking restrictions implemented based on the recommendations will be posted with authorized signage consistent with the MUTCD. No unpermitted signs or barriers will be allowed.

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8	Overall comments	MRCA	For example there may be dense landscaping, fences, or other physical barriers in the public PCH ROW, which results in narrow shoulder in some areas. It is not appropriate for the report to recommend that no parking signs be installed and no parking be instituted or enforced in this area without additional consideration of public parking need and alternatives such as removing encroachments. If the report recommends no parking be enforced in these areas with encroachments, the City is validating the encroachments. There may be relatively simple solutions in some areas, such as removing the encroaching landscaping or other barriers for one or two feet in width, to widen the dirt areas available for public parking. This is particularly important in areas near existing and proposed beach accessways, park entrances, and other public accessways.	An exhaustive land survey of the exact public ROW was not within the scope of the project. Preliminary ROW was identified through GIS database. Field reviews further identified locations where potential widening/landscape encroachment removals would improve parking or add parking spaces. The presence of overgrown vegetation, private fences, or barriers within the identified public ROW did not justify removing parking spaces. The removal of overgrown vegetation and private barriers should be done by Caltrans or the City as identified; however, the recommended removal of spaces is based on the width of the existing shoulder and a lack of relatively flat public land adjacent to the paved shoulder for potential widening, sight distance considerations at intersections and beach parking lot entrances, or roadway curve/grade.
10	Overall comments	MRCA	Need for Replacement Public Parking The report must fully address and implement LCP LUP policies 2.27 and 7.12, which specify requirements for replacement public parking spaces.	See comment (Line 6) above. Every attempt was made to keep as much parking as possible, except when it conflicted with public safety. In addition, feasible locations for improvements/widening to provide additional parking were identified. Both policies 2.27 and 7.12 specify requirements for replacement of spaces "where feasible".
11	Overall comments	MRCA	Need for Clarification of Existing Conditions in Order to Evaluate Opportunities for Public Parking Enhancement There is a red line of the maps (Appendix C-Recommendations) identified on the legend as "Parking Prohibited or <8' Shoulder." It is important that the figures distinguish between the areas where there is existing prohibited parking versus where the shoulder is less than 8-feet-wide. Currently, these two categories are lumped together. Lumping these two categories is a disservice to the decision-makers and public in evaluating the existing conditions and public parking opportunities. This is particularly important in areas where people currently park but where parking is proposed to be removed, near existing and proposed beach accessways, park entrances, and other public accessways (some specific areas described below).	Appendix A shows the shoulder widths and existing parking restrictions. An "equivalent shoulder parking space" size was identified in the report based on State and nationwide engineering practices. While some drivers currently park their vehicles in the areas smaller than the equivalent space or where parking is prohibited, this practice is not condoned by the City, Caltrans, or Stantec. Areas of parking are recommended based on engineering judgement and safety, not on whether drivers already park there.

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12	Overall comments	MRCA	For example, there may be areas where the paved shoulder is less than 8-feet-wide, but there is one or two feet of existing dirt which could be used for public parking. That opportunity should be considered, particularly near existing and proposed public access points.	Areas where relatively flat dirt areas are adjacent to paved shoulders were not included as "parking prohibited or <8' shoulder". It is understood that dirt areas can be used for parking, and if 8 feet or more is provided for parking, whether paved or unpaved, it would have been included in existing parking. For example, on page 14, the paved shoulder is 7 feet wide, however, it is not identified by a red line in Appendix C because of the adjacent flat dirt area.
13	Overall comments	MRCA	On the other hand it is important to know where existing parking is prohibited and why it is prohibited (e.g. specific code). If parking is prohibited (per the sold red line) near key public access points, it is worthwhile to reconsider those areas to allow some public parking near these public access points.	It is outside the scope of this project to determine the reason for every previous/existing parking restriction along PCH in the City. For this study, each location of parking restrictions was reviewed and the current parking restriction was either verified or recommended to be removed based on safety (i.e., shoulder width, speed of traffic, and roadway curve and grade). If there was no reason to keep an existing parking restriction, it was recommended for removal.
14	Overall comments	MRCA	For example, while line of sight is important looking left when pulling out of a driveway, perhaps some public parking areas could be maintained in some areas looking right. This warrants additional consideration and discussion with the City, Stantec, Caltrans, Calif Coastal Commission, and the park agencies such as MRCA, particularly where no parking is proposed to be enforced near key public access points (existing and proposed).	Sight distance restrictions in both directions are important when exiting a street or driveway (unless left turns are prohibited).
15	Appendix C-Recommendations p.31	MRCA	Meadows Court, Inland Side There is an existing trail easement (running north-south) on the west side of easterly Meadows Court Road (by the guard gate), which then traverses in an east/west direction along the south border of the subdivision. The trail easement connects to PCH ROW at the east side of the subdivision. (The trail easement is depicted on parcel maps.) The upper (northerly) portions of this trail exist on the ground and are used. The southerly portion of the trail is not yet built within the easement.	The easement is shown on the maps in the appendices, but it is not labelled as a trail.

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16	Appendix C-Recommendations p.31	MRCA	Vehicles currently park along the shoulder west of the west side of Meadows Court subdivision. (For example, Google Earth shows ten vehicles parked between the parcel identified as 27355 and the Meadows Court driveway by the guard house.) Severe reductions in public parking are not warranted in this Meadows Court area. Public parking should be expanded in this Meadows Court area.	After further consideration and review, there is a section north of westerly Meadows Court and a section between westerly Meadows Court and easterly Meadow Court on the inland side which is wide enough to recommend removing the No Parking restriction. This results in approvimately 14 new equivalent spaces. The report and the map in Appendix C have been revised to reflect this new recommendation.
17	Appendix C-Recommendations p.31	MRCA	It appears that there is an approximately 600-foot-long stretch south of the Meadows Court subdivision shown as a red line, identified as "Parking Prohibited or <8' Shoulder" (p. 31 parcels identified as 6428, 6437, 27353, and 27355). The report should clarify which category this falls into - parking prohibited, or less than 8-foot-shoulder. It appears that this would be left status quo - please let us know if our understanding is incorrect.	Appendix A shows the shoulder widths and existing parking restrictions. See above (Line 16)
18	Appendix C-Recommendations p.31	MRCA	At the east side of the parcel identified as 27405, it looks like the proposal shown as a light blue dashed line is to "Improve signs, install missing signs - existing parking restriction."	See above (Line 16)
19	Appendix C-Recommendations p.31	MRCA	Opportunities should be explored here in the Meadows Court area to make public parking available, particularly west of the Meadows Court subdivision. It is obvious that it is possible to park there, people park there now, and the current parking situation is good. The report must explicitly define why this area was designated as a red line and what minor improvements could be made to improve the existing parking, in front of the parcel identified at 27353 (approximately 300 feet long).	Areas of parking are recommended based on engineering judgement and safety, not on whether drivers already park there. See above (Line 16)
20	Appendix C-Recommendations p.31	MRCA	On the east side of the Meadows Court subdivision (by the parcel identified as 6447 on p. 32), we make similar recommendations. Google Earth shows about four vehicles parked along the shoulder at the east side of the parcel identified as 6447 on p. 32. The report should clarify which category this area identified as a solid red line falls into - parking prohibited, or less than 8-foot-shoulder. Parking enhancements should be considered.	Appendix A shows the shoulder widths and existing parking restrictions. The parking in this area is recommended to remain restricted due to sight distance at the intersections and driveways.

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21	Appendix C-Recommendations p.32	MRCA	Via Escondido Drive, Inland Side Our agency has deeded road easement right over Via Escondido Drive to PCH, which were acquired along with the MRCA's Escondido-Flood property (APN 4460-003-900 and 4460-003-901). Parking in this area also serves the beach across the beach. There is an approximately 300-foot-long stretch east of Via Escondido Dr (on the ocean side) and an approximately 450-foot-long stretch west of Via Escondido Dr depicted as a solid red line. The report should clarify which category this falls into - parking prohibited, or less than 8-foot-wide shoulder. Vehicles can be seen on Google Earth parking on the dirt west of Via Escondido, outside the paved shoulder. Google Earth shows that vehicles park on the inland side of PCH between the west side of the Meadows Court subdivision and Via Escondido Dr. We recommend that parking be enhanced west of Via Escondido Dr and west of the bus stop (outside of the bridge) within this 450-foot-long stretch identified as solid red line. The final report must identify what minor enhancements would be implemented to improve the public parking. This can include expanding the pavement and/or reconsidering existing parking restrictions (if there are any). Another option would be to allow parking on the dirt and installing signage directing visitors to park outside of the white line. It would be unacceptable to lose the public parking here west of Via Escondido Dr (other than prohibiting parking at the bus stop). This is important so that public parking can be maintained for access to Via Escondido Dr, the trail easement (lower part of trail not yet built within the easement) at the Meadows Court subdivision, and the beach access across the street.	Appendix A shows the shoulder widths and existing parking restrictions. The parking in this area is recommended to remain restricted due to sight distance at the intersections and driveways. Cars are observed to be parking here on Google Earth, and our inventory identified that the Caltrans No Parking signs were missing from this section of roadway. However, the restriction is recommended to remain.
22	Appendix C-Recommendations p.32	MRCA	The text states: "Improve signage on inland and ocean sides to clearly prohibit parking on the bus zones." The report should clarify what is the length of PCH where the signage would be installed for the bus stop. Would signage be installed along this entire length (300 feet plus 450 feet), or just in a small subset of this stretch? It should just be a small subset for the bus stop.	As stated in the text of the Report, the length of the bus zones are determined by Metro, but are from 40 to 150 feet long, depending on location. It would not be for the entire length of existing parking restriction north of Via Escondido Dr.

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23	Appendix C-Recommendations p.32	MRCA	Regarding the stretch of the PCH shoulder east of Via Escondido Dr, some of it is shown as a solid red line and some is shown as a dashed red line ("Prohibit Parking-New"). Again, it is critical information for Caltrans, the public, and decision-makers to know what public resources are there. The report must identify which category this area shown as a solid red line is designated as: parking prohibited, or less than 8-foot-wide shoulder, rather than hiding behind a catch-all designation. Is the red line in this area based on a code, or a subjective call?	The solid red line is based on existing physical conditions. Appendix A shows the shoulder widths and existing restrictions (and/or presence of a fire hydrant, as in the case in front of property 27146). The new parking restrictions provide the reasoning for the proposed restriction, and it's recommended to prohibit parking at this location due to narrow shoulder width, and the curvature of the roadway.
24	Appendix C-Recommendations p.32	MRCA	The City should explore widening the pavement into dirt areas in order to enhance public parking in some of this area, while still maintaining adequate sight distance to Via Escondido Dr. Enhancing public parking east of Via Escondido Dr may be more challenging than west of Via Escondido Dr. However, it should not be categorically dismissed without a more in-depth analysis.	The parking in this area has been recommended for removal due to safety (the width of the paved shoulder, lack of flat dirt area, and the roadway curve).
25	Appendix C-Recommendations p.29	MRCA	Escondido Beach Area, Ocean Side Google Earth shows vehicles parked along the shoulder on the ocean side where the map currently shows a solid red line identified as "Parking Prohibited or <8' Shoulder" along parcels identified as 27832, 27808, 27800, and 27768. The map also proposes new parking prohibitions on the ocean side along parcels identified as 27852, 27834, and 27768. However, Google Earth shows that vehicles currently park along the shoulder on the ocean side at these locations.	Correct. However, illegal and questionable parking locations were the reason for this study. In this area specifically, these cars are shown with portions encroaching into the travel lane, which is prohibited by the California Vehicle Code.

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26	Appendix C-Recommendations p.29	MRCA	There is a note on p. 29 stating: "Prohibit parking on ocean side from W. Winding Way to E. Old Road due to shoulder width and roadway curve." This would essentially create a solid wall of no parking approximately 600-feet-long in front of, and eastward, of a proposed beach accessway located at 27910 PCH. This is in addition to another 500 feet of no parking west of the parcel at 27910 PCH. This is unacceptable. The final report must clarify which category this falls into - parking prohibited, or less than 8-foot-wide shoulder, for the two solid red lines from 27910 PCH eastward to E. Winding Way. The final report must reevaluate the potential for enhanced public parking in the vicinity of 27910 PCH, such as widening shoulder, particularly in front of and east of 27910 PCH.	Appendix A shows the shoulder widths and existing parking restrictions. An "equivalent parking space" size was identified in the report based on State and nationwide engineering practices. While some drivers currently park their vehicles in the areas smaller than the equivalent space or where parking is prohibited, this practice is not condoned by the City, Caltrans, or Stantec. Areas of parking are recommended based on engineering judgement and safety, not on whether drivers already park there. By restricting some of the parking on the ocean side near Winding Way where the shoulder is less than 8 feet wide, the parking on the inland side can be widened/improved through restriping. It is also noted that by restricting some of the parking on the ocean side north of Old Road (4 equivalent spaces) it allows for an addition of 5 equivalent spaces on the inland side.
27	Appendix C-Recommendations p.29	MRCA	East Winding Way, Inland Side The public parking lot for Escondido Canyon Park is located on the inland side at the intersection of E. Winding Way and PCH. The parking lot fills up quickly, which frequently leads to visitors parking on the PCH shoulder. We support the proposal to widen the existing shoulder on the inland side of PCH, both west and east of E. Winding Way at parcels identified as 27841, 27777, 27727, and 27715.	Understood. Unfortunately, these improvements can only be completed through the restrictions on the ocean side. Unfortunately, the adjacent slope prohibits shoulder widening on either side of the roadway.
28	Appendix C-Recommendations p.31	MRCA	Geoffrey's Restaurant, Ocean Side A blue dot should be added to Geoffrey's Restaurant eastern driveway at the parcel east of the parcel shown as 27400 on p. 31, in order to depict an existing public access.	Accessways were provided from City data and show general access locations, but not exact pathways.
29	Appendix C-Recommendations p.31	MRCA	Many vehicles park along the shoulder from the Geoffrey's eastern driveway (across PCH from the parcels identified as 27355 and 27353 on p. 31) eastward to approximately the parcel identified as 27314. Much of this area is identified as a solid red line on p. 31. The report should clarify which category this falls into - parking prohibited, or less than 8-foot-wide shoulder. It appears that no action is proposed for this area east of the eastern Geoffrey's driveway - please let us know if our understanding is incorrect.	Additional information on shoulder widths and existing restrictions can be found in Appendix A (for this portion, as shown in Appendix A there are existing restrictions although the signs are missing, not width issues. Although we can't determine the reasoning at the time, it's likely for sight distance purposes). Your understanding is correct.

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30	Appendix C- Recommendations p.31	MRCA	Based on our parcel data, it appears that there are encroachments (fences, landscaping, etc.) in the public ROW east of the eastern Geoffrey's driveway. These encroachments should be surveyed and the results included in the final PCH Parking Study. At the very least, the final report should include aerial photo with parcel boundaries, showing these encroachments (e.g. from the Los Angeles County GISNET website).	A complete land survey of Caltrans ROW is outside the scope of this project. However, it appears that the fence and landscaping in this area are outside of the public ROW and does not interfere with parking on the paved shoulder. Further, the parking restrictions directly south (east) of the Geoffrey's driveway are likely not due to shoulder width or encroachments, but are reasonable for sight distance issues, and an existing fire hydrant.
31	Appendix C- Recommendations p.31	MRCA	There should not be a loss of the high volume of parking in this area east of the eastern Geoffrey's driveway, particularly given the apparent encroachments and the adjacency to an existing beach access. The City should consider options for enhancing parking here, including removing encroachments and widening the pavement, or using the newly created dirt opening and/or removing any parking restrictions (if they exist).	The Study recommendations do not include removing any parking in this area, simply to reinforce existing parking restrictions with consistent signage.
32	Appendix C- Recommendations p.11 and 12	MRCA	Lechuza Beach The blue dot on p. 12 indicating Public Access at Lechuza Beach should be moved to Lot I, across from the Bunnie Lane cul-de-sac, along Broad Beach Road (between parcels 31712 and 31736). This should also be shown on p. 11. There should also be a blue dot at the intersection of E. Sea Level Dr and Broad Beach Rd.	Accessways were provided from City data and show general access locations, but not exact pathways.
33	**MRCA - April 7, 2017 Maps & Aerial Photos / Letter Attachments**			
34	Maps App C - p.29	MRCA	Photo Comments: Existing Conditions Near Escondido Beach - 27910 PCH (ocean side) Vehicles parked in Google Earth aerial (2/2016); more recent Street View shows cones present.	Cones were not present when field reviews were conducted. The City and Caltrans shall continue their proactive monitoring and removal of unauthorized No Parking signs or barriers in the public ROW.
35	Maps App C - p.29	MRCA	Photo Comments: Existing Conditions Beach access easement (not yet built). Vehicles currently park (arrows pointing between W. Old Road and E. Winding Way)	Properties with undeveloped vertical beach easements are highlighted in the Existing Conditions maps in App A.
36	Maps App C - p.29	MRCA	Map Comments: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Near Escondido Beach - 27910 PCH (ocean side) Reevaluate potential for enhanced public parking in the vicinity of 27910 PCH, such as widening the shoulder, particularly in front of and east of 27910.	The parking in this area has been recommended for removal due to safety (the width of the paved shoulder, lack of flat dirt area, and the roadway curve), and to improve and add additional parking on the inland side, which provides access to the trail without requiring pedestrians to cross PCH.

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37	Maps App C - p.29	MRCA	Map Comments: MRCA Recommendation: Add dot (new category): Proposed Beach Access Point	Properties with undeveloped vertical beach easements are highlighted in the Existing Conditions maps in App A.
38	Maps App C - p.29	MRCA	Map Comments: MRCA Recommendation: Clarify if this red line means parking prohibited, or less than 8-foot-wide shoulder. Appears from "Existing Shoulder Conditions (Central Malibu)" Fig 3-19 that this is less than 8-feet-wide and a small portion 8'-10'. If parking prohibited, clarify why (e.g., what code?).	Information on shoulder width and parking restrictions can be found in Appendix A. It is outside the scope of this project to determine the reason for every existing parking restriction along PCH in the City. For this study, each location of parking restrictions was reviewed and the current parking restriction was either verified or recommended to be removed based on safety (i.e., shoulder width, speed of traffic, and roadway curve and grade). In this case, the restrictions are recommended to remain due to a narrow shoulder width and curvature of the roadway.
39	Maps App C - p.31	MRCA	Photo Comment: Existing Conditions Near Meadows Court (inland side) and Geoffrey's Restaurant (ocean side) Trail easement (lower/southern portion not yet built within easement) Existing Beach Access north of Geoffrey's Vehicles currently park south of Geoffrey's Encroachments in PCH ROW south of Geoffrey's trail easement on the inland side of PCH	Existing easements and general location of access points are shown on the maps, including Existing Conditions (App A) and Recommendations (App C). Current parking is not shown on the maps, and this area and any potential encroachment issues are addressed per the comment above.
40	Maps App C - p.31	MRCA	Map Comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Report should identify what minor improvements could be made to improve the existing parking, in front of the parcel identified at 27353 (approximately 300-feet-long).	Addressed under "Meadows Court" comment above (Line 16).
41	Maps App C - p.31	MRCA	Map Comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Clarify if this red line means parking prohibited, or less than 8-foot-wide shoulder. Appears from "Existing Shoulder Conditions (Central Malibu)" Fig 3-19 that this is greater than 10-feet-wide. If parking prohibited, and evaluate why (e.g., what code?). Clarify if report currently suggests this red line would be status quo.	Information on shoulder width and parking restrictions can be found in Appendix A. It is outside the scope of this project to determine the reason for every existing parking restriction along PCH in the City. For this study, each location of parking restrictions was reviewed and the current parking restriction was either verified or recommended to be removed based on safety (i.e., shoulder width, speed of traffic, and roadway curve and grade). The recommendation does not change the existing parking restriction in this area, due to sight distance needs.

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42	Maps App C - p.31	MRCA	Map Comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Add blue dot - Public Access (in front of Geoffrey's Restaurant)	Properties with undeveloped vertical beach easements are highlighted in the Existing Conditions maps in App A.
43	Maps App C - p.31	MRCA	Map Comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Consider options for enhancing parking here (south of Geoffrey's southern driveway on the ocean side), including removing encroachments and widening the pavement, or using the newly created dirt opening and/or removing any parking restrictions (if they exist).	Discussed above (Line 31).
44	Maps App C - p.31	MRCA	Map Comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Survey potential encroachments in public ROW; include results in Final Study. At least, the Final Study should include an aerial photo with parcel boundaries.	A complete inventory was conducted and no unpermitted signs were identified in the public ROW. One of the benefits of this study was providing a database to both Caltrans and the City of parking-related signage. Since the inventory, temporary or unauthorized signs or barriers may have been placed in the public ROW. The City and Caltrans shall continue their proactive monitoring of unauthorized No Parking signs or barriers in the public ROW. Any parking restrictions implemented based on the recommendations will be posted with authorized signage consistent with the MUTCD. No unpermitted signs or barriers will be allowed.
45	Maps App C - p.32	MRCA	Photo Comment: Existing Conditions Near Meadows Court (inland side) and Via Escondido (inland side) Trail easement (lower/southern portion not yet built within easement) Vehicles Currently park MRCA has deeded road easement rights over Via Escondido Drive to PCH	Noted.
46	Maps App C - p.32	MRCA	Map comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Clarify over what distance the Stantec recommendation applies to improve signage to clearly prohibit parking in the bus zones. It should be just near the bus stops.	No change to the bus zone length is recommended, which is determined by Metro. The bus zone lengths are from 40 to 150 feet long, depending on location.
47	Maps App C - p.32	MRCA	Map comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Clarify if this red line means parking prohibited, or less than 8-foot-wide shoulder. Appears from "Existing Shoulder Conditions (Central Malibu)" Fig 3-19 that this is "<8 ft" and "Existing unpaved shoulder" could accommodate widening to 8' paved area.	Information on shoulder width and existing restrictions can be found in Appendix A. In this area, the No Parking signs are missing. The existing parking restriction is recommended to remain due to sight distance issues.

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48	Maps App C - p.32	MRCA	Map comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Implement enhancements to improve public parking (e.g., widen pavement to at least 8-feet-wide) (north of Via Escondido Drive)	The No Parking signs in this area are missing. The existing parking restriction is recommended to remain due to sight distance issues.
49	Maps App C - p.32	MRCA	Map comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Clarify if this red line means parking prohibited, or less than 8-foot-wide shoulder. Appears from "Existing Shoulder Conditions (Central Malibu)" Fig 3-19 that this is "8-10 ft" with a small part "<8 ft." If parking prohibited, clarify why (e.g., what code?).	Appendix A shows the shoulder widths and existing parking restrictions. It is outside the scope of this project to determine the reason for every existing parking restriction along PCH in the City. For this study, each location of parking restrictions was reviewed and the current parking restriction was either verified or recommended to be removed based on safety (i.e., shoulder width, speed of traffic, and roadway curve and grade).
50	Maps App C - p.32	MRCA	Map comment: MRCA Recommendations April 7, 2017 and March 29, 2017 Letters Explore widening the pavement into dirt areas in order to enhance public parking in some of this area, while still maintaining adequate sight distance to Via Escondido Dr. (south of Via Escondido Drive)	Unfortunately, vertical grades/slopes prohibit widening of the pavement in this area. The parking restrictions must be kept to maintain sight distance.
51	**MRCA - April 7, 2017 Letter**			
52	General comment	MRCA	On March 29, 2017, MRCA staff provided written comments in a letter to the City of Malibu Public Works Commission and Public Safety Commission on the PCH Parking Study Draft Final Report. We ask that you fully address the comments in that March 29, 2017 letter and this current letter.	Comments in both letters have been addressed.
53	General comment	MRCA	One of our overarching concerns is an apparent rush to exclude public parking. The Study recommendations, if implemented, would result in a net loss of 675 equivalent parking spaces (p. 5.29). This is of particular concern near existing and proposed public access points, both ocean and inland sides of PCH. Proposed public access points include existing recorded trail easements or recorded beach accessways that are not yet improved or open (several are at various stages of design and permitting), and trails as shown on the Local Coastal Program Parkland and Trails Dedication Incentive Program Map (adopted by the City Council April 11, 2016; pending a final LCP amendment). For example, in our December 16, 2016 letter, we provided a map of proposed beach accessways. The final Study must maintain, and where possible, enhance parking near these existing and proposed public access points.	The Study reflects the recommendations of a year (plus)-long study. Attempts were made to preserve or increase parking along PCH as much as possible; however, safety and human life were prioritized over preservation of maximum parking spaces, and recommendations were based on safety and engineering judgement. These are Stantec's recommendations, and the decision-makers can implement these recommendations, conduct further analysis, or reject some or all of the recommendations.
54	General comment	MRCA	The City of Malibu LCP LUP Policy 2.1 quoted.	The LUP LCP policy quoted specifies that shoreline, parklands, beaches, and trails shall be protected, expanded, or enhanced as a resource. This policy does not address public parking.

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55	General comment	MRCA	The City of Malibu provides unparalleled opportunities for public access. Parking is a critical piece to ensure public access. Ensuring safety with respect to parking on PCH is clearly a fundamental goal for all stakeholders. The recommendations in the Study cannot be made in a bubble without a full consideration of the implications for public access. The final recommendations must be modified to ensure public access is adequately protected. The final Study must also include a full analysis of consistency with the City of Malibu LCP, including but not limited to policies 2.1, 2.27, 2.31, and 7.12 and LIP Sections 3.14.1(C) and (D). Implementation of recommendations as currently proposed will without question result in significant adverse impacts to public access.	Agreed, and the goal to maintain as much parking as possible was always considered. However, safety was given the highest priority. Conversely, opening new accessways should not be done in a bubble without consideration of the implications of a lack of safe parking. There are alternate modes of accessing the beach accessways other than parking of private vehicles, such as public transit, taxi/ride-hailing services (Uber/Lyft/etc), and bicycles. Bicycle access is enhanced in many areas of the project by restriping and providing wider shoulders.
56	General comment	MRCA	We reiterate three overall comments from our March 29, 2017 letter. 1. It is important to identify encroachments in the public ROW and opportunities for enhancement of public parking, particularly in areas near existing and proposed public access points.	An inventory was conducted and no unpermitted signs were identified in the public ROW. Since that time, temporary or unauthorized signs or barriers may have been placed in the public ROW. The City and Caltrans shall continue their proactive monitoring and removal of unauthorized No Parking signs or barriers in the public ROW.

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57	General comment	MRCA	2. Per the LCP, replacement parking spaces must be provided to offset the loss of public parking.	The goal of the Study Recommendations was to increase parking, enhance existing parking spaces, and minimize the loss of parking as much as possible; however, the main focus of the study is safety, and to prioritize human life and safety before the need for rarely used parking spaces. The study presents recommendations to improve the safety of parking along PCH - sometimes at the cost of losing questionable parking spaces. The LCP LUP allows the removal of parking for safety reasons (Policy 2.27 "The implementation of restrictions on public parking . . . shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety.) Every attempt was made to keep as much parking as possible, except when it conflicted with public safety. In addition, feasible locations for improvements/widening to provide additional parking were identified. Both policies 2.27 and 7.12 specify requirements for replacement of spaces "where feasible".
58	General comment	MRCA	3. The Study must clarify existing conditions in order to evaluate opportunities for public parking enhancement. Specifically, in Appendix C-Recommendations, the figures must distinguish between the areas where there is existing prohibited parking versus where the shoulder is less than 8-feet-wide, as depicted by the red lines. The red line currently lump these two conditions together as "Parking Prohibited or <8' Shoulder."	Appendix A shows existing conditions, such as shoulder widths and parking restrictions.
59	Section 5.0, 5.1	MRCA	Need to Expand Basis for Parking Recommendations in Order to Address Public Access We recommend changes to sections 5.0 and 5.1 pertaining to parking recommendations in order to ensure that adequate parking for public use is maintained, and where feasible, enhanced. These changes should be incorporated into the final Study to ensure consistency with the LCP.	MRCA suggestions are considered, where they follow sound engineering principals.

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60	Section 5.0, 5.1	MRCA	In particular, we disagree with the recommendation in the study to prohibit parking where the shoulder is less than 8-feet-wide. Instead, we recommend that the final Study encompass a full range of strategies including identifying and removing encroachments in the public ROW; widening pavement onto existing dirt areas; minor smoothing/grading areas adjacent to the paved shoulder; and allowing vehicles to park partially on dirt, partially on pavement, with adequate signage direction visitors to park outside the white line.	The study will not recommend allowing parking where the paved shoulder is less than 8 feet wide for safety reasons. The existence of vehicles currently observed parking in less than 8 feet wide shoulders is not justification for permitting it. Where possible, recommendations were made to widen the paved shoulder to more than 8 feet wide, either through restriping of the travel lanes or paving additional available dirt areas.
61	Section 5.0, 5.1	MRCA	Of note, in the strategy proposed in the Study "Improving Current Parking Restrictions" there should be a justification for parking restrictions, particularly near existing and proposed public access points. This justification must be based on existing parking standards. The final Study should identify which specific current code applies to which area, address current and future parking and circulation needs, and address consistency with Malibu LCP policies and measures, particularly existing and proposed public access points.	Generally, as outlined in Chapter 2, parking along a highway such as this would not be recommended at all, but we understand that is not possible for this highway. The justification for each recommendation to remove parking is spelled out in Chapter 5 and summarized on the maps in App C.
62	Section 5.0, 5.1	MRCA	To address some of our concerns, we recommend the following additional changes to the text addressing the main strategies (starting at p 5.1; strike-out means delete; underline means add):	n/a, preamble to below:
63	Section 5.0, 5.1	MRCA	Page 5.1, add "Another consideration is proximity to existing or future public access points."	Although recommendations were made based on safety and engineering judgement, consideration was given to location of and access to public access points. This was added to Report text.
64	Section 5.0, 5.1	MRCA	Page 5.1, add "Shoulder improvements. In addition to widening of shoulder pavement to provide additional parking spaces or enhance existing parking, other parking improvements can be made where the paved shoulder is currently less than eight feet. This can include one or some combination of the following: surveying and removing encroachment in the public ROW; allowing visitors to park with tires on the adjacent dirt and installing signs directing visitors to park outside the white line; minor smoothing/grading areas adjacent to the paved shoulder to expand the area available to park; and the option to also expand pavement. These options to improve the shoulder are a particularly valuable strategy in areas that are currently used for parking or anticipated to be used for public parking near to existing and future public access points."	The paragraph above includes widening which encompasses these items. While they are a particularly valuable strategy, they are also not possible for most locations and therefore they are not added as a separate paragraph.
65	Section 5.0, 5.1	MRCA	Page 5.2, add "or other shoulder improvements", "(and cannot be improved through shoulder widening or shoulder improvements)", and "(existing and future anticipated)".	Report revised.

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66	Section 5.0, 5.1	MRCA	Page 5.2, add "(or otherwise improved)", "Notwithstanding, private encroachments in the Caltrans ROW will be evaluated and considered for removal to accommodate additional or improved parking, prior to re-designating such areas as parking prohibited, particularly in areas near existing and proposed public access points."	The City and Caltrans will and do review encroachments into the public right of way. Accorduing to City records, there are currently minimal infractions, which are not causing parking restrictions. Therefore, this is not a parking issue and it is not included in the report.
67	Section 5.0, 5.1	MRCA	Page 5.2, add "Eliminating Parking Restrictions. Existing parking restrictions should be evaluated to ensure compliance with existing codes, accommodate existing and potential future usage parking and circulation patterns, and comply with the City of Malibu LCP policies and measures pertaining to public access. Elimination of existing parking restrictions should be considered particularly in areas near existing and future anticipated public access points. Where there would be a loss of parking spaces due to unquestionable safety requirements, eliminating parking restrictions in other areas can be used as a tool to offset the negative impacts to public access and to result in no net loss of parking spaces."	Paragraph added to the Report text with minimal revisions.
68	General comment	MRCA	Critical to Ensure Adequate Parking at Existing and Future Public Access Points - Including Meadows Court, Via Escondido Drive, Geoffrey's Restaurant, and Escondido Beach There are many areas of concern in Appendix C-Recommendations, where it appears that public parking would be severely compromised near existing and future public access points. We reemphasize that clarification is needed regarding the proposed recommendations at existing and future public access points and that adequate public parking must be maintained. In many of these areas, there is existing public parking, that may be compromised if the Study recommendations are implemented. These areas of concern include but are not limited to the following locations:	See above (Line 6).
69	General comment	MRCA	Meadows Court (Inland Side, p. 31): Existing trail easement, lower portion of trail not yet built (see attached figures);	See above (Line 16).
70	General comment	MRCA	Via Escondido Drive (Inland Side, p. 32): Existing MRCA-deeded road easement rights (see attached figures);	See above (Line 21).
71	General comment	MRCA	Geoffrey's Restaurant (Ocean Side, p. 31): Existing beach access (see attached figures); and	See above (Line 31).
72	General comment	MRCA	Escondido Beach , 27910 PCH (Ocean Side, p. 29): Existing beach access easement, not yet improved/open (see attached figures).	Properties with undeveloped vertical beach easements are highlighted in the Existing Conditions maps in App A.

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73	General comment	MRCA	Need to Identify Public Land Boundaries We appreciate that the figures in Appendix C-Recommendations include locations of Beach Access Points, including Public Access, County Beaches, and State Beaches. It is important for the City to have a complete picture of all public land in the study area, in order to effectively evaluate and plan for public parking needs. Specifically we recommend that MRCA-owned "Local Beaches" be added. For example, MRCA owns five parcels at Las Tunas Beach (APN 4449-007-013 through 017); this should be identified on p. 63 of Appendix C-Recommendations.	The public land is shown in the aerial photograph, and the large beach frontage on page 63 is clear. The City also has an understanding of the public lands under their jurisdiction. However, the identified access points were taken specifically from GIS data, which is why the aerial information is shown. No additional restrictions are shown for this area, so no parking is recommended for restriction near this access.
74	General comment	MRCA	The specific property boundaries of all public land within the study area should be shown, both inland and ocean side. A dot does not accurately depict the existing conditions and may not accurately reflect the actual parking need, compared with a depiction of complete property boundaries within the study area. For example, the public property boundaries within the Study area of MRCA-owned Tuna Canyon Park, Santa Monica Mountains Conservancy-owned Corral Canyon Park, and MRCA-owned Carrillo Memorial Park should be shown (p. 62, 38, 5, respectively).	The general location of existing beach access points are shown by a dot on the maps in App A, B, and C. The usage of aerial photographs also allows the reader to see the underlying land uses.
75	General comment	MRCA	In addition, boundaries of the State Coastal Conservancy-owned land at Carbon Beach should be depicted on p. 54 (APN 4451-003-900, 4451-004-900). A brown dot should be shown in this location, depicting State Beaches.	The general location of existing beach access points are shown by a dot on the maps in App A, B, and C
76	General comment	MRCA	Anticipated Beach Accessways Should be Considered p. 3.12 of the report states that "the City of Malibu provided information on existing and anticipated locations of beach accessways." However, the Study only identifies existing conditions and accessibility of existing public beach accessways as listed in Table 3-2 and failed to include anticipated beach accessways in this table and in the Study considerations. Many of the anticipated beach accessways are legally recorded public access easements with improvement plans already underway. Thus the final Study should include the anticipated beach accessways in Table 3-2 and relevant figures, and ensure that public parking will be preserved as much as possible to accommodate future parking demand for the anticipated beach accessways.	Future, proposed beach accessways are not being shown with a dot on the Existing Conditions maps which reflect conditions that existed when the field reviews were completed. City data was used to identify properties with undeveloped vertical beach easements which are highlighted in the Existing Conditions maps in App A.

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77	General comment	MRCA	Need to Preserve Public Parking at Latigo Shores Accessway at Latigo Shores Drive The Study identifies the PCH shoulder on the ocean side north of Latigo Shores Dr as "Parking Prohibited or <8' Shoulder" on p. 35 of App C-Recommendations. Yet, the Study also identifies the same section of PCH shoulder as partially less than eight feet and eight to 10 feet in Figure 3-19 of the report. Although we recognize that a portion of the shoulder on the ocean side could potentially prohibit parking to extend the line of sight in the northbound direction for vehicles exiting Latigo Shores Dr, public parking should be preserved along the remaining length of the ocean side shoulder to accommodate public parking demand for the existing public beach accessway located at the lot identified as 26500 through 26508. The final Study should evaluate the potential to widen or enhance the shoulder, as appropriate, on the ocean side north of Latigo Shores Dr in order to preserve and maximize public parking for public beach access in this area.	As shown in the Existing Conditions map in App A, parking is currently prohibited on the ocean side of PCH north of Latigo Shore Dr; however, the No Parking signs are missing. Th recommendation in this area is to replace the missing No Parking signs on the ocean side due to sight distance north of Latigo Shore Dr and enhance the existing parking on the ocean side south of Latigo Shore Dr. No existing parking is removed.

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78	General comment	MRCA	Need for Public Parking for Budwood Motorway Trail, 19453 PCH The LCP Parkland and Trail Dedication Incentive Program Map (adopted by the City Council April 11, 2016, pending final LCP amendment) shows the Budwood Motorway Trail traversing the lot identified as 19453 on p. 62 of App C-Recommendations. To adequately address parking supply and demand for future public access points, including trails, the final Study should consider widening or enhancing the shoulder on the inland side, per the recommendations of this letter, near the anticipated Budwood Motorway Trail to ensure the availability of public parking when the proposed trail is realized.	The trail is shown on p. 63 of App C. From LCP Parkland and Trail Dedication Incentive Program Map which shows Budwood Motorway a Trail (May 2015): "Some of the trails shown on this map have not been developed and/or rights for the public to use them may not have been granted." As shown on the Existing Conditions map in App A, the inland side shoulder varies from less than 4 feet to approximately 7.5 feet adjacent to a severe vertical slope. There is no opportunity for widening the pavement on the inland side. The ocean side was recently widened. There may be an opportunity to restripe a section of PCH to reduce the width of the ocean side and add width to the inland side if/when the Budwood Motorway Trail is developed. However, this is a controversial item and requires singicant coordination with Caltrans. If the trail is built/opened in the future, the project proponents should at that time consider adding parking somewhere other than on PCH or coordinating this improvement project with Caltrans to provide parking on the inland side. Until then, the recommendation for this area is to maintain the existing parking restrictions on the inland side of PCH.

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79	General comment	MRCA	Need to Widen Shoulders at Carbon Beach Between 21746 and 21660 PCH The Study is inconsistent in depicting the highway shoulder widths. For example, a solid red line identifies a small section of PCH shoulder on the ocean side near the middle of the highway-adjacent boundary of the State Coastal Conservancy-owned property between lots 21746 and 21660 as "Parking Prohibited or <8' Shoulder" on p. 54 of App C-Recommendations. However, Figure 3-17 of the report identifies the entire section of the shoulder along the same property as greater than 10 feet. Plans are currently underway to develop this site for public beach access. The Study is proposing to widen the shoulders to provide Class II bike lanes on the inland and ocean sides along this section. The final Study should consider potentially allowing public parking along the described red-lined section, and ensure that widening the shoulder to provide a bike lane would not result in a loss of existing or anticipated public parking at this key public access site.	As the Existing Conditions map in App A shows, the section is shown with a red line to indicate that shoulder parking is prohibited on the ocean side at the bus stop and opposite the Rambla Vista intersection although the width is greater than 10 feet as shown in Figure 3-17. The recommendation does not remove any parking from this area, it simply maintains the existing parking restriction at the bus stop and in the intersection.
80	General comment	MRCA	Need for Public Parking at Public Parkland Near Decker Road Pages 5 and 6 of App C-Recommendations show predominantly red striping, indicating "Prohibit Parking - New," in front of and west of MRCA-owned Carrillo Memorial Park (west of Decker Rd), and in front of and east of National Park Service (NPS) land, just east of Decker Rd. It appears that the pavement is predominantly 8 to 10-feet-wide in front of Carrillo Memorial Park (Existing Shoulder Conditions, Figure 3-21). It may be less than 8-feet-wide and/or 8 to 10-feet-wide in front of the NPS parkland (unclear on Fig 3-21, no parcel lines shown). The City of Malibu draft LCP Parkland and Trails Dedication Incentive Program Map shows the Malibu Pacific Trail touching PCH both from the MRCA parkland and the NPS parkland.	The general location of parcel lines are shown on the maps in App A, App B, and App C. The paved shoulder on the inland side in this area is approximately 8 to 9 feet wide. This area is recommended to be restriped to reduce the shoulder width on the inland side in order to add width to the shoulder on the ocean side, improving the safety of parking, bicycling, and pedestrians on the ocean side. Unfortunately, the shoulders on both sides are not wide enough to allow for safe parking on both sides of the roadway. Although there is public land on the inland side, most of the parking demand in this area is on the ocean side. In addition, when parking is allowed on the inland side, many pedestrians are observed crossing the street, posing a safet hazard and leading to pedestrian fatalities.

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81	General comment	MRCA	The final Study must accommodate adequate public parking in front of MRCA parkland and NPS parkland, both west and east of Decker Rd. Parking enhancements could include flattening the existing dirt adjacent to the pavement, with the option of extending the pavement. Specifically, in front of MRCA parkland, the optimal location would start approximately 150 feet west of the eastern property line (to avoid the stream along the eastern edge of the MRCA property), and near the existing dirt path that meets PCH (labeled Nicholas Ridge Motor Way on Google Earth). Parking enhancements could be implemented for a linear distance of at least 150 feet, westward of this starting point.	Safe, adequate, off-street parking should be provided by MRCA and NPS similar to any other new development in the City if/when the Malibu Pacific Trail section touching PCH is developed.
82	General comment	MRCA	East Winding Way Public Parking Lot between 27841 and 27777 PCH The report identifies the ownership of the public parking lot on East Winding Way adjacent to PCH as County-owned in several places such as Fig 3-7 (orange dot labeled with the number 12) and Table 3-1 (Map ID No. 12). The County has transferred fee ownership of the lot to MRCA. The final Study should correctly reflect the new ownership of the lot, and depict the boundaries of the lot on p. 25 of App C-Recommendations as publicly owned land (currently identified as lot "0" between lots 27841 and 27777).	The note in Table 3-1 was revised to show MRCA ownership of parking lot 12. Boundaries of parking lots or public land will not be shown in the figures.
83	General comment	MRCA	Two Distinct Beach Accessways at Escondido Beach, 27400 PCH and 27420 PCH Table 3-2 and Fig 3-9 of the report includes Map ID No. 6, which identifies one beach accessway located between 27400-27420 PCH. In fact, there is one accessway at 27400 PCH (as part of Geoffrey's Restaurant) and one existing accessway at 27420 PCH. Both accessways are currently open to the public. The final Study should identify these two accessways with distinct Map ID numbers and revise the Study considerations accordingly to ensure that public parking in this area is preserved as much as possible per the recommendations in our letter dated March 29, 2017 and this current letter.	The points were provided from City and County GIS records and are approximate. Whether there is one or two separate beach access points, does not change the recommendation for this area.

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84	General comment	MRCA	Discrepancies in Table 3-2 and Fig 3-9 Existing and anticipated beach accessways are inadequately identified by the Study. Table 3-2 and Fig 3-9 of the report should be revised further to ensure that both existing and anticipated beach accessways are included. In regards to the existing beach accessways identified by the Study, Map ID Nos. 19 and 39 are missing from the table and the figure. Map ID Nos. 18 (20356 PCH) and 26 through 30 (a variation of County and State beaches) are not shown on Fig 3-9. The report should also verify whether Map ID No. 28 (25120.5 Malibu Road) and Map ID No. 9 (Btw. 25120-25124 Malibu Road) have the correct addresses. Furthermore, anticipated beach accessways should be identified on Table 3-2 and Fig 3-9 for a comprehensive analysis of public parking needs for both existing and anticipated public accessways.	Map ID nos. 19 and 39 are not missing. The beach accessways were purposely numbered with gaps so that new accessways could be added as the study progressed without renumbering the entire list, so that the information could be changed, updated, and corrected during the year-long study process. Properties with undeveloped vertical beach easements are highlighted on the Existing Conditions maps in App A.
85	General comment	MRCA	Carbon Beach East Driveways, Ocean Side "Fake" driveways (i.e., that do not lead to a functioning garage) must be identified in the final Study, particularly where they are prohibiting parking in areas of current or future public parking need. P. 53 of App C-Recommendations depicts several "Active Driveways", with red lines, just east of the Carbon Beach East Accessway (accessway shown as a blue dot-Public Access, east side of parcel identified as 22140). The red line is identified in the legend as "Parking Prohibited or <8' Shoulder." Calif Coastal Commission staff has indicated that these are not active driveways (March 10, 2017 letter to City of Malibu). If that is the case, these should be shown as "Inactive Driveways" and the following actions should be identified in the final Study: eliminate curb cuts and red curbs.	An attempt has been made to identify abandoned driveways through field observations and discussions with City staff. Although a current tenant may not be using inactive curb cuts/driveways, access must be preserved for future use by the property owner. If appropriate locations were found where curb cuts were no longer necessary, the recommendation would be to remove the restriction and to allow parking at that location.
86	**Jenny Price letter, April 7, 2017**			
87	General comment	Jenny Price	As a co-author of the mobile-phone app Our Malibu Beaches, I have long been deeply concerned about both the availability and the safety of parking for the public beaches. On one hand, I am relieved that the city is addressing this problem with such determination, and I heartily support many of the recommendations in the report. The proposals to widen the parking shoulders and re-stripe the traffic lanes, especially, can potentially significantly improve the parking around such popular beaches as Paradise Cove.	Noted.

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88	General comment	Jenny Price	On the other hand, I am bewildered that the report proposes to remove a total of 675 parking spaces. The vast majority of the recommendations in the summary list begin with or include the words "prohibit parking"—which I fear tries to make public parking safer by not allowing the public to park.	The public will be allowed to park in thousands of remaining or new spaces, many of which would be widened/enhanced. The widening in some places cannot be accomplished without removing spaces on the opposite side of the highway where the demand is lower and requires pedestrians to cross 55-mph highway to reach the ocean side.
89	General comment	Jenny Price	I appreciate the city's attempts to distinguish "high demand" from "low demand" areas. However, lower-demand stretches can include beach accessways, and more worryingly, future beach accessways. The removal of hundreds of parking spaces sounds to me a little too much like trying to relieve elbow pain by cutting off the arm.	The goal of the Study Recommendations was to increase parking, enhance existing parking, and minimize the loss of parking as much as possible; however, the main focus of the study is safety, and to prioritize human life and safety before the need for rarely used parking spaces. The study presents recommendations to improve the safety of parking along PCH - sometimes at the cost of losing questionable, and often unused, parking spaces. The LCP LUP allows the removal of parking for safety reasons (Policy 2.27 "The implementation of restrictions on public parking . . . shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety.) Although as much consideration was given to providing maximum parking, new accessways should also consider parking availability and restrictions and consider parking alternatives when opening, just as new commercial or residential developments must provide sufficient off-street parking. In addition, there are alternate modes of accessing the beach accessways, such as public transit, taxi/ride-hailing services (Uber/Lyft/etc), and bicycles. Bicycle access is enhanced in many areas of the project by restriping and providing wider shoulders.

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90	General comment	Jenny Price	I am concerned, likewise, that the report makes little or no mention of two key strategies that could address safety and availability. First, as someone who often parks on PCH to enjoy Big Rock, Carbon, Escondido, and other beaches, I have long thought that one of the most effective interventions the City and Caltrans could make would be to install a crosswalk at every point for beach access. These are major public lands access points, and it seems to me very dangerous to not both allow inland parking to accommodate the demand and then also provide a pedestrian crosswalk or overpass.	This study is to review parking safety, and pedestrian crossings are outside the scope of the project. However, it does take the safety of pedestrians as a high priority. Therefore, if removing parking on one side of the highway allows improvements to the parking on the opposite side, which reduces the number of pedestrians crossing the high-speed highway at uncontrolled locations, then this parking study made those recommendations. But identifying and solving those uncontrolled pedestrian crossing locations is outside the scope of this study. Uncontrolled crosswalks are typically only installed under very specific conditions and can have negative consequences, especially on a high-speed highway. The City, Caltrans, and Stantec do not support installation of uncontrolled crosswalks across PCH. Overpasses would be safer than uncontrolled crosswalks, but are very expensive, and in most cases not feasible due to limited space. In addition, many pedestrians would not walk the distance to use one.

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91	General comment	Jenny Price	Or, alternatively, the city might consider a traffic signal at a few key access points—as the report repeatedly cites the absence of signals as a reason for why certain stretches have been lethal and yet does not propose signals as a solution.	To clarify, the report does not make the statement indiciated. Mid-block pedestrian crossing hybrid beacons or traffic signals at intersections could be considered by the City, but would have to be strategically located for maximum use by pedestrians to justify the initial and ongoing expense. Caltrans requires an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics be performed to justify the installation of a pedestrian beacon or signal at a specific location on State highways. Minimum criteria has to be satisfied, need has to be demonstrated, and impacts to traffic flow have to be evaluated in order for Caltrans to consider installation of a signal. The identification of the best locations for and study of traffic signals is outside the scope of this parking study.
92	General comment	Jenny Price	Second, the report makes little to no mention of the abundant illegal barriers to parking near beach accessways. These common barriers include “no parking” signs, mysterious red curbs, curb cuts with no driveways, orange cones, and encroachments by private development.	An inventory of all parking-related signs, painted curbs, and other restrictions was performed. Residents and businesses are allowed to install No Parking signs on their private property. Unauthorized signs, red curb, and temporary barriers (i.e., cones) in the public ROW are removed by Caltrans when they are encountered. As for curb cuts with no driveways: the current tenant may not be using inactive curb cuts/driveways; however, these must be preserved for future use by the property owner.
93	General comment	Jenny Price	My own experience, and the experience of many beachgoers who use the app, is that these illegal barriers substantially reduce the number of public parking spaces for Big Rock, Latigo, Escondido, Carbon, and other beaches. And this reduced availability can be felt very keenly on weekends and holidays especially.	Unauthorized signs, red curb, and temporary barriers (i.e., cones) in the public ROW are removed by Caltrans when they are encountered.
94	**Judy Villablanca - March 31, 2017 email**			

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95	General comment	Judy Villablanca	I wanted to comment on Zone B, specifically the area adjacent to Winding Way East. I would strongly suggest consideration of widening the shoulder on the land side of PCH since MANY MANY people park and walk with young children/dogs along the parked cars to access Escondido Canyon trail. Your suggestion elsewhere of prohibiting parking on the ocean side to allow wider shoulder on the land side, and to prevent pedestrian crossing is also a good one here. MANY MANY people park on the ocean side and cross PCH which at 50 MPH in that area. Again, many are families, or with pets.	The recommendation for this area is to prohibit parking on the ocean side and restripe the travel lanes in order to widen the shoulder on the inland side. Although we do not recommend crossing the roadway here, there are other issues besides width limiting the restrictions (such as roadway curvature and sight distance issues) on the ocean side. There is also a public access on the inland side to public open space which MRCA has requested parking availability for.
96	General comment	Judy Villablanca	There is a traffic light at Paradise Beach Cove. That area also needs shoulder widening but if parking were prohibited on the ocean side except near that traffic light, and there was a wider shoulder from Paradise Cove going back towards Winding Way East then I think more people would park there and cross with the light.	The preference would be to prohibit parking on the inland side in order to widen the shoulder on the ocean side, so that people would not have to cross PCH to access Paradise Cove beach. However, the shoulder on both sides is over 8.5 feet wide, with the majority of the area over 9 feet wide, and the recommendation is to leave the parking on both sides of the highway. Expanding the pavement is recommended as an option in this area south of Paradise Cove Dr, but would be very expensive due to slopes on both the inland and ocean sides. In a coastal area, parking cannot be prohibited simply because it's far from a crossing location, so no prohibition is recommended.
97	General comment	Judy Villablanca	I would also encourage a sheriff to issue jaywalking tickets on weekends at many of the places where people run across PCH. That would really help to discourage dangerous crossings.	Crossing PCH at most uncontrolled locations, while not always safe, and is certainly not encouraged, is not illegal (CVC 21954, 21955). This parking study attempts to remove the need to cross PCH by widening parking on the side of the highway near attractions (beach accessways, trails, restaurants, etc.) that don't require crossing PCH by removing the parking on the opposite side of the highway.
98	**Matthew Goodwin, Surfrider Motel - April 7, 2017 email**			

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99	General comment	Matthew Goodwin	At the Surfrider I witness accidents almost daily, and literally as I write this a fender bender occurred in front of Jack in the Box. The Surfrider has always had two driveway areas, one for entering and one for exiting. When we purchased the property in 2014 both driveways had gates that would open and close as your car approached. We immediately removed the entrance gate, as it was a humungous safety issue with people having to pull off PCH from going 45/50 mph and all of a sudden approaching a gate right off PCH, where their cars tail end would be sticking into PCH, creating a big risk for that driver to get smashed from another driver behind them traveling north on PCH. In our final design, we will still not have those entry driveway gates, as we feel it is just too big a risk if someone gets in a serious accident, and we definitely do not want our patrons to be put in that risk.	Not parking related.
100	General comment	Matthew Goodwin	The driveway exit gate, however, we plan to maintain as we think it will slow people out of the driveway onto PCH, rather than just blindly rolling into PCH and potentially missing a car traveling northbound.	Not parking related.
101	General comment	Matthew Goodwin	Additionally, because we have these two driveway areas, we have red-painted curbs on each side for at least 8', allowing a decent amount of visibility to northbound traffic. I feel this alone is a huge benefit as it allows drivers the ability to properly see if there is traffic coming or not. I've seen so many times people get hit because a car is parked right up to the curb cut.	Recommendations for sight distance at driveways were made, to allow for these situations. Removal of these existing red curbs is not recommended.
102	General comment	Matthew Goodwin	Lastly, along with truly emphasizing the safety of parking and driving to our patrons, we are going to require they only go down to our adjacent pedestrian stoplight crosswalks, and ABSOLUTELY NOT cross PCH directly in front of the hotel.	Not parking related.
103	General comment	Matthew Goodwin	We know it's of no liability to us after they leave the property but we really care about our guests, their experience and their safety!	Not parking related.
104	**Meril May, March 31, 2017 email**			
105	General comment	Meril May	Last night there was a joint commission meeting to review the PCH Parking Study in the City of Malibu Council Chambers, 6:30-9:20PM. At the end there was discussion and agreement to have special focus on the El Matador area due to the past and current safety conditions. This was verified by Lieutenant Royal of the LA County Sheriffs Department. This is an area that I have focused on for several years as a past member of the Safety Commission & cyclist.	Noted.

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106	General comment	Meril May	Effective Important actions which have occurred are the replacement and installation of No Parking Tow signs, and surface stenciling by the park entrances especially, but also in adjacent shoulders. This has helped visibility when exiting, and enforcement. Excellent work, thank you Caltrans/ Joseph and City of Malibu/Reva especially for helping with essential sign procurement.	Noted.
107	General comment	Meril May	Immediate EASY action requested, re-requested.1) All brush should be cut back as far as possible to allow for parking and access to the right of vehicle. This can be done with in 24 hrs.	The removal of overgrown vegetation should be done by Caltrans or the City as identified.
108	General comment	Meril May	2) A past suggestion at Safety Commission meeting was for signs warning drivers of crossing pedestrians. Similar signs exist by San Diego. Request for such permanent signs has been made several times, none installed to date.	Not parking related. This study addresses options for improving parking safety given the existing physical conditions, with the safety of pedestrians as a priority; however, pedestrian-only recommendations are not made.
109	General comment	Meril May	Although last year, City Manager Feldman repositioned CMS (changeable message signs) signs by El Matador. Excellent interim solution, thank you Reva. We need these signs back until the permanent signs are installed. The CMS signs need to be set as far as possible to the right to allow for cyclists and pedestrians to pass. (Matador, Pescador, and Piedra need north and south bound permanent signs.) CMS signs possibly can be redeployed here within 24 hrs.	Not parking related.
110	General comment	Meril May	Previously requested #3 item from 2-27-17 email (and before) priority low hanging fruit items to be considered for Safety Optimization and now re-requested: 3) Improve parking in priority areas. Ask me or see studies	Recommendations have been made to improve the parking in high-demand areas. Unfortunately, in some cases that requires removing lower-demand parking on the opposite side of the street since the terrain or private ROW prevents widening of the shoulder.
111	General comment	Meril May	3.a) By El Matador, landside, widen shoulders immediately. (3-30-17 meeting preference to do away with landside parking, update: widen shoulders where parking appropriate)	The recommendation for this area is to prohibit parking on the inland side and restripe the travel lanes in order to widen the shoulder on the ocean side, which would be safer for pedestrians than to park on the inland side and cross PCH. Parking spaces are added on the ocean side where the shoulder is currently too narrow to allow parking.

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112	General comment	Meril May	3.b.) Work with State Parks about adding parking to off PCH areas, there is a lot of room at Pescador, and some at Matador. (this idea was suggested to me last year by friend Greg and I have requested multiple times)	Requests can be made to the State Parks Dept, but the authority to increase parking at the State parking lots is outside the control of the City or Caltrans. Such parking lot expansion would likely require environmental review of the impacts.
113	General comment	Meril May	3.b) Install signs for both direction traffic to warn vehicles of Pedestrians Crossing, El Matador, Pescador, and Piedra. (see #2 above)	Not parking related. This study addresses options for improving parking safety given the existing physical conditions, with the safety of pedestrians as a priority; however, pedestrian-only recommendations are not made.
114	General comment	Meril May	3.c) Install signs at park exits warning pedestrians walking out, and drivers, of high speed traffic. DANGER, HIGH SPEED TRAFFIC, 2 WAY, 4 LANES, CAUTION. (I have requested several times, and one of the commissioners at the 3-30-17 meeting also suggested) THIS IS SIMPLE, SIGNS COULD BE IN PLACE IN 24 HRS, LET ME KNOW IF YOU WANT MY HELP)	Not parking related.
115	General comment	Meril May	3.d) Install signs at shoulders asking drivers to park to right, maximizing space to left by fog line, and warning of hazardous high speed traffic. (easy, 24 hr possibility)	Such signs would not be enforceable. Statistically, parking signs are not obeyed unless there is a direct threat of a ticket or being towed away. Although this is a relatively easy improvement, the likelihood of return on investment is unlikely.
116	General comment	Meril May	4) Keep brush cut back as far as possible, continually throughout year, aiding to usable shoulder for parking, pedestrians and cyclists. This also helps prevent fire threat from road to brush. i.e.: like several years ago to S of Pepperdine. (see #1 above)	See above (Line 107, #1).

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117	General comment	Meril May	I look forward to immediate action to achieve the most simplest of these by this weekend. Pictures and emails of specifics can be provided on request, some dating back greater than 10 years. Action, Now. Please let me know when the requested is scheduled, and completion dates.	Noted. The City will be updating the project schedule on the website, with completion of the study phase expected by June 30, 2017.
118	**Scott Dittrich, Public Works Commissioner - March 26, 2017 letter**			
119	General comment	Scott Dittrich	The Stantec team did an admirable job in compiling information, but their proposals for solving the parking issue fall short of what our City needs. 1. The problem: Like many coastal cities Malibu has inadequate parking, especially on warm beach days, most holidays, weekends, and days with large surf. Many people knowingly park illegally in spite of posted signs because there is no other parking available. Unlike other coastal cities, we have a busy state highway with relatively high speed limits. This highway and the adjacent parking is also constrained by geography and established homes and business, which prevent widening in many locations.	Noted.
120	General comment	Scott Dittrich	2. The visitor serving element of Malibu is primary goal to the City and Coastal Commission and is in frequently in conflict with safety concerns. We must recognize, however, that this precludes elimination of any net parking. The 675 spaces Stantec suggests eliminating is a terrible idea, even though many of the spaces lost are currently not heavily utilized.	The goal of the Study Recommendations was to increase parking, enhance existing parking, and minimize the loss of parking as much as possible; however, the main focus of the study is safety, and to prioritize human life and safety before the need for rarely used parking spaces. The study presents recommendations to improve the safety of parking along PCH - sometimes at the cost of losing questionable parking spaces. The LCP LUP allows the removal of parking for safety reasons (Policy 2.27 "The implementation of restrictions on public parking . . . shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety.)

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121	General comment	Scott Dittrich	3. Parking should be expanded where possible. Table 3-1, however, shows that the beach parking lots with the most demand cannot be expanded, with the possible exception of Westward Beach. The Public Utilities Commission has discussed slant parking on Westward Beach Road to increase the number of spots.	Noted. However, Westward Beach Road is outside the project study area. Caltrans does not allow angled parking on state highways.
122	General comment	Scott Dittrich	3. Table 4-3 shows that approximately 74% of accidents involving parked cars are hit by another vehicle, while 21% involve a car attempting to park. (Accidents involving parking account for only 13 of the total number of accidents). As expected, there is a strong correlation between parking accidents and nice weather; as shown in Table 4-4. More interesting, Table 4-5 shows the time of day of such accidents. There is an increase during morning rush hour (8am) and a similar increase in the afternoon (2-4pm); presumably when visitors are leaving the beach and trying to pull into crowded traffic lanes, and during afternoon and morning rush hours. An increase again occurs around midnight, perhaps as people leave parties and bars. Some of these drivers will be drunk or otherwise impaired. We see evidence of late night crashes on a regular basis as we drive PCH.	Noted, with clarification. (Clarification: Accidents involving parked vehicles on PCH represented approximately 13 percent of the total number of all traffic collisions reported in the City of Malibu during the study period 2011 - 2015)
123	General comment	Scott Dittrich	4. Unexpected is the results of Table 4-7 showing a lack of correlation between accidents with parked cars and the width of the shoulder.	Noted.
124	General comment	Scott Dittrich	5. Challenges to Stantec's Parking Recommendations: a. Widen the shoulder (page 5.1). Why, when shoulder width does not appear to be a determinant factor in the number of collisions? However, if additional parking spaces can be created by widening the shoulder in some areas, this would be wonderful	Widening the shoulder area increases the safety of more than just the parked vehicle itself being hit, such as people exiting/entering parked vehicle, bicyclists, and pedestrians where there are no sidewalks. It also provides additional sight distance area for near-by intersections. The recommendations have identified areas where widening can create additional parking spaces.
125	General comment	Scott Dittrich	b. Restrict parking when shoulder less than 8 feet. There is no reason to do this per the statistical analysis on P 5.1. Parking should not be restricted unless it will lead to clear reduction in accidents.	8-foot shoulder width is the minimum Caltrans standard to allow parking. We are not recommending new restrictions for these areas. In addition, although there is not a large number of cars being hit in under 8-foot shoulders, that is likely because they typically do not fit there and the parking is often unused.

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126	General comment	Scott Dittrich	c. Change parking restriction signs (P 5.4) (section 3.5) This assumes drivers can't read or understand various "No Parking" signs. This is silly. During crowded conditions, drivers ignore the no parking signs. This points to the necessity to create more, not less parking. I hate the idea of tow away signs to penalize visitors who have no other choice than to park on shoulders as long as they do not actually physically block traffic.	Consistent signage is needed along PCH. The current assortment of signs along PCH may be confusing to motorists and lead to illegal parking. Caltrans has also expressed a desire to conform signage, without making driver assumptions. These visitors have the option to visit many beaches in the City or in other areas. If legal parking spaces are not available adjacent to a particular beach, the visitor can find another beach with parking available. For example, the Zuma Beach parking lot is rarely full and the free on-street parking is often crowded. There are also often unused spaces further from beach entry points. Public access to the coast is a right in California and should be protected. Parking wherever a driver wants is not a right, and providing parking is not the same as providing access. There are other options to access the beach besides private vehicle, such as transit, taxi/ride-hailing services (Uber/Lyft/etc), or bike.
127	General comment	Scott Dittrich	d. Narrow traffic lanes. (Page 5.2-5.3) This is a terrible idea. Perhaps there would be fewer accidents with parked cars but this will be replaced by many more accidents in the narrower traffic lanes. (Note there are fewer "dooring" accidents (as a percentage) with bicyclist when the shoulder is less than 8 feet compared to wider shoulders (Table 4.8). Apparently CalTrans studies show fewer moving accidents when lanes are narrowed, but this, I believe, is mainly based on Freeway studies and fails to take into account beach conditions where drivers are often severely distracted.	Recent research supports the conclusion that urban and suburban multi-lane arterials are safer at 10 - 11 foot lanes than 12-foot lanes, rather than more dangerous. Speeds (which is a common complaint on PCH) are reduced but capacity is maintained. Lower speed collisions are less severe than higher speed collisions. This refers to arterials and Caltrans does not support this on freeways. Prior to narrowing the travel lanes on PCH, under Caltrasn's jurisdiction, a full study would need to be completed. Note that there are fewer parked vehicles in shoulders less than 8 feet wide for bicyclists to hit doors. Also, drivers that park in areas that are too narrow are probably going to be more aware of the fact that their actions may be unsafe, and are less likely to throw their door open into an unsuspecting bicyclist or passing vehicle.

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128	General comment	Scott Dittrich	e. Pavement expansion on Westbound shoulder in conjunction with elimination of parking on Eastbound shoulder. This will result in more pedestrian accidents and these tend to be fatal.	We do not feel this would increase pedestrian collisions, and in fact feel that moving the parking from the inland to the ocean side and providing additional width on the ocean side will decrease pedestrian collisions.
129	p 5.4	Scott Dittrich	f. In paragraph 4 of Page 5.4 Stantec suggest eliminating all parking when the shoulder is less than 8 feet. There is no statistical evidence to suggest this will reduce accidents. This recommendation should not be followed.	8 feet is the minimum Caltrans shoulder width standard when parking is allowed. We are not recommending to remove this parking, as it is not currently allowed parking.
130	p 5.7	Scott Dittrich	g. Under Options on Page 5.7, Stantec suggests considering increasing the cost of parking or adding time restrictions. This ignores the necessity of residents and business staff needing to park somewhere, not to mention visitors, and for many locations in Malibu the somewhere does not exist or will require folks to take other valuable parking spots. We do not want employees to run across PCH in the middle of their shifts to move their car.	Recommendations in the Study do not include installing meters or implementing time restrictions. This section of the report is a discussion of other parking management options the City may want to consider.
131	General comment	Scott Dittrich	Some ideas to improve parking 1. Require major restaurants & hotels to shuttle all staff and employees from off-site parking to the business. Currently restaurant & hotel staff show up before customers and take the closest on-street parking. For a restaurant like Geoffrey's this might mean having the staff park a mile away on an otherwise unused shoulder. Since weekends are the most crowded, the City Hall parking lot could also be utilized. Perhaps the restaurants and businesses nearest the Pier could utilize excess parking at the rear of Cross Creek shopping center. It would be instructive to know how many staff these businesses have. Mostly this will be the same number as the parking spaces gained. This would actually benefit the businesses by providing more spaces for customers. Perhaps the shuttle parking would be mandatory only on weekends and holidays to start.	The report discusses potential shuttle services as a parking manegement option the City may want to consider. Specifics on the shuttle services are not provided and are beyond the scope of the study.

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132	General comment	Scott Dittrich	2. What is the solution to the 74% of accidents where a vehicle hits a parked car that is sitting at the side of the road. If the driver has fallen asleep or is inebriated could an imbedded rough grid (rumble strip) on the highway be installed every so often to alert a drowsy driver? Would signage warning drivers to watch for stopped vehicles have any benefit? We know that visitors tend to be distracted when driving next to the ocean. Could an occasional jolt help?	Shoulder rumble strips are intended to alert drivers by creating noise or vibration warnings that the vehicle is leaving the travel lane. The purpose is to enhance safety by preventing run-off-road collisions. However, bicyclists nationwide have reported safety problems associated with rumble strips at certain shoulder widths, including comfort, control, and debris. Furthermore, the noise created by them can have an effect on nearby residents (noise 24-hour/day). Approx 23% of the parking-related collisions on PCH (71 collisions) were caused by DUI/Sleep/Medical condition which could be affected by rumble strips. We do not believe that rumble strips would significantly reduce the collisions of vehicles hitting parked cars on PCH.
133	General comment	Scott Dittrich	3. There is a significant problem with visitors crossing the highway. The City should approach the restaurants especially and ask them to post warnings (a sign created by staff) warning people of the danger of crossing PCH with speeding cars, especially at night. We have had too many deaths. We should contact the Park services in conjunction with posting such signs. Apparently Matador Beach is a very dangerous crossing. I do not believe the false sense of security offered by a crosswalk would be helpful. The sign should tell people not to cross until traffic is clear in both directions and warn them that cars may be traveling at high rates of speed.	Not parking related.
134	**Susan Barge - April 7, 2017 email**			
135	General comment	Susan Barge	I live on a lane off of PCH just before Winding Way (inland side). There is a large UHaul truck which stays parked near our lane entrance as his regular spot (he does move the truck up and down a few feet every three days to avoid a parking ticket). Having the truck parked there makes it very difficult to merge onto and off of PCH from our lane/driveway. Traffic comes speeding up the hill so fast and with the truck parked there, you have to merge more quickly with less room than would otherwise be necessary. I think it is a safety issue, particularly as we have several Senior Citizens that live on our lane.	Oversize vehicle restrictions can be implemented at specified locations. A discussion of potential oversize vehicle parking restrictions is included in the report.
136	General comment	Susan Barge	A business should not be allowed to use PCH as their permanent parking area, especially when endangering the safety of other residents.	Noted. Unfortunately, this is difficult to enforce and the City is exploring options to address this issue.

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137	General comment	Susan Barge	As residents, we have placed many many notes on this truck asking the driver to park away from our lane. He has now made the habit of parking across the street on the southbound side; certainly better for us, but not for our neighbors who live on that side of PCH. And, he could be back at any time....	See above (Line 135).
138	**Coastal Conservancy - April 12, 2017 letter**			
139	General comment	Coastal Conservancy	The Coastal Conservancy supports maximizing public access to the coast and views convenient, safe, and affordable parking as integral to the provision of public access. The proposed Draft Final Report recommends a loss of 675 parking spaces along PCH. A loss of 675 parking spaces is in direct conflict with the Conservancy's statutory authority to provide maximum public access to the coast (See Public Resources Code section 31400 et seq). We object to this recommendation of the Draft Final Report and request that the City remove it.	We agree that we should maximize public access to the coast. Per Section 31400: "The Legislature finds and declares that it is the policy of the state that the right of the public to access and enjoyment of the coastal resources should be effectively guaranteed. " Unfortunately, convenient and affordable public parking is not always safe in this instance. Safety takes precedence over convenience. It is noted that the LCP LUP allows the removal of parking for safety reasons (Policy 2.27 "The implementation of restrictions on public parking . . . shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety.) It is also noted that there are other means besides those requiring parking to access the coast, including transit, taxi/ride-hailing services (Uber/Lyft/etc), and bicycles. The recommendations include improving access for bicycles.
140	General comment	Coastal Conservancy	Because the Conservancy supports maximum public access to the coast, we concur with the comments made to the City of Malibu by the Coastal Commission and the MRCA on the various versions of this Draft Final Report. We incorporate by reference into our comment letter the comments from the Coastal Commission and MRCA to the City on the PCH Parking Study, including but not limited to their letters dated March 10 and March 29 and April 7, 2017, respectively.	See responses to CCC and MRCA comments.

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141	General comment	Coastal Conservancy	In addition to our support of the comments made by the Coastal Commission and MRCA, the Conservancy requests that the Draft Final Report include much more discussion of ways to improve pedestrian at-grade crossings in the vicinities of public beach accessways. The Draft Final Report includes a brief discussion of improving existing pedestrian under-crossings, but the Draft Final Report is weak on recommendations to enhance the safety and number of pedestrian crossings that include flashing lights and warning bumps.	This is not a pedestrian safety study. It is out of the scope of this study to provide recommendations for pedestrians.
142	General comment	Coastal Conservancy	The Conservancy also requests that the Draft Final Report include more analysis of opportunities to share public parking with commercial establishments, especially those that do not operate during peak-beach visitation periods.	The report has been revised to include parking lots as potential off-street parking locations for the City to evaluate; however, the study does not recommend providing off-street parking in private commercial parking lots.
143	General comment	Coastal Conservancy	Last, the Conservancy requests that the Draft Final Report include an analysis of parking opportunities along the truncated frontage roads, such as Malibu Road.	This is beyond the scope of work for this project.
144	**Hans Laetz - March 23, 2017 email**			
145	General comment	Hans Laetz	I notice that the Stantec consultant is recommending Class II Bike Lanes east and west of Malibu Lagoon. At this time, Caltrans HQ in Sacramento is considering a request from La Paz and the other developers at the Civic Center area to remove the de facto Class II bike lanes from the PCH east of Cross Creek Rd, most particularly on the bridge over Malibu Creek. District 7 tells me the geometry has been approved in concept (but, with substandard lane widths) in LA and been sent up to Sacramento for approval by the big boss at DOT. Doesn't the City see that as contrary to the recommendations of the Stantec Parking Study?	The recommendation to restripe the area from Serra Road to Las Flores Canyon Road (south of Malibu Lagoon) with 11-foot travel lanes, 6-foot bike lanes, and 9-foot parking area would not affect the striping on the bridge over Malibu Lagoon or the striping north to Cross Creek Road. We do not know the final recommendations for the Cross Creek Road area, as there are more issues than bike lanes, and they are not finalized yet.
146	General comment	Hans Laetz	Would it not be appropriate for the City to tell Caltrans to hold off on the Cross Creek turn lane decision until the Stantec plan is approved by the City Council?	The recommended striping does not affect the travel lanes at Cross Creek Rd. Unfortunately, Caltrans will not always hold a project for the City.
147	**Hans Laetz - March 23, 2017 radio message**			

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148	General comment	Hans Laetz	Local radio reporter message: After a quarter century of cityhood ... the municipal government of Malibu has just published its first comprehensive plan for taking care of parking ... bicycles and motorists on Pacific Coast Highway. A traffic safety consultant hired by the City of Malibu is recommending that lanes be narrowed ... and parking rearranged ... along the 22 miles of P C H within city limits. There are several recommendations for major changes in the road's layout in the 150-page study. On P C H west of Trancas ... the engineers recommend parking be prohibited along the land-side of the highway .. that the road lanes be shifted away from the ocean ... and that bike lanes be installed on both sides of the road. Parking would be allowed on the south side ... not the north side ... hopefully eliminating pedestrian crossings at the beaches. At Zuma Beach ... the parking study recommends banning all parking on the inland side of P C H as well. At Paradise Cove ... it recommends widening the highway's shoulder and restriping ... to make parking safer but not reduce the amount of parking available in the beach access area. And in eastern Malibu ... from Webb Way to Las Flores Canyon ... the report recommends narrower lanes for cars and a bike lane on each side of the pavement ... while maintaining existing curb parking. Citywide ... about 25 parking spaces would be lost in heavy demand parking areas ... but 660 parking spaces would remain and get safety improvements. Hundreds of parking places would be eliminated .... mostly west of Trancas where on-street parking demand is very light. And all along the highway .... nearly 1000 parking places would remain ... and every one of the them would get safety improvements such as a wider shoulder. The space for the bike lanes would be gained by restriping traffic lanes and the center left turn lane ... which in some places is 16 feet wide ... to a regulation 11 feet wide. P C H travel lanes are generally 14 feet wide.... which was the standard for a 55 mile an hour country highway road when the existing road was designed in 1945	Noted.
149	**Joan Lavine - March 28, 2017 email**			
150	General comment	Joan Lavine	This email is a supplement to my comment that I filed with the City of Malibu regarding a parking study, dated and which I sent to you and the City of Malibu on Friday, December 16, 2016, during the early afternoon around 1:00 p.m. PST. Without sufficient ingress and egress to PCH in Malibu, we probably cannot accommodate receiving more cars during peak visit times.	Not parking related.

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151	General comment	Joan Lavine	I am concerned that we need to address solutions to the underlying ingress and egress, i.e. access, limitations to the entire Malibu area due to having just one main highway, Pacific Coast Highway, running through Malibu, from one end of Malibu to the other, and on into the Pacific Palisades, Santa Monica and the westerly junction and entrance to Interstate Highway 10/Santa Monica Freeway at the McClure Tunnel. I suggest the use of shuttle services, both locally from large parking spaces such as next to the Malibu Civic Center, LA County Building, and Pepperdine University, and from departure and public parking spots in Santa Monica, Venice, even UCLA, perhaps from the new MetroLink systems.	The report identifies a shuttle service as a parking management option for the City to consider; however, this is not a recommendation of the study.
152	General comment	Joan Lavine	I do not find any public comments included with the downloads of the draft study. Did I miss them? Would you direct me to them?	Public comments and responses are in App D of the Draft Final Report.
153	**Joan Lavine - March 29, 2017 email**			
154	General comment	Joan Lavine	Thank you for pointing out that there are comments referred to in Ex. D. However, the identities, i.e., names, of the commenters were omitted from what is posted in Ex. D online, as well as the captions and full texts of the comments have been omitted. The identification of the commenting persons is essential to understanding their comments. Please explain your justification for failing to identify the commenters and providing the full comments communicated.	Not all of the people who made comments provided their names. Furthermore, the comments were transcribed as closely as possible to the actual comment or note -- they were not summarized or paraphrased.
155	General comment	Joan Lavine	Please circulate this email as a second supplement to the comments.	Included.
156	**Scott Tallal - March 28, 2017 email**			
157	General comment	Scott Tallal	Thanks! It's a remarkable study, and every one of those recommendations is spot-on. I'm not sure if I can make it [to the council meeting], so my only comment is this: A few years ago, we were traveling alongside Zuma Beach when a car parked on the landside shoulder pulled out to make a four-lane left turn - only to be T-boned by oncoming traffic. As soon as we could stop, I immediately jumped out of our car but was unable to save the passenger who'd been fatally injured after being thrown from the car. All I could do was watch as the life went out of her eyes. It was a horrendous, living nightmare - something I'll never be able to forget, and something directly attributable to existing coastal access policies.	Noted.

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158	General comment	Scott Tallal	Bottom line: if the Coastal Commission wants to oppose this, please ask them exactly how they are serving visitors by encouraging parking policies which regularly kill those visitors at least a dozen times a year.	The goal of the Study Recommendations was to increase parking as much as possible, enhance existing parking as much as possible, and minimize the loss of parking as much as possible; however, the main focus of the study is safety, and to prioritize human life and safety before the need for rarely used parking spaces. The study presents recommendations to improve the safety of parking along PCH - sometimes at the cost of losing questionable parking spaces.
159	**Meril May, April 7, 2017 email**			
160	General comment	Meril May	Please review and use anything here that you can which would be associated with the Parking Study. Several are directly parking study related. #3 (special emphasis made at meeting about Matador. signs and stenciling installed at entrances last year VERY helpful, Josephs help and revas signs and volunteers telling me and me continually persisting)(see last added sample sign from up corral to warn drivers), I have been asking for warning signs as exiting beaches for pedestrians for months, #4, #5, #10, #13. smooth, thin tire high pressure sensitive smooth standard with less than 1/8' surface fluctuation, is important for safety, and directly related to parking as cyclists having to adjust for bad unsmooth unsafe surface ride in or near parked cars and in #2 lane.	Installation of signs warning drivers about pedestrians or warning pedestrians about high-speed traffic is not parking related. Many of the recommendations widen the shoulder area, which would give bicyclists more room to avoid parked vehicle doors and moving traffic, or prohibit parking where the shoulder is too narrow for vehicles to safely park, giving bicyclists more room to avoid moving traffic. It is noted that resurfacing may be necessary.
161	General comment	Meril May	Feb 27, 2017 email: One of the greatest problem relating to the amount of man hours actually worked on PCH has to do with active working persons. Caltrans has had a staffing problem at the Las Flores yard, understaffed for years. City Manager Feldman is aware of such and I believe is working with Caltrans to increase compensation to attract more workers. Reva can explain what current situation is and future expectations. Thank you for this City Manager Feldman. What is the date that work is supposed to cease/be significantly restricted on PCH? There is a lot of surface repair, to bicycle smoothness standards, now, and prior to restriction date.	Not parking related.

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162	General comment	Meril May	The following is a list of some priority low hanging fruit items to be considered for Safety Optimization Some of the following concern PCH, and are recognized not to be under the City's jurisdiction, however a working relationship with Caltrans exists and is to be utilized to maximum. Over the past years improvement has occurred, but due to the complexity of PCH, differed work and maintenance which has not occurred, thru traffic and visitor demand, the need for work is vast. PCH is in significant maintenance deficit, which results in safety decreasing.	The City is actively working with Caltrans to improve safety along PCH.
163	General comment	Meril May	1) fix pothole as they occur, resulting in a flush smooth consistent material surface repair, and cleaning up any debris which has been the result of deterioration.	Caltrans ongoing maintenance and repair.
164	General comment	Meril May	2) Improving and maintaining intersection at PCH and Las Flores. see past suggestions from me, other studies, and review and assess measures again which can be completed within a week, month, and longer term. #1, keep paddles replaced and surfaces refreshed.	Caltrans ongoing maintenance and repair.
165	General comment	Meril May	3) Improve parking in priority areas. Ask me or see studies. By El Matador, landslide, widen shoulders immediately. Work with State Parks about adding parking to off PCH areas, there is a lot of room at Pescador, and some at Matador. Install signs for both direction traffic to warn vehicles of Pedestrians Crossing, Matadore, Pescador, and Piedra. Install signs at park exits warning pedestrians walking out, and drivers, of high speed traffic. Install signs at shoulders asking drivers to park to right, maximizing space to left by fog line, and warning of hazardous high speed traffic. Widen shoulders to south of Paradise cove, both sides.	Requests can be made to the State Parks Dept to expand the off-street parking areas, but the authority to increase parking at the State parking lots is outside the control of the City or Caltrans. Such parking lot expansion would likely require environmental review of the impact on the area surrounding the parking lot as well as the impact of a potential increase of visitors on the beach area itself. Where feasible, the recommendation was made to widen shoulders to improve or provide additional parking. Unfortunately in many locations, including many landslide areas, this is not possible. This is a parking safety study, not a pedestrian safety study. This study addresses options for improving parking safety given the existing physical conditions, with the safety of pedestrians as a high priority. This parking study attempts to remove the need for pedestrians to cross PCH by widening parking on the side of the highway near attractions (beach accessways, trails, restaurants, etc.) that don't require crossing PCH by removing the parking on the opposite side of the highway.

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166	General comment	Meril May	4) Keep brush cut back as far as possible, continually throughout year, aiding to usable shoulder for parking, pedestrians and cyclists. This also helps prevent fire threat from road to brush. i.e.: like several years ago to s of Pepperdine.	Caltrans (and City) ongoing maintenance and repair.
167	General comment	Meril May	5) Restencil surface markings, or spot paint where worn, especially cross walks and STOP lines, PCH. see from city's responsibility on kanan s to by via venisa, and clean shoulders.	Caltrans ongoing maintenance and repair.
168	General comment	Meril May	6) This is more costly. Fill cracks with tar throughout PCH. I have been requesting this since 2013 when there was a fatality by Puerco Cyn. Puerco to Webb Way and back was done after repeated emails. Very little has been done since, even though it is significantly more expensive to do extensive work, re-paving. I estimate less than 5% of what is needed has beed done. Eroding cracks, suffer deterioration exponentially with the intrusion of water, and become significantly more hazardous to a thin high pressure road cycle tire and the rider. When will improvement be actually done? Where deterioration has gotten bad to repair tar with crack filling , schedule repaving.	Caltrans ongoing maintenance and repair. (Clarification: The fatal bike/bus collision on PCH near Puerco Canyon occurred in Oct 2012).
169	General comment	Meril May	7) Keep drains and shoulders free of debris to optimize drainage, non flooding. I have repeated asked the shoulder north of Morning View be cleared of all debris (SOME 40" wide) to the curb. As of 1.1.17 it has not. see pictures. (as of today 2-27-17 this has been 80% done)	Caltrans ongoing maintenance and repair.
170	General comment	Meril May	8) Keep brush cut to avoid signs being blocked.	Caltrans ongoing maintenance and repair.
171	General comment	Meril May	9) Keep shoulders free of debris, and smooth (less than 1/4 inch differential) for cyclists. These shoulders need to be smooth to a higher standard than that for a truck tire. The highway needs to be to the highest standard for the most sensitive use, and cycling, with high pressure thin tires, around parked cars, sometimes in the #2 lane due to lack of any option, and near high speed vehicles 55mph plus, traveling at 20mph plus, might be the most sensitive use.	Locations where bike lanes are recommended would need to be evaluated for acceptable pavement conditions to provide a safe roadway surface for bicyclists. Similarly, where restriping is recommended to widen the shoulder, the condition of the pavement joint between the travel lanes and the shoulder must be evaluated.

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172	General comment	Meril May	10) Have signs along Zuma installed asking for parking to be to the right. Some park like this now. Others park just to the right bike lane lane leaving no room for pedestrians or opening vehicle doors.	Such signs would not be enforceable. Statistically, parking signs are not obeyed unless there is a direct threat of a ticket or being towed away. Although this is a relatively easy improvement, the likelihood of return on investment is unlikely.
173	General comment	Meril May	11) Have Edison make improvement to pole and equipment box blocking visibility at PCH and N end Broad Beach rd. refer to many prior requests.	Not parking related.
174	General comment	Meril May	12) La Costa cross walk, get actual work done here immediately to improve safety. Insignificant "actual" onsite improvement has occurred over many years of attempts.	Not parking related.
175	General comment	Meril May	13) The Westward road ocean side needs widening and repaving to provide non impacted lanes in both directions, and room for pedestrians and cyclists.	Not PCH parking related.
176	General comment	Meril May	14) Keep up the good work city does in city areas of responsibility maintenance as you have done: brush clearing, repair, slurring, paving, sign repair.	Caltrans/City ongoing maintenance and repair. Report does mention this must be upkept.
177	General comment	Meril May	15) add to guard rails, krails, ASAP especially where none exist in Malibu Canyon. work with county to keep shoulders on Kanan and Malibu Canyon clean, and to increase safety at Mulholland intersections.	Not PCH parking related.
178	General comment	Meril May	16) appeal to owners between Trancas and Zuma ocean side, and the owners of Morning View land side to set their trash cans NOT in the shoulder. In one area cans go in the bike and walk area, in the other cans also impact school drop off traffic. Very silly, some shoulder ice plant clearing would alievate all drop off traffic from swerving around out into the #2 lane.	Not PCH parking related.
179	General comment	Meril May	Pictures and emails of specifics can be provided on request, some dating back greater than 10 years. Please let me know when the requested is scheduled, and completion dates.	The parking study is scheduled to go before City Council and be completed in June 2017.
180	**Michael Shultz April 6, 2017 email**			
181	General comment	Michael Shultz	My comment is to encourage the powers that be to narrow the PCH lanes so that safe bike lanes can be established on both sides of the highway. It's indeed a harrowing ride to worry about both car door openings as well as cars passing perilously close to the bike rider. I drive and ride on PCH (for many years) and am sure you've heard these comments from others.	The recommendations include 2 areas where the travel lanes would be made more narrow in order to provide 6-foot Class II bike lanes adjacent to wide parking areas.

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182	General comment	Michael Shultz	Bikes are omnipresent on PCH and we should do our best to make the highway safer for all users.	Recommendations have been made to improve on-street parking for the safety of all roadway users, including people exiting/entering parked vehicles, bicyclists, and pedestrians where there are no sidewalks.
183	**Public Comments at Joint Commission Meeting, March 29, 2017**			
184	General comment	Meril May	Any improvement is good improvement and the sooner, the better. He commended Caltrans for improved maintenance on the shoulders along PCH. He stated how to manage overcrowded days needed to be addressed. He thanked the City for new signage. He suggested ensuring the road had a smooth surface after striping. He thanked the City, SCAG, Caltrans and Stantec for doing the study.	Noted.
185	General comment	Tara Trenda	Discussed recreational vehicles parking on PCH near Coastline Drive. Public Safety Commission Chair Randall advised Ms. Trenda that Coastline Drive was not included in the PCH Parking Study as it is outside the Malibu city limits.	Outside scope of work.
186	General comment	Annie Ellis	Thanked the City for replacing No Parking signs near El Matador Beach. She displayed photos of illegal and unsafe parking. She stated some vehicles parallel parked in the bike lane. She expressed concern about narrowing traffic lanes.	Noted. Narrowed lanes are discussed above, and have been shown to improve safety and decrease speeds, in addition to providing space for parking.
187	General comment	Andy Cohen	Discussed increased parking problems on PCH near El Matador Beach in recent years. He agreed with prohibiting parking on the inland side of PCH to prevent pedestrians running across the highway.	Noted.
188	General comment	Keith Canter	In response to Keith Canter, Deputy Winn confirmed a motorist parallel parking by stopping, using a turn signal, then backing into a parking space has the right of way.	Noted.
189	General comment	Cheryl Spurlock	In response to Cheryl Spurlock, Deputy Winn confirmed a cyclist may not enter the traffic lanes when there is a dedicated bike lane except to safely pass another bicyclist in front of them in the bike lane. Lt. Royal clarified that cyclists could use the traffic lanes rather than the shoulder if there was no dedicated bike lane. Ms. Spurlock expressed hope that adding dedicated bike lanes would alleviate some of the dangers from bicyclists riding in traffic lanes.	Noted.
190	General comment	Catherine Ferguson	Agreed with Ms. Ellis about the dangerous conditions near El Matador due to limited sight lines, speeding vehicles, and pedestrians running across the highway. She agreed with restricting parking on the inland side due to the blind hill. She commended the City for the bike lane near Zuma Beach.	Noted.
191	General comment	Norm Haynie	Discussed an area near Tuna Beach where approximately 70% of vehicles cut the corner on the eastbound curb by as much as two to three feet over the white line. He suggested making that area a No Parking zone and adding signage advising motorists not to cross over the white line.	Roadway curvature was one of the items reviewed when making parking recommendations

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192	General comment	Ilana Urman	Suggested adding signs warning pedestrians to not cross or to cross at their own risk. She expressed concern that narrowing traffic lanes would increase traffic accidents. She questioned the justification for the cost of paving shoulders.	Pedestrian crossings are not parking related. Narrowing lanes is discussed above, and the shoulder paving is recommended to provide additional parking spaces.
193	Raymond Hall - March 30, 2017 email			
194	General comment	Raymond Hall	I live at 20747 PCH, there is a very treacherous entering onto the highway going either east or west bound on PCH. As you can see in the pictures attached, if you look left going out, you only have about 2 seconds to make a decision to go right or left. There is insufficient clearance of brush along the north side of the road.	The City and Caltrans shall continue their proactive monitoring and removal of overgrown vegetation in the public ROW.
195	General comment	Raymond Hall	I'm also suggesting either a mirror or caution light be set up in that area to warn drivers going westbound that there's an entryway. Approximately 30 cars enter and exit the entrance every day.	Outside the scope of this project.
196	General comment	Raymond Hall	Also, when going to the right (out of the driveway), there is a No Parking sign there that allows a little bit of entrance room. However, that exit sign should be moved westbound approximately 30 yards to allow the person entering the highway to have a right-sided margin of error. There will inevitably be an accident here sooner or later. I hate to say it but it's just the treacherous area and something needs to be done.	Parking is prohibited along the frontage of the apartment building, although some of the Caltrans signs were missing during the study period. They have been, or are being, replaced. Review of parking-related collisions (App B p. 58) shows no parking-related collisions occurred at the driveway during the study period (2011 - 2015).
197	Matt Drummond - April 7, 2017 voicemail			
198	General comment	Matt Drummond	Owns properties across the street from Geoffrey's and in Paradise Cove. Has concerns for the one across the street from Geoffrey's that people tend to park very close to the exit of his property onto PCH (by the mailboxes and American flag). People parking so close to this exit make merging onto PCH extremely unsafe because there is no buffer along the side of the road. He is very worried about people getting t-boned there as a result.	The No Parking restriction adjacent to the mailboxes will remain to provide appropriate sight distance at the driveway; however, a section of the inland side shoulder which is currently prohibited is recommended to allow parking. The shoulder area is not intended as an acceleration lane for entering traffic. Parking restrictions along the shoulder are intended to allow proper sight distance.
199	General comment	Matt Drummond	Specifically, someone keeps parking a U-Haul in this area which hurts visibility even more.	Noted. Oversize vehicle restrictions can be implemented at specified locations. Unfortunately, this is difficult to enforce and the City is exploring options to address this issue.
200	General comment	Matt Drummond	He knows that there needs to be parking allowed there, but it would increase safety tenfold if there was a No Parking sign right by those mailboxes so residents would be given more time.	See above (Line 198).

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201	General comment	Matt Drummond	Concerns with Paradise Cove are regarding all the people who park east bound by Paradise Cove, there is very little space there and it is very hard having people with doors wide open into the lanes of PCH.	The recommendations include widening the shoulder on the ocean side north of Paradise Cove Road to provide 10-foot wide shoulder by narrowing the travel lanes. In addition, a recommendation to widen the ocean and inland side shoulders with additional pavement south of Paradise Cove Road is proposed; however, this would require extensive embankment construction.
202	General comment	Matt Drummond	Also, as a cyclist, putting in bike lanes in that area similar to the ones by Zuma would help these problems immensely. It would not only give the parked cars more space but additionally provide more safety to cyclists.	The recommendations include 2 areas where the travel lanes would be made more narrow in order to provide 6-foot Class II bike lanes adjacent to wide parking areas. In other areas,the proposed shoulder widening would provide more room for cyclists even though Class II bike lanes are not included.
203	William Horner - April 7, 2017 voicemail			
204	General comment	William Horner	Biggest concern is that a lot of overflow parking takes up all the parking along PCH by his house which is south of Dukes. His house was built in the 1920's so it does not have a garage, and he is subsequently left without any legal parking. He and his wife are in their late 60's and worry about their safety when they need to park across PCH and walk across with fast and distracted drivers. Is there any way for he and his wife to get designated parking because it is unfair to be penalized for not having a garage.	Unfortunately, preferred or designated parking is not an option along PCH.
205	General comment	William Horner	Secondly, downtown has become a nightmare parking wise. He and his wife have stopped going places due to lack of parking available. Even going to a friend's house by Nobu is difficult because Nobu overflow parking always takes up that street parking.	Noted.
206	General comment	William Horner	Parking at the Pier is difficult because $15 is a lot ot spend on parking for lunch, but parking on PCH is impossible because everyone feels this way. Is there any way for lunch places on the Pier to be able to validate parking. That might ease parking on PCH in that area.	Local restaurants and businesses could provide validated parking at the Pier parking lot but this would have to be negotiated between the City, the private company that runs the parking lot, and private business owners. This is outside the scope of this study.
207	General comment	William Horner	A parking structure could take the pressure off PCH.	A public parking structure on PCH is not feasible; however, consideration of remote parking with shuttle service is discussed in the report.

Appendix E SUMMARY OF RECOMMENDATIONS

Table E-1 summarizes the location of recommended improvements, a brief description of the improvement, and the priority for implementation. The list is presented in order from the western City Limit to the eastern City Limit.

Table E-1 Recommendations Summary

Location	Zone	Recommendation	Priority
West City Limit to W. Broad Beach Road	A	Prohibit parking on inland side and restripe travel lanes to 11 feet, and shift travel lanes toward the inland side to provide 7.5-foot buffered bike lane on inland side and 9-foot shoulder and 7.5-foot buffered bike lane on ocean side.	7
Beach access parking lots (Nicholas Canyon County Beach, El Pescador State Beach, La Piedra State Beach, El Matador State Beach)	A	Prohibit parking on the ocean side from 200 feet north to 50 feet south of parking lot driveways.	2
W. Broad Beach Road to Trancas Canyon Road/E. Broad Beach Road	A	Prohibit parking on inland and ocean sides, except at locations noted below.	2
Sea Cloud Lane to Lunita Road	A	Widen shoulder on ocean side to 10 feet or more where areas of flat gravel turnouts are located.	4
Trancas Canyon Road	A	Improve signage to clearly prohibit parking from approximately 450 feet south of to 300 feet north of Trancas Canyon Road on the inland side, and from 200 feet north of Trancas Canyon Road to the existing parking prohibition that begins 200 feet south of Trancas Canyon Road on the ocean side.	2
Busch Drive to Bonsall Drive	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
600 feet north to 200 feet south of Heathercliff Road	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
300 feet north to 200 feet south of Kanan Dume Road	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
400 feet north to 400 feet south of Ramirez Mesa Drive	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
200 feet north to 300 feet south of W. Winding Way	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
500 feet south of Meadows Court to 300 feet south of Via Escondido Drive	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
Corral Canyon Road to 700 feet south of Corral Canyon Road	B	Prohibit parking near this intersection and clarify/reinforce existing restrictions.	1
Trancas Canyon Road to Bonsall Drive	B	Prohibit parking on the inland side.	2
Morning View Drive	B	Improve signage on the ocean side and maintain red curb on the inland and ocean sides to clearly prohibit parking in the bus zone north of the intersection.	3
Busch Drive	B	Improve signage on the inland side and maintain red curb on the inland and ocean sides to clearly prohibit parking in the bus zone north of the intersection.	3
Bonsall Drive to Cavalleri Drive	B	Prohibit parking on the inland side from approximately 575 feet south of Bonsall Drive to approximately 600 feet north of Cavalleri Road.	2
Bonsall Drive to Cavalleri Drive	B	Restripe lanes to widen shoulder to 10 feet on ocean side.	5
Heathercliff Road	B	Maintain parking restriction on ocean side from approximately 400 feet north of Heathercliff Road to the intersection at Heathercliff Road.	1
Heathercliff Road	B	Install signage and maintain red curb on inland side north of the intersection and on the ocean side south of the intersection to clearly prohibit parking in the bus zones.	3
Cavalleri Road	B	Prohibit parking 450 feet north and 180 feet south on ocean side.	2
Kanan Dume Road	B	Prohibit parking on inland and ocean sides north of Kanan Dume Road intersection to Cavalleri Road/Portshead Road intersection.	2
Kanan Dume Road	B	Improve signage and maintain red curb on inland side to clearly prohibit parking in the bus zone north of the intersection. Install signage on the ocean side to clearly prohibit parking in the bus zone south of the intersection.	3
Zuma Mesa Drive to approximately 600 feet north of Zumirez Drive	B	Pave additional shoulder where possible and narrow travel lanes to 11 feet to widen shoulder on inland side to 10 feet and allow parking.	4
Zumirez Drive	B	Install signage and maintain red curb on inland side to clearly prohibit parking in the bus zone north of the intersection. Install signage and paint red curb on ocean side to clearly prohibit parking in the bus zone south of the intersection.	3
Zumirez Drive to Ramirez Mesa Drive	B	Prohibit parking on inland side.	2
Zumirez Drive to approximately 800 feet north of Paradise Cove Road	B	Narrow travel lanes to 11 feet to widen shoulder on ocean side to 10 feet.	5
Ramirez Mesa Drive to approximately 200 feet north of Ramirez Canyon Road	B	Pave additional shoulder to widen shoulder on inland side to 10 feet.	4
Paradise Cove Road	B	Maintain existing signage and red curb on inland side to clearly prohibit parking in the bus zone north of the intersection. Improve signage and maintain red curb on ocean side to clearly prohibit parking in the bus zone north of the intersection.	3
Paradise Cove Road	B	Widen shoulder on inland and ocean sides and allow parking on both sides.	8
W. Winding Way to E. Old Road	B	Restripe lanes to widen shoulder to 10 feet on inland side and allow parking.	5
W. Winding Way to E. Old Road	B	Prohibit parking on ocean side.	2
E. Old Road to Meadows Court	B	Improve signage for currently restricted parking.	1
W. Meadows Court to E. Meadow Court	B	Remove parking restrictions and allow parking on inland side.	1

Table E-1 Recommendations Summary

Location	Zone	Recommendation	Priority
Via Escondido Drive	B	Improve signage on inland and ocean sides to clearly prohibit parking in the bus zones north of the intersection.	3
Via Escondido Drive to Sea Vista Drive	B	Prohibit parking on inland and ocean sides.	2
Latigo Canyon Drive	B	Prohibit parking 125 feet north and 240 feet south of intersection on inland side.	2
Latigo Canyon Drive to Latigo Shore Drive	B	Improve signage or replace missing signs for currently prohibited parking on inland and ocean sides.	1
Latigo Shore Drive	B	Prohibit parking 410 feet north and 110 feet south of intersection on ocean side.	2
Latigo Shore Drive to Corral Canyon Road	B	Restripe travel lanes to 11 feet to provide 10-foot shoulder on ocean side.	5
Latigo Shore Drive to Corral Canyon Road	B	Improve signage or replace missing signs for currently restricted parking on inland side.	1
Corral Canyon Road	B	Prohibit parking 165 feet south on inland side.	2
Corral Canyon Road	B	Improve signage and maintain red curb on inland and ocean sides to clearly prohibit parking in bus zones north of intersection.	3
Malibu Seafood/Sara Wan Trailhead parking lot	B	Improve signage and paint red curb on inland side to clearly prohibit parking in bus zone south of parking lot driveway. Improve signage on ocean side and maintain red curb to clearly prohibit parking in bus zone south of parking lot driveway.	3
North of W. Malibu Road	B	Prohibit parking on inland side from Malibu Seafood/Sara Wan Trailhead parking lot to W. Malibu Road.	2
South of W. Malibu Road	B	Restripe travel lanes to 11 feet to widen shoulder on ocean side to 9 feet from approximately 1,050 feet to 1,350 feet south of W. Malibu Road.	5
Puerco Canyon Road	B	Prohibit parking 180 feet north and 240 feet south of intersection on inland side.	2
North of John Tyler Drive	B	Prohibit parking approximately 450 feet north to John Tyler Drive on inland and ocean side.	2
John Tyler Drive	B	Install signage and maintain red curb on inland and ocean sides to clearly prohibit parking in the bus zones south of the intersection.	3
Webb Way	C	Stripe red curb on inland side at northbound right-turn lane.	1
W. Malibu Road to Cross Creek Road	C	Install signs on ocean side "Park Off Pavement."	2
Central Malibu Area/Pier Area	C	Restripe to narrow travel lanes to 11 feet, and widen shoulders and stripe Class II bike lanes on both inland and ocean sides.	6
Malibu Pier area	C	Install signage and maintain red curb at bus zone on inland side north of Malibu Pier and at the bus zone on ocean side south of Malibu Pier to clearly prohibit parking.	3
Nobu Restaurant area	C	Install signage and maintain red curb on inland and ocean sides to clearly prohibit parking at the bus zones north of Nobu Restaurant.	3
Mid-Block Pedestrian Signal	C	Install signage and maintain red curb on inland and ocean sides to clearly prohibit parking at the bus zones at mid-block pedestrian signal.	3
Carbon Canyon Road	C	Prohibit parking 210 feet north of intersection on inland side .	2
W. Rambla Vista	C	Install signage and paint red curb on inland side to clearly prohibit parking in bus zone north of the intersection. Install signage and maintain red curb on ocean side to clearly prohibit parking in bus zone north of the intersection.	3
E. Rambla Vista to Las Flores Canyon Road	C	Prohibit parking on inland side from 600 feet north of Rambla Vista to Las Flores Canyon Road.	2
E. Rambla Vista	C	Install signage and paint red curb on inland side to clearly prohibit parking in bus zone north of the intersection. Install signage and maintain red curb on ocean side to clearly prohibit parking in bus zone north of the intersection.	3
South of Las Flores Canyon Road to eastern City Limit	D	Widen shoulder on inland side to 10 feet where flat unpaved areas adjacent to the paved shoulder make it possible.	4
Moonshadows Restaurant area	D	Install signage on inland side to clearly prohibit parking in bus zone opposite Moonshadows Restaurant. Maintain white "No Parking Bus Zone" pavement marking. Install signage and maintain red curb on ocean side to clearly prohibit parking in bus zone north of Moonshadows Restaurant.	3
Big Rock Drive	D	Prohibit parking 320 feet north and 110 feet south on ocean side.	2
Big Rock Drive	D	Install signage and paint red curb on inland and ocean sides to clearly prohibit parking in bus zones north of the intersection.	3
Tuna Canyon Road	D	Install signage and maintain red curb on inland side to clearly prohibit parking in bus zone south of the intersection. Install signage on ocean side to clearly prohibit parking in bus zone north of the intersection.	3