CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT
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Th17a

A-4-MAL-26-0011 (Malibu Pilot Project - Temporary Safety Improvements)

June 8, 2026

CORRESPONDENCE

City of Malibu

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June 2, 2026

California Coastal Commission
Attn: Marlene Alvarado, Senior Coastal Planner
301 Ocean Blvd. Suite 300
Long Beach, CA 90802

Subject: Local CDP No. 25-041 (Pilot Temp Roundabouts) - Malibu (Appeal No. A-4-MAL-26-0011)

Dear Ms. Alvarado,

Thank you for sharing the appeal documentation of the Local CDP No. 25-041 (Pilot Temp Roundabouts) - Malibu (Appeal No. A-4-MAL-26-0011). Please accept this letter as the City of Malibu's response to the appeal against the Pacific Coast Highway Quick Build Roundabouts Project.

To begin, the City would like to express its sincerest gratitude to the California Coastal Commission staff for their careful review and consideration of our proposed improvement along Pacific Coast Highway.

The project proposes to construct quick build modular roundabout system improvements at the intersections of Encinal Canyon Road/PCH and El Matador Beach Road/PCH. The project is a temporary pilot demonstration for a 15-month duration (up to 18-months maximum) to study and determine whether the safety and operational goals of the project are achieved and whether to proceed with permanent roundabout installations at this location and/or other similar locations along PCH. This project provides the following key safety benefits to Pacific Coast Highway:

- Speed Reduction – Currently, motorists turning from Encinal Canyon Road and El Matador Beach Road on PCH must navigate motorists traveling along PCH at 55 mph and above. The project will reduce vehicle speeds along PCH as all motorists will slow to speeds between 15 and 25 miles per hour when navigating the roundabouts. Two roundabouts are proposed in this project segment, as the two work together to maintain low speeds across the entire project segment of approximately 1.3 miles. With two roundabouts, the limited spacing between and lane reduction doesn't allow vehicles to regain high speeds.

- Reduced Vehicle Conflict Points – Currently, motorists turning from the minor roadways onto PCH must navigate NB and SB traffic simultaneously while making a left turn, creating additional conflict points, or areas where vehicle paths cross, join, or diverge. The project's roundabout intersection design will reduce the number of conflict points motorists face and improve motorist comfort as they make left turn movements.

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- Enhanced Pedestrian Safety – The existing condition does not include any pedestrian crossings across PCH even though it contains a highly visited public access point. The project proposes a dedicated pedestrian crossing, equipped with a solar powered Rectangular Rapid Flashing Beacon (RRFB), solar powered safety lighting, high visibility striping, and signing on the west legs of the PCH/El Matador Beach Road intersection and the PCH/Encinal Canyon Road intersection. The roundabout configuration also reduces the total pedestrian crossing distance compared to a minor leg stop controlled intersection configuration because the project proposes a pedestrian refuge island.

With that said, I would like to share our responses to the comments and concerns raised in the appeal.

Comments and Concerns

Conformity with the LCP

The appellant contends that our approved project will result in impacts inconsistent with the Coastal Act and LCP.

The City supports the carefully considered findings of California Coastal Commission staff disclosed within the staff report on page 22:

"Overall, the project provides important and necessary safety improvements that enhance the ability of all corridor users, including cyclists and pedestrians, to safely access and travel through the area. The project would not eliminate or restrict any existing beach trails and accessways, parking facilities, shoreline access points, or recreational resources, nor would it involve roadway closures or permanent reductions in access infrastructure. Rather, as approved, the project would improve safety and traffic organization along a primary coastal access corridor while maintaining existing access opportunities. The record supports the conclusion that the improvements will enhance traffic predictability and reduce unsafe conditions that can impede safe travel to coastal destinations.

Accordingly, the appellant has not demonstrated that the project will result in adverse public safety, emergency access, traffic, circulation, bicycle safety, or coastal access impacts sufficient to raise a substantial issue regarding the project's consistency with the certified LCP or applicable Coastal Act policies. Therefore, the appellant's contentions do not raise a substantial issue with respect to the project's conformity with the certified LCP and applicable provisions of the Coastal Act".

Hazards related to Evacuation

I'd like to preference this section by stating exact methods for disaster management are handled and determined by Incident Command. The City of Malibu does not dictate operational and emergency services; with that said the City can and does remain in close communication with the agencies who oversee incidents bringing to their attention the roundabout improvement and its capacity. It should also be clearly noted that types of disasters and their associated intensities dictate everything including but not limited to timing, traffic shape, enforcement style, evacuations orders, road closures, and even how intersections should operate.

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If unfortunately, our City was to experience another disaster, the goal is to maximize continuous outbound traffic flow during evacuations while maintaining responder access and minimizing the potential of collisions, confusion, and response delays at the roundabout. Our enforcement agencies and Incident Command, while in communication with the City and if permitted by given priorities at time of incident, could implement the following stages to improve outbound flow through disasters should need and volume extend beyond anticipated.

PRE-STAGED SET UP

Recommended actions:

- Roundabout operates year-round under standard yield control, allowing for familiarity
- Staged equipment for potential removal
- All law enforcement briefed before fire season

STAGE 1 – Passive Evacuation

Recommended when: Early evacuation, moderate volumes

Recommended control: None (roundabouts operating under normal control, monitor and prepare personnel for rapid escalation)

STAGE 2 – Assisted Evacuation

Recommended when: Outbound demand dominates

Recommended staffing: Enforcement only

Recommended actions:

- Temporarily override yield rules
- Meter or stop minor approaches
- Manually controlled, direction-prioritized intersection
- Do not stop vehicles inside the roundabout
- Cone off approaches and create additional lane through roundabout.

STAGE 3 – Flushed Evacuation

Recommended when: Heavy smoke, fire spread risk, or queue spillback

Recommended staffing: Law enforcement only

Recommended actions:

- Cone off one or more approaches, only one direction approach feeds roundabout
- Flush outbound traffic in long intervals (10–20 min)
- Maintain one controlled gap per cycle for emergency access

Goal: Clear population fast

STAGE 4 – Removal

Recommended when: Heavy smoke, fire spread risk, or queue spillback

Recommended staffing: Law enforcement; with public works and/or state assistance

Recommended actions:

- Utilize pre-staged equipment to remove the quick build roundabouts

Goal: Clear population fast

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Separately, the City of Malibu - Public Safety Department is working on an update to the City's Evacuation Plan that will evaluate and assess operations during various potential emergency evacuation scenarios to identify key evacuation roadways, operational constraints, etc. for the City of Malibu and public.

Disasters as we know occur, although less frequent they occur and have major impact on our community. On top of that, more frequently and every day rather, we know there is an immediate threat to life and safety and that is the worsening conditions of PCH. The Malibu City Council declared a Local Emergency in 2023, aimed at addressing the risks of dangerous, illegal, reckless, and/or distracted driving on Pacific Coast Highway. The City's Public Works Department is confident that we can achieve the goal of improving safety for all users along Pacific Coast Highway with this improvement, as it is a proven measure to reduce speed and improve safety for all.

Hazards related to Bicyclists

On page 18 of the appeal, the appellant references *Roundabouts: An Informational Guide (1st Edition, 2000)*. As stated at the City Council hearing, the appellant references guides that are no longer applicable and hold no basis. Since the publication of the first informational guide of 2000, a significant amount of roundabout research has been conducted. Thus, NCHRP has published a series of new guides since.

NCHRP Research Report 1043: Guide for Roundabouts (3rd Edition, 2023) supersedes *Roundabouts: An Informational Guide (1st Edition, 2000)* and presents a performance-based approach to the design of roundabouts. Research Report 1043 provides guidance for various types of roundabouts. Research Report 1043 is a supplemental guide that provides enhanced information on bicycle facilities, pedestrian crossings, traffic control devices, illumination, roundabout planning, design, and implementation.

The United States Department of Transportation – Federal Highway Administration (FHWA), does not author the primary geometric design manuals used nationwide. FHWA does/can provide oversight and approval, including design exceptions; as well as require states to implement design standards that are "approved" or "recognized" by FHWA.

On July 8, 2025, the PCH Quick Builds Roundabout Project was reviewed by the Federal Highway Administration through a peer review process facilitated by Caltrans District 7. No exceptions were taken, meaning no design modifications or changes were requested by FHWA, for direct driveway access to the roundabout. As such, our proposed design follows regulatory design standards and demonstrates improvements that are accepted.

Coastal Act – Public Access

The appeal further contends that the project is inconsistent with the public access and recreation policies of the Coastal Act because "reduced roadway capacity" and "increased congestion" could impair coastal access and discourage use of beach access points and coastal pullouts.

When deciding whether a roundabout is an appropriate solution for an existing roadway, the City and its engineers followed a structured set of checks that are based off several factors including but not limited to identified safety concerns, speed rates, traffic volumes and turning movements, and collision types and rates.

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The City and its engineering team designed the roundabouts according to 2024 data which are reflective of the City's most normal operating conditions (pre-palisades fire).

Figure 1: 2024 PCH Traffic Volumes (Annual Average Daily Traffic - AADT)

DISTRICT	RTE	PM	DESCRIPTION	ADT
07	001	40.769	**JCT. RTE. 27**	**53000**
07	001	44.121	MALIBU, LAS FLORES CANYON ROAD	40500
07	001	47.091	MALIBU, CROSS CREEK ROAD	41500
07	001	47.750	MALIBU, CIVIC CENTER WAY	43500
07	001	48.171	MALIBU, MALIBU CANYON ROAD	36500
07	001	54.020	MALIBU, KANAN DUME ROAD	28500
07	001	56.843	MALIBU, TRANCAS CANYON ROAD/BROAD BEACH ROAD	21300
07	001	57.391	MALIBU, LUNITA ROAD	16800
07	001	59.401	MALIBU, ENCINAL CANYON ROAD	14900
07	001	59.901	MALIBU, JCT. RTE. 23	12300
07	001	62.301	**MULHOLLAND HIGHWAY**	**11200**

Source: Traffic Volumes | Caltrans

AADT is a basic measurement of vehicles per day that indicates vehicle traffic load on a roadway segment in both directions. It measures how busy a road is and is a critical input parameter in many transportation engineering applications.

Figure 1 demonstrates the project segment (El Matador to Encinal) experiences an AADT of approximately 15,000 vehicles per day. An AADT (Annual Average Daily Traffic) of 15,000 on a 4-lane highway is considered moderate traffic volume, as it operates well below and rarely reaches the capacity of the roadway.

Thus, any assertion that capacity is being reduced is false as the project does not change or alter the volume experienced on PCH; rather it is designed according to it.

Additionally, on a Caltrans highway, Level of Service (LOS) is a measure of how well traffic operates on the roadway—mainly based on density and delay. LOS is used for operational analysis, design decisions, and safety and capacity evaluations; as it helps determine the need for lane additions, allowance of lane reductions, intersection improvements, signal timing changes, funding prioritization, etc.

Figure 2: Level of Service
PCH at El Matador Beach Road

Year	Period	Peak Hour	Delay (sec)	LOS
Existing	Weekday	AM	5.1	A
		PM	7.7	A
	Weekend	AM	7.0	A
		PM	7.7	A
10-Year Service Life	Weekday	AM	5.2	A
		PM	8.1	A
	Weekend	AM	7.3	A
		PM	8.0	A

Recycled Paper

PCH at Encinal Canyon Road

Year	Period	Peak Hour	Delay (sec)	LOS
Existing	Weekday	AM	5.0	A
		PM	8.5	A
	Weekend	AM	7.6	A
		PM	9.6	A
10-Year Service Life	Weekday	AM	5.2	A
		PM	9.0	A
	Weekend	AM	7.9	A
		PM	10.2	B

Figure 2 demonstrates the intersections of PCH/Encinal and PCH/El Matador has an existing Level of Service (LOS) A which represents the best possible operating condition on a roadway under the standards used by Caltrans. LOS A indicates the following about the roadway in our project segment: free movement, minimal stopping, no congestion, low traffic density, high travel speeds, and large roadway/travel space.

From a capacity standpoint, the intersection performs excellently because there is minimal volume/traffic in this project segment, which is consistent with our design approach to the roundabout improvements. Additionally, it has been stated throughout our public meetings, volume is not the safety concern in this segment rather it's the high travel speeds. A roundabout is still justified and appropriate as it addresses the unsafe speeds occurring most frequently and most excessively in this segment.

The figure above also demonstrates that the operating service at the intersections under the proposed roundabouts ("10-Year Service Life") remains the same, which means the roundabout does not hinder operational efficiency. Rather, it maintains operational efficiency and improves safety. This can be seen by comparing the delay between the existing and proposed conditions.

Thus, any assertion that congestion is created is false as the project does not hinder the operational efficiency experienced on PCH.

To conclude, the 2015 Pacific Coast Highway Safety Study analyzed safety conditions along the PCH corridor through Malibu, as PCH in Malibu had become notoriously dangerous, with a high number of vehicle collisions, serious injuries, and fatalities — including crashes involving pedestrians, cyclists, parked cars, and speeding motorists. The study identified unsafe conditions at El Matador and Encinal Canyon, as the area sees a mix of high-speed vehicles on PCH and slower turning vehicles, as well as pedestrians, cyclists, and beach-related traffic, raising the risk of collisions and unsafe crossing conditions.

There are over 13,000 roundabouts in the United States as of 2024, with California ranked as the second state with the most roundabouts; and its usage growing rapidly to reduce speed, injury crashes, and decrease traffic delays.

To close and to reiterate, our project is a temporary pilot demonstration to seek community feedback and determine whether to proceed with permanent roundabout installations at this location and other similar locations along PCH.

If you have any questions, please feel to contact me at (310) 456-2489 extension 281.

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Sincerely,



Nadia Fahoum
Public Works – Associate Engineer
City of Malibu

cc: Christopher Smith, Interim Public Works Director
Tatiana Holden, Assistant Public Works Director
Travis Hart, Deputy Public Works Director

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THE KROPP LAW FIRM

June 5, 2026

VIA ELECTRONIC DELIVERY

Meagan Harmon, Chair
California Coastal Commission
455 Market Street, Suite 300
San Francisco, CA 91405

Re: Local Malibu CDP No. 25-041 - Appeal No. A-4-MAL-26-0011

Honorable Chair and Commissioners:

This law firm represents a large group of residents (the "Residents"), including named Appellant Dr. Thomas G. Diamantidis, who own property and reside in the immediate vicinity of the proposed improvements to Pacific Coast Highway ("PCH") between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with lighting at the intersections of El Matador Beach Road and Encinal Canyon Road (collectively, the "Project").

The staff report for this Project provides that the "local record reflects that the City evaluated multiple safety approaches, including speed reductions, enforcement, and alternative roadway configurations," and determined that the Project was the alternative to explore. The staff report further provides that the "project is intended to improve traffic predictability, reduce vehicle speeds, and enhance multimodal safety." The staff report concludes that "the administrative record presented by the City supports the City Council's approval of a CDP for the Project."

The problem with these statements is that they are either policy statements, or unsubstantiated. It does not matter that, as a policy matter, "the City evaluated multiple safety approaches." Other safety approaches are not under consideration. As set forth in the appeal and herein, *this* Project is the Project that the City approved, and the problem is that *this* Project was not evaluated for hazards and access impairment.

The fact that the Project is *intended* to improve safety does not mean that it will. Again, *this* Project was not evaluated for hazards and access impairment. Intention is not substantial evidence.

The staff report's conclusion that "the administrative record presented by the City supports the City Council's approval of a CDP for the Project," is unsubstantiated. The report does not point to any specific part of the administrative record which provides evidence to support this statement. Such evidence does not exist.

This is the main point of the appeal: the administrative record is devoid of any Malibu-specific or even Project-specific hazards and transportation analyses for *this proposed* Project. Without such analyses, the findings for compliance with the Coastal Act with regard to hazards and public access cannot be made with substantial supporting evidence.

The Coastal Act and City of Malibu Land Use Plan, which incorporates the Coastal Act, requires that development *minimize* risks to life and property from hazards, including, specifically, fire hazards[1]. [Exhibit A].

The Residents urge this Commission not to trivialize these concerns. These are real issues. The first page of an LA Times Article from Nov. 20, 2018, may put matters into perspective:

CALIFORNIA

Paradise narrowed its main road by two lanes despite warnings of gridlock during a major wildfire



A bus that many people had to abandon in order to make it out of the Camp fire on Skyway, the main evacuation route out of Paradise. The road clogged as thousands of residents tried to flee. (Carolyn Cole / Los Angeles Times)

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[1] New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. [See also Exhibit A].

It is uncontested that neither Caltrans nor City staff have completed any public safety or transportation studies to support the safety of *this* Project, as approved by the City. There is no ***evidence*** that the Project approved by the City *minimizes* risks to life and property from fire hazards. The record does not contain any existing or proposed vehicle, pedestrian or bicycle transportation modeling, any simulation of summer beach traffic, RVs, tour buses, or evacuation modeling. **There is not one study in the whole of the administrative record which analyzes this Project, as approved by the City, with the lane reductions, and a roundabout at the proposed location, directly on Encinal Canyon Road.**

The fact that roundabouts and/or lane reductions can, *generally speaking*, be appropriate traffic calming mechanisms does not mean that they are "simply" appropriate traffic calming mechanisms at the locations proposed, with the Coastal Act *requiring* safety and hazards review. If a private applicant came before you and proclaimed "trust me, I don't have a geotechnical study, but I do have a geotechnical engineer who is responsible and tells me that my drilling in this hazardous area complies with all regulations," they would be laughed out of the room. Yet, this is exactly what you are being asked to accept: that without studies and transportation analyses, the Project, as proposed, will "improve public safety."

Everyone in Malibu, including the Residents, want a safer PCH. But not putting in the work to make sure that the safety improvements will actually make PCH safer, as is required to substantiate the Coastal Act findings, is inexcusable and legally untenable. We all know that the transportation and hazards analyses required for the Project are available. Transportation modeling, analysis of vehicle, pedestrian and bicycle traffic during different times of the year, evacuation modeling; all of this is all available with the guidance and appropriate review by transportation engineers.

It is inconceivable that after experiencing two life-altering fires in less than a decade, adequate transportation and hazards/safety review for a project which introduces obstructions on PCH, including a reduction in lanes and the installation of physical roundabouts on the one and, sometimes, only, evacuation arterial for the majority of Malibu residents and visitors is not provided.

If there are adequate analyses of the Project's impacts on hazards in the administrative record, as staff claims (there are not), then both Coastal Commission staff and the City should not be worried about presenting these studies to you at a de novo hearing. The Residents urge this Commission not to glaze over the very important requirements of the Coastal Act to *require* that project *minimize* risks to life and property in areas of high geologic, flood, and fire hazard, to protect properties, *including roads* and other infrastructure which are highly vulnerable to a variety of natural hazards including threats from wild fires, *and to support these findings with substantial evidence*.

The Residents are confident that if you took the time to look at the "evidence" provided by the City at a de novo hearing, you would understand that it does not evaluate *this* Project for consistency with the Coastal Act requirements.

By definition, "substantial evidence" requires *evidence*, not mere speculation. Evidence is substantial only if it "reasonably inspires confidence and is of solid value." *People v. Cluff* (2001) 87 Cal.App.4th 991, 1002; *see also Doe v. University of Southern California* (2016) 246 Cal.App.4th 221, 249 (if "substantial evidence" is to mean anything at all, it clearly implies that such evidence must be of ponderable legal significance).

Here, there is no evidence to substantiate the hazards and public access findings. There is only "hope" and "anticipation." Again, staff's report states (emphasis added):

> "it is *anticipated* to improve safety along the highway and will help accommodate pedestrians and bicyclists and other visitors of the coast in addition to motorists. Thereby, it is *anticipated* to enhance public recreation access to the coast."

What is this "anticipation" based on? We cannot simply say that safety will be "improved," there needs to be evidence that it will be "improved." This is all the Residents are asking for, to live in peace knowing that the public safety "will be improved."

But without any Western Malibu-specific existing or proposed vehicle, pedestrian or bicycle transportation modeling; simulation of existing or proposed traffic conditions, or evacuation modeling regarding how the proposed reduction in lanes and the installation of roundabouts on PCH, at the locations proposed, or any Project specific analysis whatsoever, it simply cannot be said that safety will be "improved."

It cannot be lost on this Commission that the City Council specifically refused to make findings with regard to hazards and safety when approving the Project. The administrative record shows is that, at the City Council meeting, the Mayor asked the City Attorney whether the references in the proposed resolution with regard to hazards and safety were necessary (as he recognized they could not be substantiated). The City Attorney opined that they were not. The Mayor then asked that all references to safety be removed, and they were removed.

The Residents submitted to the City, and to you, evidence that the Project, as approved, does not comply with guidance from the U.S. Department of Transportation ("USDOT"), Federal Highway Administration ("FHA"), both with regard to roundabout direct private driveway access and the safety hazards caused by the merging of vehicle and bicycle lanes into one in a single roundabout[2]. On January 2, 2026, *after* the Planning Commission approved the project, Caltrans revealed that it is made up of non-standard design features. [For full discussion, see Exhibit B appeal justifications submitted]. As shown on Exhibit 2 of the appeal submitted by the Residents, the City's own assistant manager is on record telling Caltrans that reducing lanes on PCH to one "would be a disaster with the current traffic volumes on PCH." [See Exhibit 2 to Exhibit B].

[2] The proposal will require bicyclists and vehicles, including oversize vehicles, to merge into and share one lane without any physical separation. At the City Council, City staff and Caltrans admitted they "didn't know" how this would work if there was more than one bicyclist trying to merge at a time.

Indeed, after over a decade of review, the Project was not even recommended by the City's own 2015 Pacific Coast Highway Safety Study!

The Commission will also note that the City currently has commissioned Witt O'Brien's, the emergency management and disaster response firm, to examine how emergency operations were managed during the 2024 Franklin Fire and the 2025 Palisades Fire. Their input is not in the record. What does Witt O'Brien's have to say about a proposal to reduce vehicle capacity and introduce physical obstructions on PCH?

With regard to public access, the Project includes the reduction of lanes on PCH which will lower vehicle capacity and translate to fewer vehicles per hour. The reduction of lanes will limit the ability of the public to access the beaches on the northern end of Malibu. A reduction of lanes and the introduction of roundabouts on PCH will also introduce additional traffic congestion, potentially decreasing the safety of the highway. The Project will actually interfere with the public's right of access to the sea which is provided by PCH. *Fewer people will be able to get to the beach*. There is no evidence that the reductions in lane will not inhibit public access, no studies or analyses of this questions were conducted.

If, at a de novo hearing, the Commissioners feel that enough analysis has been completed, you have the discretion to allow the Project to move forward. But the Residents to urge this Commission to *independently* assess the determinations of the City by evaluating the *evidence*, the very evidence that is lacking and is at issue here. Staff's conclusion that the "information contained in the administrative record" supports the findings is, quite simply, incorrect. Evidence is substantial only if it "reasonably inspires confidence and is of solid value." *People v. Cluff* (2001) 87 Cal.App.4th 991, 1002; *see also Doe v. University of Southern California* (2016) 246 Cal.App.4th 221, 249 (if "substantial evidence" is to mean anything at all, it clearly implies that such evidence must be of ponderable legal significance).

The Residents urge this Commission to provide a de novo hearing on these very important Coastal Act issues.

Very truly yours,

THE KROPP LAW FIRM,
A Professional Corporation



KRISTINA KROPP

Exhibit A

Coastal Act Section 30253, as incorporated into the City of Malibu Land Use Plan (LUP), Chapter 4, Section B, states, in applicable part (emphasis added):

New development shall:

> (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
>
> (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

LUP Chapter 4, Section A provides that: "[d]evelopment within the City, including roads and other infrastructure is highly vulnerable to a variety of natural hazards including threats from landslides, wild fires, earthquakes, storm waves, and flooding." It specifically sets forth that "Fire is a serious potential threat several months of every year due to the typically long summer dry season characteristic."

LUP Chapter 4, Section A.2 requires that, to ensure consistency with the Coastal Act, development must minimize impacts from hazards as well as impacts to coastal resources, including public access and recreation.

LUP Chapter 4, Section C.4.1 further provides that "[t]he City of Malibu and the Santa Monica Mountains coastal zone contains areas subject to hazards that present substantial risks to life and property," including areas subject to major wildfires classified in Fire Zone 4 or in the Very High Fire Hazard Severity Zone.

Accordingly, pursuant to Chapter 4, Sections C.4.2 and 4.3, "new development shall be sized, designed and sited to minimize risks to life and property from geologic, flood, and fire hazard" and "[i]nformation should be provided to the public concerning hazards and appropriate means of minimizing the harmful effects of natural disasters upon persons and property relative to siting, design and construction."

Chapter 4, Section 4.14 provides that "[n]ew development shall be prohibited on property or in areas where such development would present an extraordinary risk to life and property due to an existing or demonstrated potential public health and safety hazard."

City of Malibu LIP Section 9.3 (Hazards – Required Findings and Analysis) states, in pertinent part that "[w]ritten findings of fact, analysis and conclusions addressing geologic, flood, and fire hazards, structural integrity or other potential hazard must be included in support of all approvals." The findings shall explain the basis for the conclusions and decisions of the City and shall be supported by substantial evidence in the record.

Pursuant to LIP Section 9.3, a Coastal Development Permit for a proposed development shall only be granted if the City's decision making body is able to find that: "[t]he project, as proposed, will neither be subject to nor increase instability of the site or structural integrity from geologic, flood, or fire hazards due to project design, location on the site or other reasons."

LIP Section 13.9 13.6.4[1] requires that that any applicant to a Coastal Development Permit ("CDP") provide an "adequate description including maps, plans, photographs, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information concerning land and water areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private."

LIP Chapter 12 is the City's Public Access Ordinance. The purpose of the Public Access Chapter is to achieve the basic state goals of maximizing public access to the coast and public recreational opportunities, as set forth in the California Coastal Act, codified in the *Public Resources Code*. *Public Resources Code* §30001.5(c) provides that public access both to and along the shoreline shall be maximized, consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

[1] See also 13.6.1: Application for a coastal development permit and amendments to coastal development permits shall be made to the Planning or Building Department on an application form provided by the Department, together with all required plans, maps, elevations, reports and any such supporting information deemed necessary by the Planning Department or any other ordinance contained in the certified LCP to adequately assess and evaluate the proposed project for consistency with the LCP.

Exhibit B

4. Grounds for this appeal.

For appeals of a CDP approval, grounds for appeal are limited to allegations that the approved development does not conform to the LCP or to Coastal Act public access provisions. For appeals of a CDP denial, grounds for appeal are limited to allegations that the development conforms to the LCP and to Coastal Act public access provisions. Please clearly identify the ways in which the development meets or doesn't meet, as applicable, the LCP and Coastal Act provisions, with citations to specific provisions as much as possible. Appellants are encouraged to be concise, and to arrange their appeals by topic area and by individual policies.

The Project does not conform to the LCP and to Coastal Act public access provisions.

A. LCP/LUP/LIP

Coastal Act Section 30253, as incorporated into the City of Malibu Land Use Plan (LUP), Chapter 4, Section B, states, in applicable part (emphasis added):

New development shall:

> (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
>
> (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

LUP Chapter 4, Section A provides that: "[d]evelopment within the City, including roads and other infrastructure is highly vulnerable to a variety of natural hazards including threats from landslides, wild fires, earthquakes, storm waves, and flooding." It specifically sets forth that "Fire is a serious potential threat several months of every year due to the typically long summer dry season characteristic."

LUP Chapter 4, Section A.2 requires that, to ensure consistency with the Coastal Act, development must minimize impacts from hazards as well as impacts to coastal resources, including public access and recreation.

LUP Chapter 4, Section C.4.1 further provides that "[t]he City of Malibu and the Santa Monica Mountains coastal zone contains areas subject to hazards that present substantial risks to life and property," including areas subject to major wildfires classified in Fire Zone 4 or in the Very High Fire Hazard Severity Zone.

Accordingly, pursuant to Chapter 4, Sections C.4.2 and 4.3, "new development shall be sized, designed and sited to minimize risks to life and property from geologic, flood, and fire hazard" and "[i]nformation should be provided to the public concerning hazards and

appropriate means of minimizing the harmful effects of natural disasters upon persons and property relative to siting, design and construction."

Chapter 4, Section 4.14 provides that "[n]ew development shall be prohibited on property or in areas where such development would present an extraordinary risk to life and property due to an existing or demonstrated potential public health and safety hazard."

City of Malibu LIP Section 9.3 (Hazards – Required Findings and Analysis) states, in pertinent part that "[w]ritten findings of fact, analysis and conclusions addressing geologic, flood, and fire hazards, structural integrity or other potential hazard must be included in support of all approvals." The findings shall explain the basis for the conclusions and decisions of the City and shall be supported by substantial evidence in the record.

Pursuant to LIP Section 9.3, a Coastal Development Permit for a proposed development shall only be granted if the City's decision making body is able to find that: "[t]he project, as proposed, will neither be subject to nor increase instability of the site or structural integrity from geologic, flood, or fire hazards due to project design, location on the site or other reasons."

LIP Section 13.9 13.6.4[1] requires that that any applicant to a Coastal Development Permit ("CDP") provide an "adequate description including maps, plans, photographs, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information concerning land and water areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private."

B. The Project, as approved, does not conform to the LCP/LUP/LIP Requirements.

The City's approval of a Coastal Development Permit for the Project was approved without adequate information sufficient to determine the Project's impacts, particularly regarding hazards, and is not supported by substantial evidence.

The Pacific Coast Highway (PCH) right of way is the primary and, sometimes, only, evacuation arterial for the majority of Malibu residents and visitors. The Project includes a *reduction in lanes* for over one mile of PCH and the *installation of physical roundabouts* at El Matador Beach and Encinal Canyon. These are potential hazards that further exacerbate transportation and fire evacuation risks. As set forth herein, the

[1] See also 13.6.1: Application for a coastal development permit and amendments to coastal development permits shall be made to the Planning or Building Department on an application form provided by the Department, together with all required plans, maps, elevations, reports and any such supporting information deemed necessary by the Planning Department or any other ordinance contained in the certified LCP to adequately assess and evaluate the proposed project for consistency with the LCP.

City approved the Project without any evidence, let alone substantial evidence, to support the Project's safety, impacts from hazards or appropriateness within the PCH right of way.

Neither Caltrans nor City staff has completed, nor were City decisionmakers presented with, any transportation studies to support the safety of the Project. The City's approval of a CDP for these PCH improvements is not supported by any Malibu-specific existing or proposed vehicle, pedestrian or bicycle transportation modeling; simulation of existing or proposed traffic conditions, including with regard to summer beach traffic, RVs, tour buses; or evacuation modeling regarding how the proposed reduction in lanes and the installation of roundabouts on PCH, at the locations proposed, would impact transportation hazards, including on evacuation routes.

Nevertheless, the CDP resolution to approve the Project maintains that the Project is comprised of measures to "improve safety." (Recital A). The concept that the lane reductions and roundabouts "will improve safety" is not supported by substantial evidence.

The Coastal Commission will note, when the resolution was presented to the Planning Commission, the Resolution included findings and discussions regarding the Project's safety. At the City Council meeting, the Mayor asked the City Attorney whether the references to safety were necessary. The City Attorney, in disregard of the Coastal Act and LIP requirements discussed above, stated that they were not. The Mayor then asked that all references to safety be removed.

To approve such an impactful project without robust transportation and hazards analysis after experiencing two life-altering fires in less than a decade flies in the face of all of the LCP requirements to *minimize* risks to life and property in an area highly vulnerable to threat of natural disasters, including fire; *minimize* impacts from hazards; and to not increase fire hazards due to project design, location.

Notably, both City staff and Caltrans have and continue to erroneously misrepresent, including in the Notice of Final Action to the Coastal Commission, that this Project was "recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation (Caltrans)." **As set forth herein, this is verifiably incorrect**. Nevertheless, the City resolution to approve the CDP repeats this falsity (see Resolution No. 26-10, Recital C.).

a. Hazards Specific to Encinal Canyon

The 2015 Safety Study did not analyze or recommend the Project, as approved. Nowhere in the 2015 Safety Study[2] is there any transportation safety or hazards analysis or recommendation for a roundabout at the intersection of PCH and Encinal Canyon. This is unstudied and unanalyzed.

[2] The complete 2015 Safety Study can be found here: PCH Safety Study Draft Final Report | Malibu, CA - Official Website.

On the contrary, the 2015 Safety Study recommended considering a roundabout at a location *north* of Encinal Canyon Road, off of a newly created intersection to be located immediately across PCH and aligned with La Piedra Beach Road, an entrance to a parking lot [*see* 2015 Safety Study, Appendix D to Appendix 4, page D.3 (Figure D-2):



In contrast, the current Project, as approved by the City, moves the roundabout to the intersection of PCH and Encinal Canyon, siting it immediately abutting single family residences/private driveways:



Unlike the roundabout proposal studied and analyzed 2015 (*i.e.*, *north* of Encinal Canyon), the current Project proposes direct access from the roundabout to private driveways at 32628 and 32614 PCH. This design directly conflicts with guidance from the U.S. Department of Transportation ("USDOT"), Federal Highway Administration ("FHA"):

> "Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does." [Addendum 1, Excerpt from USDOT FHA National Cooperative Highway Research Program, Second Edition[3]].

The FHA recommends against roundabouts with direct driveway access unless "site constraints make it necessary" and only if certain criteria are met, including no alternative access, a low proportion of unfamiliar drivers and driveway design with hammerheads/vehicle turn around areas and proper sight distance. [Addendum 1]. None of these criteria are met here. PCH is a destination in and of itself; it is a mecca for unfamiliar drivers.

Neither of the private driveways at 32614 or 32628 PCH were designed with USDOT FHA guidance in mind. Both driveways are without publicly accessible hammerheads, vehicle turnaround areas or proper sight distance, as recommended by the FHA. Both driveways maintain gates along PCH that require vehicles, including deliveries and other service vehicles, to park on PCH, sometimes in front of the driveway for access:

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[3] Full Report accessible: NCHRP Report 672 – Roundabouts: An Informational Guide, Second Edition





Despite this point being specifically raised to the City Council, the City approved the CDP without any factual information or analysis regarding how delivery and service trucks and other vehicles entering these private driveways by mistake or on purpose will exit. The hazards to travelers on PCH associated with the entrance/exit at these locations is completely unanalyzed. Will cars physically reverse, backwards, into the roundabout? Will they be able to physically reverse into the roundabout, depending on the vehicle size/angle of entry? How will garbage trucks pick up garbage at these homes? How will mail be delivered? What hazards and obstructions will they cause when entering or backing up into the roundabout? At this location, Edison's subcontractors regularly park bucket trucks to trim the trees away from the power lines. What hazards will now be introduced with regard to these power lines?

Neither Caltrans nor City staff had answers to these questions at the City Council. The hazards of access to the roundabout from the immediately adjacent homes is not reviewed, at all. City staff have never been to these privately owned properties, had never spoken with the owners to understand how deliveries/garbage trucks/vehicles enter and exit. They have never surveyed the space.

The City's Resolution, p. 13, simply states: The City's Public Works Department and Caltrans concluded that the proposed locations, directly at the existing intersections, is the best location to slow down traffic on PCH as recommended by the 2015 safety study. This statement is completely unsupported. What evidence is there that these locations are "best"? More importantly, what evidence is there that they don't pose hazards? A project at "the existing intersections" must be supported by substantial evidence, not a mere statement that this is "best."

In its presentation to the City Council, City Bureau of Engineering staff took the position that that "more recent guidance" from USDOT FHA is "silent" on the issue of direct access to private homes from a roundabout. Staff concluded that, therefore, the USDOT FHA recommendations above are no longer applicable. There's no support for this position – if USDOT FHA wanted to change its guidance, it would have done so, not stayed silent. Staff also noted that the USDOT FHA guidance included examples of roundabouts with private driveway access. Again, this is correct, but whether the specific criteria were met (including a low proportion of unfamiliar drivers). Simply, City staff have no support or analysis of hazards associated with the approval of roundabouts with private driveway access. And in any case, City staff cannot evade its responsibility to assure that development in the public right of way is safe from hazards, including with regard to access to private driveways, and support that requirement with substantial evidence for purposes of a CDP.

This Project fails with regard to the LCP requirements to *minimize* risks to life and property in an area highly vulnerable to threat of natural disasters, including fire; *minimize* impacts from hazards; and to not increase fire hazards due to project design and location.

b. Hazards to Public

The 2015 Safety Study also did not analyze or recommend lane reductions from two lanes to one between Broad Beach Road and a point "[a]fter exiting the Encinal Canyon Road roundabout traveling west." This is unstudied and unanalyzed. There are no studies to support the reduction in lanes proposed.

General Transportation Hazards

This Project, as approved, has City and coast-wide impacts by reducing lanes for over a mile between Broad Beach Road and La Piedra Beach Road. As discussed at the Planning Commission hearing, reducing the number of lanes will inhibit the free flow of traffic on PCH and increase traffic in the area.

The City and Caltrans are well aware of the increase in traffic that a one lane PCH will cause. In emails regarding a different PCH project, Assistant City Manager Rob Dubeaux told Caltrans: **"**This reduces the number of lanes to one. This would be a disaster with the current traffic volumes on PCH." [Addendum 2].

The Project adds increased traffic congestion, queueing, and delays, especially during peak hours, weekends, and summer months. Encinal Canyon Road already suffers from excessive traffic during these peak times, as it is an important alternative to Kanan Road, which can have substantial beach traffic and, at times, road closures.

It is unclear how new bottleneck traffic at the location of the lane reductions and roundabouts will contribute to cut-through traffic onto smaller, narrower, and less-suitable residential streets as drivers seek alternatives. There is potential to shift the traffic burden onto roads not designed for high volume, creating new safety hazards and negative transportation impacts/hazards on those neighborhoods.

Nevertheless, there were no transportation studies to support the safety and appropriateness of the lane reductions or its transportation hazards, including increased traffic. Again, the Project, a development to significantly modify over a stretch of PCH, a highway, was approved with no Malibu-specific existing or proposed vehicle, pedestrian or bicycle transportation modeling; simulation of existing or proposed traffic conditions, including with regard to summer beach traffic, RVs, tour buses; or evacuation modeling regarding how the proposed reduction in lanes and the installation of roundabouts on PCH, at the locations proposed, would impact transportation hazards, including on evacuation routes.

Malibu and PCH in Malibu are unique. The City of Malibu is a popular destination for visitors seeking to drive down the Coast and view the beautiful bluffs and water. PCH ***is*** a destination in and of itself. In such regard, Malibu is a special community that, because of these characteristics, is a popular visitor destination for recreational uses. To not analyze hazards related to the reduction in lanes and installation of roundabouts on PCH is inconsistent with the mandates of the Coastal Act.

When pushed, City staff pieced together a handful of third-party evaluations to show that (i) there are issues with speeding in Western Malibu; and (ii) “as a general matter,” roundabouts are an effective traffic calming measure for speeding. This is insufficient for purposes of a CDP. Whether or not there are speeding issues or the general effectiveness of roundabout is not the burden for the applicant. The burden on the applicant for purposes of obtaining a CDP is to show that the Project (its construction, operation and features) complies with the Coastal Act requirements, that it *minimizes* risks to life and property; *minimizes* impacts from hazards; and does not increase fire hazards due to project design and location. In order to evaluate these impacts, *Project specific analyses* are necessary.

Hazards Related to Evacuation

There is a critical need for reliable emergency evacuation routes and access for first responders in Malibu. PCH is the single most important north-south evacuation corridor for the entire Western Malibu area. A single-lane stretch with two roundabouts creates a critical vulnerability. During a mandatory evacuation, traffic volume could instantly overwhelm a single-lane configuration, creating a catastrophic bottleneck. This could trap

residents and visitors, and severely impede the ability of fire engines, ambulances, and police to reach incidents. A proposal that *reduces the capacity* of the primary evacuation route is fundamentally inconsistent with the core safety objectives to *minimize* risks to life and property in an area highly vulnerable to threat of natural disasters, including fire; *minimize* impacts from hazards; and to not increase fire hazards due to project design, location.

At the hearings, City staff presented that the obstructions proposed would be "temporary" in nature and could be either mounted by vehicles in an emergency or evacuation or, as stated at the City Council hearing, simply "scraped off the road." How would that work? No analysis by any transportation engineers was presented on what type of vehicles could "mount" the obstructions, who would be there to "scrape" the obstructions off the road, or how individuals would be made aware that they should treat the one-lane road as a two-lane road in the event of an emergency. It was openly admitted by City staff and Commissioners/Councilmembers at both the Planning Commission and City Council hearings that in previous instances of emergency evacuations in the City of Malibu, no one has ever been on site to direct traffic. The lack of hazardous impact on evacuation is not supported by substantial evidence.

Notably, the City is currently under contract with Witt O'Brien's, an emergency management and disaster response firm, to examine how emergency operations were managed during the 2024 Franklin Fire and the 2025 Palisades Fire. Although this was specifically brought to their attention, the City did not require Witt O'Brien's review of the proposed Project or its impacts on evacuation.

Again, the City's position is that the Project *is* consistent with the Coastal Act because roundabouts are "generally" known to be a traffic calming mechanism, and this Project will slow down speeders. But, again, this is insufficient. The Project is not only the installation of roundabouts, it includes lane reductions for over a mile. The findings required under the LIP for the Project, as approved, must be supported by substantial evidence specific to an analysis of the Project's specific hazards to transportation and evacuation on PCH.

<u>Hazards Related to Bicyclists</u>

The Project, as approved, will require vehicles to merge into a single lane with bicyclists. This was provided to be "safe" as a matter of course. No transportation analysis, modeling or simulations were provided regarding how such merging would occur. No evidence was presented, at all, to substantiate the statement that such would be "safe." Indeed, at the City Council meeting, the only example given was that of a single car stopping before entering the roundabout to allow a single vehicle to enter before it. When City Councilmembers asked what will happen when a group of bicyclists is to merge, no answer was provided.

One vehicle on PCH merging with one bicycle is not reality. What kind of queuing hazards will multiple cars stopping to allow bicycles to enter cause? What about groups of

bicyclists – will the group of bicyclists have to also allow one bicyclist at a time between vehicles? How will the bicyclists know that? Bicyclists on PCH are accustomed to moving to the right of cars. CalTrans stated that, in such instance, cars would not see the bicycles.

At the City Council meeting, it was further presented that the roundabouts are inconsistent with the US DOT Guide on Roundabouts and bicycle safety, as published in FHWA-RD-00-067: Index - Roundabouts: An Informational Guide, June 2000 - FHWA-RD-00-067

On p. 34 of this document provides:

Bike lanes through roundabouts should never be used.

The complexity of vehicle interactions within a roundabout leaves a cyclist vulnerable, and for this reason, bike lanes within the circulatory roadway should never be used…
It may sometimes be possible to provide cyclists with an alternative route along another street or path that avoids the roundabout, which should be considered as part of overall network planning. The provision of alternative routes should not be used to justify compromising the safety of bicycle traffic through the roundabout because experienced cyclists and those with immediately adjacent destinations will use it.

Nevertheless, the City resolution provides that the Project will aid and "improve bicycle travel." (Resolution, pgs. 6, 7). This statement is completely unsupported by any evidence, reports, analyses or Western Malibu (let alone anywhere in Malibu) modeling. The only evidence is to the contrary.

The Project, as approved, fails to analyze hazards to bicyclists and to *minimize* risks to life.

C. Coastal Act public access

LIP Chapter 12 is the City's Public Access Ordinance. The purpose of the Public Access Chapter is to achieve the basic state goals of maximizing public access to the coast and public recreational opportunities, as set forth in the California Coastal Act, codified in the *Public Resources Code*. *Public Resources Code* §30001.5(c) provides that public access both to and along the shoreline shall be maximized, consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

In support of public access findings, the City Resolution looks narrowly at the availability of parking. (Resolution, p. 4). But parking alone is not the only determinant of public access.

Delays and safety concerns can discourage use of the coastal access points (beach accesses, pullouts, and parking facilities) adjacent to PCH, effectively reducing actual access for the public. As a project along the coast, the within Project must avoid unduly impairing public access and, where feasible, must enhance access. A proposal that

reduces travel lanes on a coastal highway and adds roundabouts must be evaluated for its impact on public access for all users (drivers, pedestrians, bicyclists, and those seeking beach access), and for its consistency with Coastal Act requirements regarding access.

The Project includes the reduction of lanes on PCH which will lower vehicle capacity and translate to fewer vehicles per hour. The reduction of lanes will limit the ability of the public to access the beaches on the northern end of Malibu. A reduction of lanes and the introduction of roundabouts on PCH will also introduce additional traffic congestion, potentially decreasing the safety of the highway. The Project will actually interfere with the public's right of access to the sea which is provided by PCH. *Fewer people will be able to get to the beach*.

In support of the Public Access findings, the Resolution provides: Contrary to the appellant's assertions, the project will improve public access via vehicle, bicycle, and on foot through these improvements. (Resolution, p. 4). Without transportation analyses to substantiate a lack of hazards and transportation impacts, this is an unsubstantiated statement.

The Project will ***not*** improve public access. On the contrary, this Project will create safety hazards for vehicle, bicycle and on-foot traffic.

Addendum 1

6.11 ACCESS MANAGEMENT

Access points near an intersection or along an arterial create additional conflicts within the roadway system that affect operations and safety. Managing access points can improve the overall effectiveness of the system by streamlining the roadway operations and reducing the number of conflicts. Roundabouts can provide a useful tool within an access management program to provide U-turn opportunities at the intersections, thereby allowing for a reduction of full access points along the roadway segment. However, within the vicinity of an individual roundabout intersection, property access must also be carefully evaluated.

Access management at roundabouts follows many of the principles used for access management at conventional intersections. For public and private access points near a roundabout, two scenarios commonly occur:

- Access into the roundabout itself or
- Access near the roundabout.

6.11.1 ACCESS INTO THE ROUNDABOUT

It is preferable to avoid locating driveways where they must take direct access to a roundabout. Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does.

Nonetheless, site constraints sometimes make it necessary to consider providing direct access into a roundabout. Exhibit 6-89 shows examples where one or two residential houses have been provided direct access into a roundabout. These driveways have been designed with traditional concrete driveway aprons to provide a clear visual and tactile indication that these are private driveways not to be confused with public roadways.

For a driveway to be located where it takes direct access to the circulatory roadway of a roundabout, it should satisfy the following criteria:

- No alternative access point is reasonable.
- Traffic volumes are sufficiently low to make the likelihood of errant vehicle behavior minimal. Driveways carrying the trip generation associated with a very small number of single-family houses are typically acceptable; driveways with higher traffic volumes should be designed as a regular approach with a splitter island. In addition, if a high proportion of unfamiliar drivers are expected at the driveway, the engineer should consider providing more positive guidance.
- The driveway design should enable vehicles to exit facing forward with a hammerhead design or other area on-site where vehicles can turn around. Driveways that only allow backing maneuvers into the roundabout should be discouraged in all but very low-volume environments.
- The driveway design should enable proper intersection sight distance from the driveway location and adequate stopping sight distance for vehicles approaching the driveway traveling along the primary roadway.

Exhibit 6-89
Example of Residential Driveways into Circulatory Roadway



(a) Santa Barbara, California



(b) Voorheesville, New York

6.11.2 ACCESS NEAR THE ROUNDABOUT

Public and private access points near a roundabout often have restricted operations due to the channelization of the roundabout. Driveways between the crosswalk and entrance line complicate the pedestrian ramp treatments and introduce conflicts in an area critical to operations of the roundabout. Exhibit 6-90 shows examples of driveway challenges of this type. Driveways blocked by the splitter island will be restricted to right-in/right-out operation and are best avoided altogether unless the impact is expected to be minimal and/or no reasonable alternatives are available.

The ability to provide an access point that allows all ingress and egress movements (hereafter referred to as *full access*) is governed by a number of factors:

- *The capacity of the minor movements at the access point.* A standard unsignalized intersection capacity analysis should be performed to assess the operational effectiveness of an access point with full access. Unlike the platooned flow typically downstream of a signalized intersection, traffic passing in front of an access point downstream of a roundabout will be more randomly distributed. As a result, an access point downstream of a roundabout may have less capacity and higher delay than one



(a) Driveway between crosswalk and roundabout (Bend, Oregon)



(b) Driveway aligned with crosswalk (Sammamish, Washington)



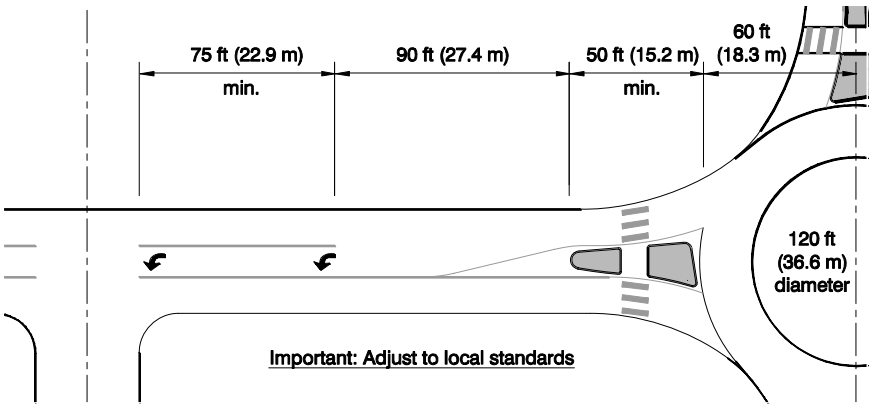
(c) Driveway reconfiguration (Clearwater, Florida)

Exhibit 6-90
Example of Driveway Challenges near Roundabout

downstream of a traffic signal. Queuing from nearby intersections (the roundabout or others nearby) should be checked to see if the operation of the access point will be affected.

- *The need to provide left-turn storage on the major street to serve the access point.* For all but low-volume driveways it is often desirable to provide separate left-turn storage for access points downstream of a roundabout to minimize the likelihood that a left-turning vehicle will block the major street traffic flow. If quantification is desired, a probability analysis can be used to determine the likelihood of an impeding left-turning vehicle, and a queuing analysis can be used to determine the length of the queue behind the impeding left-turning vehicle. If the number of left-turning vehicles is sufficiently small and/or the distance between the access point and the roundabout is sufficiently large, a left-turn pocket may not be necessary.
- *The available space between the access point and the roundabout.* Exhibit 6-91 presents a figure showing typical dimensions associated with a roundabout and left-turn storage for a downstream minor street. As the figure demonstrates, a minimum distance is required to provide adequate roundabout splitter island design and left-turn pocket channelization. In addition, access is restricted along the entire length of the splitter island and left-turn pocket channelization.

Exhibit 6-91
Typical Dimensions for Left-Turn Access near Roundabouts



- *Sight distance needs.* A driver at the access point should have proper intersection sight distance and should be visible when approaching or departing the roundabout, as applicable.

6.12 STAGING OF IMPROVEMENTS

When projected traffic volumes indicate that a multilane roundabout is required for future year conditions, engineers should evaluate the duration of time that a single-lane roundabout would operate acceptably before requiring

Addendum 2

From: Nadia Fahoum </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS /CN=406B36FE7C844437A7BC27B4900E123F-NADIA FAHOU>
To: Brandie Ayala
Sent: 10/23/2024 5:01:34 PM
Subject: FW: PCH Master Plan Feasibility Study Oct 23 Presentation
Attachments: October 23 Workshop Presentation 10 21 2024.pptx

Nadia Fahoum
Assistant Civil Engineer | Public Works
Office: (310) 456-2489 ext. 281
23825 Stuart Ranch Road | Malibu, CA 90265

From: Snyder, Ryan@DOT <Ryan.Snyder@dot.ca.gov>
Sent: Tuesday, October 22, 2024 8:34 AM
To: Rob Duboux <rduboux@malibucity.org>; Lau, Charles@DOT <charles.lau@dot.ca.gov>
Cc: Nadia Fahoum <nfahoum@malibucity.org>; Johnson, Ryan W@DOT <Ryan.W.Johnson@dot.ca.gov>; Iwamasa, Cole@DOT <Cole.Iwamasa@dot.ca.gov>; Kessel, Alexander@DOT <Alexander.Kessel@dot.ca.gov>; Huang, Yuying@DOT <Yuying.Huang@dot.ca.gov>; Kopulsky, Dan@DOT <dan.kopulsky@dot.ca.gov>; Regisford, Marlon A@DOT <marlon.regisford@dot.ca.gov>; Haber, Lee J@DOT <lee.haber@dot.ca.gov>
Subject: RE: PCH Master Plan Feasibility Study Oct 23 Presentation

Good Morning Rob,

Please find the attached revised presentation for tomorrow night. Also please let us know if you'd like to discuss prior to the meeting and when you would be available.

Kind regards,

Ryan Snyder
Executive Liaison of Special Projects
Supervising Transportation Planner
Caltrans District 7
213-817-0708

From: Rob Duboux <rduboux@malibucity.org>
Sent: Monday, October 21, 2024 1:02 PM
To: Snyder, Ryan@DOT <Ryan.Snyder@dot.ca.gov>; Lau, Charles@DOT <charles.lau@dot.ca.gov>
Cc: Nadia Fahoum <nfahoum@malibucity.org>; Johnson, Ryan W@DOT <Ryan.W.Johnson@dot.ca.gov>; Iwamasa, Cole@DOT <Cole.Iwamasa@dot.ca.gov>; Kessel, Alexander@DOT <Alexander.Kessel@dot.ca.gov>; Huang, Yuying@DOT <Yuying.Huang@dot.ca.gov>; Kopulsky, Dan@DOT <dan.kopulsky@dot.ca.gov>; Regisford, Marlon A@DOT <marlon.regisford@dot.ca.gov>; Haber, Lee J@DOT <lee.haber@dot.ca.gov>
Subject: Re: PCH Master Plan Feasibility Study Oct 23 Presentation

EXTERNAL EMAIL. Links/attachments may not be safe.

That's not a bad idea.

I was in Goleta this weekend and was riding on Cathedral Oaks Road where they just modified the

cross section. They had angled parking on one side. Adjacent to the travel lane was a wide section, I would say 10 feet, to allow for cars to enter into and back into the angled parking lane. That section also included bikes. on the other side of the angled parking spot there was a five-foot-wide pedestrian and bike lane. So they had a bike lane on either side of the angled parking spaces. It was interesting. The experienced riders, like me, stayed in the bike lane adjacent to the travel lane. There were other riders (not road bike riders) riding in the other bike lane. I wasn't able to get a picture and Google maps didn't have that street updated.

From: Snyder, Ryan@DOT <Ryan.Snyder@dot.ca.gov>
Sent: Friday, October 18, 2024 1:54 PM
To: Rob Duboux <rduboux@malibucity.org>; Lau, Charles@DOT <charles.lau@dot.ca.gov>
Cc: Nadia Fahoum <nfahoum@malibucity.org>; Johnson, Ryan W@DOT <Ryan.W.Johnson@dot.ca.gov>; Iwamasa, Cole@DOT <Cole.Iwamasa@dot.ca.gov>; Kessel, Alexander@DOT <Alexander.Kessel@dot.ca.gov>; Huang, Yuying@DOT <Yuying.Huang@dot.ca.gov>; Kopulsky, Dan@DOT <dan.kopulsky@dot.ca.gov>; Regisford, Marlon A@DOT <marlon.regisford@dot.ca.gov>; Haber, Lee J@DOT <lee.haber@dot.ca.gov>
Subject: RE: PCH Master Plan Feasibility Study Oct 23 Presentation

Hello Rob,

Thank you for your thoughtful responses. We have discussed them internally to decide on the best approach. Please see responses below each in red.

From: Rob Duboux <rduboux@malibucity.org>
Sent: Tuesday, October 15, 2024 5:17 PM
To: Lau, Charles@DOT <charles.lau@dot.ca.gov>
Cc: Nadia Fahoum <nfahoum@malibucity.org>; Johnson, Ryan W@DOT <Ryan.W.Johnson@dot.ca.gov>; Iwamasa, Cole@DOT <Cole.Iwamasa@dot.ca.gov>; Kessel, Alexander@DOT <Alexander.Kessel@dot.ca.gov>; Huang, Yuying@DOT <Yuying.Huang@dot.ca.gov>; Kopulsky, Dan@DOT <dan.kopulsky@dot.ca.gov>; Snyder, Ryan@DOT <Ryan.Snyder@dot.ca.gov>; Regisford, Marlon A@DOT <marlon.regisford@dot.ca.gov>; Haber, Lee J@DOT <lee.haber@dot.ca.gov>
Subject: Re: PCH Master Plan Feasibility Study Oct 23 Presentation

EXTERNAL EMAIL. Links/attachments may not be safe.

Charles/Ryan,

Here are some comments to your presentation and overall design concepts:

- **Slide 11** - The National Park-Like Option is not a realistic option and would never work on PCH with the current public transportation. In addition, the local residents were all not in favor of this option. This reduces the number of travel lanes to one. This would be a disaster with the current traffic volumes on PCH. I highly suggest that you remove this option. The survey does not represent the opinions of the Malibu residents.

We would like this to remain as a possible long-term option. It was heavily favored in our survey. As climate

change worsens, the acceptability of this sort of thing will change.

- **Slide 11** - Where is the Beach Access Option being proposed? This option includes reducing the travel lanes to one lane in each direction. This can only be done west of Trancas Canyon Road. Within that section, I cannot recall a location where there is a "beach access."

Yes, this is proposed only west of Trancas and is shown in the cross sections.

- **Slide 12** - Protected bike lanes are not a good option for PCH. First, you need to determine who the actual users are. From my experience, there is a very small group of cyclists who use PCH on a regular basis. This small group includes very experienced and often professional cyclists. Non experienced cyclist typically do not use PCH has a bike path. This is due to a number of reasons. First, the terrain has rolling hills which is less desirable for the beginner cyclists. If you are promoting those cyclists, then bike paths are needed to link the various destinations. On PCH, I cannot recall any unique destinations that would fall into this category. I have discussed protected bike lanes with some of the cyclists to regularly use PCH. They feel that protected bike lanes are more dangerous and would rather ride in the travel lane rather than the protected bike lanes. In addition, protected bike lanes make it almost impossible to clean. This will cause all the cycles to avoid using the bike lane altogether. I would suggest using a painted buffer rather than a protected bike lane.

For every location where protected bike lanes are proposed, we will add an option for buffered bike lanes, of which both will be further evaluated during the subsequent project development phases. We do wish to keep the option for protected bike lanes. The reason few "non-professional" riders don't use PCH there is because they don't feel comfortable riding on a high-speed, busy highway without physical protection. The research on this topic is pretty solid. Recent research also shows that protected bike lanes attract a significant number of new riders. Further, we do need to consider the many people who have told us they prefer protected bike lanes. On significant stretches on the north end where we proposed the protected bike lanes we propose that they be wide, up to 11'. These will be more acceptable to the expert riders. Another reason is that without the protection people will park in the bike lanes. Where we do have bike lanes without protection they will need to be colored for visibility and to help slow traffic. We agree that they will need to be swept regularly. We'll need to purchase a sweeper that can be used there. As Caltrans is looking to have more protected bike lanes, this is an issue we are dealing with at more locations.

- **Slide 12** - Traffic calming trees would include the removal of the two-way-left turn lane. This may have a negative impact on emergency vehicle response and could potentially block ocean views. Maybe painted medians.

These will not be in the medians. Since we sent this, we have a new graphics showing them in the parking lane where there are red curbs as attached.

- **Slide 12** - Emergency accessible medians should be created in a way that the emergency vehicles can enter the center median area without requiring to drive on top of the median. Mountable curbs could be installed in specific intervals to create openings for the emergency vehicles. The center median area could be marked as "emergency vehicles only."

We agree with this.

- **Slide 13** - Remove Decker Road as a potential roundabout. Add in Encinal Canyon Road and Broad Beach Road (western).

We will add Encinal Canyon and Broad Beach. Lee would like us to keep Decker Road in as it is a state highway and a location where he would like to keep that option open.

- **Slide 14** - Add more details because the public brought up questions from the last meeting.

We will add a map and explain during the presentation and describe in the written report.

- **Slide 15** - Again, you need to determine the users of PCH and install improvements that can improve their safety. As mentioned above, protected bike lanes from the most frequent cyclists will not be used and they will tend to ride in the travel lane. Having bike lanes for each direction on the same side of the road is not recommended based upon the type of riders on PCH.

Same comment as above on protected bike lanes.

- **Slide 18** - With the wide shoulder area, I don't see the benefit of having the medians modified for emergency vehicles.

We will remove this.

- **Slide 19** - ? This slide is showing Traffic Calming Trees (which we mentioned above) and Red curb Las Flores Road to Malibu Pier - What is on this slide?

The graphic has been added and is attached.

- **Slide 20** - Again, my comment on the protected bike lanes with barriers. I cannot support this. This slide shows potential locations for pedestrian crossings. The first location, 21600 PCH, shows a pedestrian crossing in front of houses on both sides. This potential crossing needs to have warrants and have a purpose for the crossing - i.e. need for pedestrians to cross that specific location. I cannot recall a reason. The last two items on Carbon Beach are not specifically located. Please make sure you have the similar approach about warrants and the need to have a pedestrian crossing (other than just to have one to break up the roadway segment). This cross section also shows "paddles" between the #1 and #2 travel lane - is that correct?

Same comment as above on protected bike lanes. The 21600 location is meant to be approximate and the exact location wouldn't interfere with access. All of our new crossings would have to have warrants and would not likely meet today's warrants. I am looking into modifying our warrants because there are locations, such as at bus stops and significant beach access points, where safe crossings are needed. The 21600 was put in because from previous discussions, I thought you said you wanted to break up long stretches. These long stretches without and friction are exactly what creates speeding. We will take this one out as you prefer.

The Carbon Beach East and West Access points are specific locations.

Additionally, I am researching using speed tables that could be used to slow traffic between Las Flores and the Pier. Previous thinking was to only use such vertical traffic calming on less travelled streets. However, a growing number of cities are using them with success on streets like this. Encinitas and Los Angeles are a couple examples. I am reading up on this. It's something that I think would be worth trying on an experimental basis.

- **Slide 21** - Please make note that these projects are initiated and are being worked on by the City.

Will do.

- **Slide 23** - A dual directional bike lane located on the land side of PCH will not be used by cyclists and will cause additional unsafe conditions. Please gather input from local cyclists, and not just the ones who attended the meetings, since they are the ones who will use these bike facilities.

Same comment as above on protected bike lanes. What gets put in here will partially depend on what we plan further south later on to create connectivity. If we can connect a low stress facility here with the bike path at Temescal, many more people are likely to use this.

- **Slide 24** - No protected bike lanes with physical barriers - see comments above. No median? That's an issue with the local residents for emergency vehicle response.

Same comment as above on protected bike lanes. Without removing the 2-way left-turn lane at locations where the width is only 68', we wouldn't be able to fit bike lanes.

- **Slide 25** - Again, with the physical barrier on the protected bike lane. Remove the physical barrier and have a painted buffer area.

Same comment as above on protected bike lanes.

- **Slide 26** - Although this is a good alternative and provides safe areas for pedestrians, this eliminates the center median for sidewalks on either side. This is a good cross section but please keep in mind the local community's concerns.

The best way to fit a new sidewalk in along with the bike lanes is to remove the turn lanes. Per SB 960 we believe this is necessary.

- **Slide 30** - Although this is a good alternative and changes the look and feel of this roadway section, this would eliminate the center median area and potential emergency vehicle travel lane.

We followed the City's desire to make this more of a "boulevard/main street" context. As with most cross sections, trade-offs are necessary. The public has strongly favored this treatment. We also have an option here without the landscaped median.

- **Slide 30** - This cross section will eliminate parking. How is this possible with the CCC.

We are trying to meet the CCC's and MSRC's requirements by adding angled parking at various locations.

- **Slide 34** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 36** - Same comment as above.
- **Slide 37** - Same comment as above. Also, I'm assuming that the angled parking will be located in areas where there is sufficient width to accommodate this.

Yes. It is in the cross sections.

- **Slide 38** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 39** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 40** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 41** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers. This section shows the elimination of parking. Are you assuming that this will be placed in area where there is existing no parking? Removing parking on PCH will be an issue with the Coastal Commission.

Same comment as above related to the removal of parking. Additionally, we're leaving parking on the beach side where it is most needed, and removing it on the mountain side where it is less needed – the "staggered parking" concept. Further, this is also meant to reduce the number of people parking on one side and running across the road.

- **Slide 43** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers. Parking lane needs to be a minimum of 8 feet or more. This cross section

makes it unsafe for the driver to get out of the vehicle.

We'll adjust this to 8'.

- **Slide 44** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 45** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 46** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.
- **Slide 47** - Same comment on the protected bike lanes. Include painted buffers and no physical barriers.

Same comment as above on protected bike lanes.

- **Slide 48** - Bike lane will not be utilized in this configuration. Consider relocating.

Same comment as above on protected bike lanes.

- **Slide 49** - I would edit the "Consider modifying all signals to auto-red for speeding" to "Consider modifying all signals to a safety adaption system (in progress with the City)."

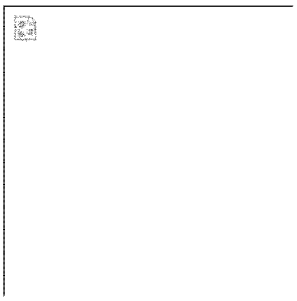
We'll remove this.

There needs to be a standard shoulder width for on-street parallel parking and bike lanes. This area should include a buffer area for cyclists between the park vehicles. Parked vehicles currently open their doors into the travel lane and cause a very dangerous situation. The proposed buffer area will assist with this dangerous situation. Any existing shoulder width that does not meet this standard should be no parking and the area identified as a bike lane.

This is taken into account in the proposed cross sections. We have removed parking in some locations and added width to the opposite side of the street. In our cross sections we either have parking or a bike lane. Sufficient width doesn't exist anywhere to have a shoulder without it being used as a bike lane or parking lane.

You should consider adding these to the existing medians from the Malibu Pier to Carbon Canyon Road that only allow emergency vehicles to enter. The center median pavement can be marked "Emergency Vehicles Only" and have these Bus Lane Curbs placed in intervals to prevent traffic from entering the center median. The Sheriff's office suggested this treatment. https://rubberform.com/product/bus-lane-curb/

We will add this.



Bus Lane Curbs | Recycled Rubber Curbing | RubberForm

RubberForm's modular bus lane curb system is designed to keep unauthorized vehicle traffic out of dedicated bus lanes.

rubberform.com

You mentioned earlier that you were going to have short, medium and long term solutions. None of these were included in the slides. I would suggest adding that.

This will be added to the updated presentation. We're not yet to a point where we have identified what all goes into each of these time frames, but will make general comments.

Gateway concepts?

This will be added to the updated presentation.

You should bring up that Caltrans is required to construct complete streets, which includes bike lanes.

This will be added to the updated presentation.

Please let us know if you would like to discuss.

We'll send an updated presentation Monday. Please let us know when you have time to discuss, best before the workshop on Wednesday.

Have a nice weekend!

Kind regards,

Ryan Snyder

Executive Liaison of Special Projects

Supervising Transportation Planner

Caltrans District 7

213-817-0708

Rob DuBoux, Esq., PE

Public Works Director/City Engineer | Public Works Department

Office: (310) 456-2489 ext. 339

23825 Stuart Ranch Road | Malibu, CA 90265

From: Lau, Charles@DOT <charles.lau@dot.ca.gov>
Sent: Tuesday, October 8, 2024 8:23 PM
To: Nadia Fahoum <nfahoum@malibucity.org>; Rob Duboux <rduboux@malibucity.org>
Cc: Johnson, Ryan W@DOT <Ryan.W.Johnson@dot.ca.gov>; Iwamasa, Cole@DOT <Cole.Iwamasa@dot.ca.gov>; Kessel, Alexander@DOT <Alexander.Kessel@dot.ca.gov>; Huang, Yuying@DOT <Yuying.Huang@dot.ca.gov>; Kopulsky, Dan@DOT <dan.kopulsky@dot.ca.gov>
Subject: PCH Master Plan Feasibility Study Oct 23 Presentation

Hello Nadia and Rob,

Attached for your review is our draft presentation. Please let us know your comments by next week 10/18, and we hope to incorporate them for our in-person meeting. Thank you.

Charles Lau

Senior Transportation Planner

Multimodal System Planning & TSI – Caltrans D7

100 South Main Street MS16

Los Angeles, CA 90012

(213) 269-1142

charles.lau@dot.ca.gov

Outlook

FW: Appeal A-4-MAL-26-0011

From Moore, Elizabeth@Coastal <elizabeth.moore@coastal.ca.gov>
Date Thu 6/4/2026 12:21 PM
To Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

With Marlene out, forwarding this email to you:

From: ExecutiveStaff@Coastal
Sent: Thursday, June 4, 2026 12:20 PM
To: Alvarado, Marlene@Coastal <marlene.alvarado@coastal.ca.gov>
Subject: FW: Appeal A-4-MAL-26-0011

Fyi -

From: Scott Dittrich <info@actionsportsstockfootage.com>
Sent: Thursday, June 4, 2026 9:35 AM
To: ExecutiveStaff@Coastal <ExecutiveStaff@coastal.ca.gov>
Subject: Re: Appeal A-4-MAL-26-0011

You don't often get email from info@actionsportsstockfootage.com. Learn why this is important

Dear Commissioners and Staff,

I hope I am properly addressing this appeal to the correct address. I support the appeal.

For the last ten years I have been a Malibu Public Works Commissioner, serving as both chair and vice-chair. I live in Eastern Malibu. This project will DECREASE safety in what the Michelin Study describes as the safest area of PCH in Malibu. It has been proposed due to the lack of enforcement caused by LASD and CHP being unable to reach approved staffing levels. It was only approved at our Planning Commission due to emotional appeals using the deaths of four Pepperdine students - but they died in Eastern Malibu, killed by a young driver intentionally driving at over 100mph.

This is an ill-conceived project that merges four traffic lanes plus a center divider into two lanes. Nowhere else in the US and Europe do we find roundabouts that have this configuration. It is an experiment. Typically RBs exist where several roads merge and typically one sees two lane highways (one lane in each direction) merging into a RB where two plus lanes travel in one direction – i.e. the RB is at least double the width of the approaching roadways. This pattern reduces accidents and fatalities compared to stop signs and traffic signals. But because the proposed project is nonstandard, all the statistics that show RB can be safer than other configurations are invalid, yet City staff uses those statistics to promote the project. I believe that the true reason for this project is to allow an experiment for traffic engineers.

in this case we are trying to merge two lanes of a major highway with vehicles traveling at high speed traffic with slow cyclists into a single lane and funnel them into the roundabout. And there are no typical merging roads, only a small beach parking lot entrance and two little used entrance roads to small neighborhoods. When this was first presented to the Public Works Commission last July several of us commissioners immediately objected, believing

this would increase accidents as vehicles traveling at 50mph + try to merge with other cars and truck and also try to merge with cyclists traveling perhaps 20mph, who all then enter the RB. We commissioners were not given the opportunity to vote on the project. The proposed project even includes a pedestrian crosswalk adding to confusion. I would support a standard two lane (in each direction) entry into a wider regulation RB, but have been told it would take too long to acquire the land needed

Residents have also offered the potential danger during a possible evacuation during a fire as a reason to oppose the project. While unlikely, Malibu has been struck by two major fires in seven years and the consequences of evacuation during a fire, particularly at night, would likely result in a situation not unlike what we witnessed during the 2025 Palisades Fire at the intersection of Palisades Drive and Sunset Blvd, where vehicles driven by panicked drivers crashed and were locked together, blocking traffic and emergency vehicles until huge loaders pushed them out of the way several days later. This is a very real risk. It could result in drivers having to flee on foot in the dark of night and possibly be overtaken by a fast moving firefront. It is reason enough to deny the project and accept the appeal. Malibu staff argues that police will be present. This is unlikely with canyons blocked by the fire.

I urge you to grant the appeal and deny the project. As many residents and visitors to Malibu have said, it is the dumbest project ever…
Please let common sense rule.

Scott Dittrich
3327 Sumac Ridge
Malibu, Ca 90265
310 351-5200 c

Outlook

FW: Public Comment on June 2026 Agenda Item Thursday 17a-Appeal A-4-MAL-26-0011 (City of Malibu)

From SouthCentralCoast@Coastal <SouthCentralCoast@coastal.ca.gov>
Date Fri 6/5/2026 9:35 AM
To Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

From: Penny St John <pennystj@gmail.com>
Sent: Thursday, June 4, 2026 6:16 PM
To: SouthCentralCoast@Coastal <SouthCentralCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Thursday 17a-Appeal A-4-MAL-26-0011 (City of Malibu)

You don't often get email from pennystj@gmail.com. Learn why this is important

Dear Commissioners,
I am a resident of Pacific Palisades and a fire survivor. The evacuation was very dangerous for some of our people during the 2025 wildfire event, but thank heaven we had the whole PCH open. If the lanes were reduced as you propose with these roundabouts, it could pose a real danger for wildfire evacuations.

There are less expensive and less dangerous ways to slow traffic on the PCH. I encourage you to pursue those. It would cost less to increase the CHP presence on PCH. Post bright lights that flash if a vehicle exceeds the speed limit. Radar speed signs. Rumble strips at key high speed zones. Speed tables or raised crosswalks near beach access points. Dynamic message signs warning of pedestrians, cyclists. Better lit and more visible crosswalks and sidewalks. Coordination with apps like Waze and Google Maps to flag speed limit zones. Speed cameras. I am sure you have additional choices.

PCH is crowded enough without reducing the lanes of traffic.
Thank you for your consideration.
Sincerely,
Penny St John

Outlook

FW: Request for de nova hearing to study Roundabouts & PCH Lane reductions in west Malibu

From SouthCentralCoast@Coastal <SouthCentralCoast@coastal.ca.gov>
Date Fri 6/5/2026 1:17 PM
To Alvarado, Marlene@Coastal <Marlene.Alvarado@coastal.ca.gov>
Cc Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

From: E Olivier <ellen@ellenolivier.com>
Sent: Friday, June 5, 2026 12:33 PM
To: SouthCentralCoast@Coastal <SouthCentralCoast@coastal.ca.gov>
Subject: Request for de nova hearing to study Roundabouts & PCH Lane reductions in west Malibu

You don't often get email from ellen@ellenolivier.com. Learn why this is important

Dear Coastal Commissioners,

As a resident of West Malibu, living in close proximity to the proposed Roundabout at Encinal Canyon Road at PCH, I am writing to request that the Coastal Commission recommend further analysis, by launching a de nova hearing to study these proposed road “improvements,” which the Malibu City staff has not yet done.

Should another fire the magnitude of a Palisades or Woolsey fire erupt, an obstruction such as two Roundabouts and the elimination of one vehicle lane between and around them could cost lives. As winds typically blow through the canyons, PCH is the only way out of the City. So, why take chances by eliminating vehicle lanes and instead, putting obstacles on what might be the population’s only escape route?

In my experience during the Woolsey fire, PCH became so gridlocked that it took me 8 hours to get from my home in west Malibu to Topanga Canyon. With one lane instead of two and obstacles in the road, these changes will only make matters worse. Back then, no one was on site to direct traffic and while Malibu City staffers said “incident control” would take over, if we take history as our guide, there’s no reason to believe that will happen next time.

In addition, there have not yet been studies as to the relative safety of the proposed Roundabouts which, because of space limitations, narrow to one lane within the Roundabouts – meaning that the bicycle lane will disappear and bicycles will have to merge with cars, trucks, motorcycles, trailers, delivery vehicles, etc., into the one lane within the Roundabout. Surely that is a safety risk that needs to be analyzed.

Moreover, because there are no sidewalks and no shoulder between the Roundabout at Encincal Canyon Road and the property line on the ocean-side, if pedestrians on the ocean-side want to get from one side of the Roundabout to the other, they may elect to walk through the Roundabout. That’s another safety risk.

Because there are already few accidents at Encincal Canyon Road, Malibu city staffers have said that the idea is to slow traffic. Yet there is already a speed camera being installed only four-tenth of a mile away at Decker Road. Why not just test the speed cameras first, before embarking on a costly and potentially dangerous project which will impede the flow of traffic?

Because this project has not been studied and can easily result in more, not fewer, accidents, and hinder evacuation efforts in emergency conditions, as a local resident I urge you to request that the Coastal Commission undertake a de novo hearing to evaluate these road “improvements,” as the Malibu City Council, as well as staffers at the City of Malibu who propose this project, do not appear to have done so.

Thank you for reading this letter and for your consideration.

Ellen Olivier

32606 Pacific Coast Hwy

310 589-5566