

MCHA Letter TO the City regarding Roadways Safety:

As Malaga Cove is one of the primary gateways into the city, our neighborhood's roadways are used by locals, visitors, cyclists and pedestrians alike. The safety of our roadways is paramount to all and has recently become a topic of deep concern for many in the PVE community.

One of MCHA's many activities is to share with the City our member's views on matters of community concern. Over the past two weeks we have provided 300 of our MCHA members (for whom we have email addresses) with an online survey so that we could better understand their concerns about Roadway Safety, and in turn to pass the survey results on to you for your consideration. We received survey responses from 81 members.

Not surprisingly, our members do not speak with one voice. Whatever changes are made by the City, there will always be some who support and others who oppose. Nevertheless, we respectfully request that the attached survey results be incorporated into the thinking of decision-makers at City Hall as you seek to improve safety for all who use our roadways.

Here are a few of the survey's key findings:

- 21% want our roadways to be more bike-friendly (58% disagree)
- 55% want our roadways to be more pedestrian-friendly (21% disagree)
- 36% want our roadways to be more motorist-friendly (25% disagree)
- 66% want the police to reconfigure their staffing to put more emphasis on ticketing motorists and cyclists who exceed the speed limit (19% disagree)
- 70% want the police to reconfigure their staffing to put more emphasis on ticketing motorists and cyclists who run stop signs (19% disagree)
- 39% want cyclists re-directed to quieter side streets (36% disagree)
- 65% support the Roadway Safety Guiding Principles Platform (9% disagree)

We greatly admire the PVE residents, led by Lunada Bay resident Garrett Unno, who have spent countless hours working so diligently to create a Roadway Safety Guiding Principles Platform. It reflects a balanced approach and has garnered broad community support. Indeed, as stated above, nearly two-thirds of our members who took our survey want MCHA to write a letter of support for the Platform. Hence, we are stating here that MCHA recommends that City leaders integrate the Platform's principles, as well as the attached MCHA member feedback, into your efforts to improve roadway safety in PVE.

<b>MCHA Roadway Safety Survey Results (February 2017)</b>			
	Strongly Agree	Agree	Neutral/ Not Sure
Roadways need to be more bike-friendly	8.60%	12.40%	21.00%
Roadways need to be more pedestrian-friendly	18.80%	36.20%	23.80%
Roadways need to be more motorist-friendly	6.20%	30.00%	38.80%
More emphasis on ticketing speeding motorists and cyclists	29.10%	36.70%	15.20%
More emphasis on ticketing motorists and cyclists who don't make full stops at stop signs	40.50%	29.10%	11.40%
Cyclists should be diverted from arterials to quieter side streets	20.00%	18.80%	25.00%
Support for "Roadway Safety Guiding Principles Platform"	32.00%	33.30%	25.40%

## **Write in Comments from MCHA Members Regarding Roadway Safety (February 2017)**

“I am a long-time PV resident who cycles on the average around 60 miles a week on the hill. I think that in general things are fine as is. The idea that cyclists are somehow entitled to block auto traffic and/or have right-of-way over an entire lane is absurd. Motorists and cyclists both need to exercise some common sense and practice mutual respect. Cyclists should be required to be no further than 3 feet from the curb and to ride single file when space is tight, rather than hanging out blocking traffic like that is some sort of entitlement. Those of us with at least half a brain already do that. Thanks for listening.”

“The rules and regulations are already in place (i.e. permits for big groups, stop signs, speed limits). Enforcement and educating the users (most specifically outsiders unaware of our traffic laws) should be done. I am also aware of the rampant bullying of our residents by a local cyclist's group BlogSpot. This is unacceptable and illegal causing the residents to be less welcoming to inviting outside cycling groups to enjoy our beautiful city. They have to behave like any roadway user...not like entitled brats. The accidents that the bicyclists have been complaining about are caused by their own reckless behavior and they should accept that rather than using it as a tool for continuing to freely ride without care for other roadway users.”

“There are very few sidewalks in PVE. Please encourage consideration of pedestrians too.”

“The traffic rules of our city should reflect the needs and changes of the city and so many of our beautiful, winding roads are considered fun and encourage speeding of both autos and bikes by not just residents but many visitors as well. Traffic humps should be considered where speeding occurs frequently since police are not able to monitor them continuously. If a signal would help traffic safety, then installation is necessary. Sufficient speed monitors should be available for every area of concern and should not have to be shared as they are now on a rotation basis.”

“We have a dedicated Traffic engineer; the evidence of his contribution is not apparent. There are specific areas that need attention, but not changing the whole city. These areas are: 1) safe driving around schools 2) safe interaction between bikes and cars between Bluff Cove and MC on PV Drive West 3) Lower VDM is dangerous between bikes and cars. On Tuesdays, even more so with the garbage trucks, so the city should not allow any other traffic blocking projects on Tuesdays anymore. 4) PVEPD should stop dangerous cycling racing as evidenced on STRAVA.com 5) PVEPD costs residents 350% more than RPV per resident. Cost effective methods, like rent-a-cop should be used for routine traffic stops during/at high traffic times/locations.”

“Please define. "more friendly" (as in bike-friendly, pedestrian-friendly, motorist-friendly)”

“I think that bikers should be expected to adhere to the same courtesy's that motorists are including 1. sharing the road and staying to the right so that motorists can pass. 2. Obeying safe

lane changing rules and not arbitrarily crossing into traffic by merely putting their arm out indicating that they are going to make a move.<sup>3</sup> Bikers should not ride 6 abreast on 2 lane stretches of road causing motorists to travel slowly behind the bike pack with no room to pass. I would like to see more enforcement by police when Bikers are not courteous to motorists and create potentially dangerous situations “

“Almost hit while walking today by 2 side-by-side speeding cyclists running stop signs and taking the whole road on Pinale/Ramon. Small side streets have cars backing out of them. Hard to see speeding bikes on left side of roadway; frighteningly! Almost hit while crossing crosswalk by library-driver stopped at stop sign, so I proceeded, then driver started up abruptly through intersection when I was half-way across--scared! Driver evidently did not see me because looking down probably at phone--did not look up until AFTER started acceleration through intersection. I jumped back to save my feet.”

“Cyclists are continuing to be an issue for drivers. Every weekend, I find that they blow through stop signs, ride down the middle of a lane, with many cars behind them, passing cars on left side, and many situations that threaten safety. Something has to be done! You never see a runner or someone out walking a dog behaving that way.”

“Difficult problem, but the "racer" bike groups create the biggest problems.”

“Let's put the speed bumps back on Via Del Monte!”

“Glad you brought this up; there are already too many street signs here for a rural community. Historically cyclists were not allowed to ride between City Hall and Via Montemar on PVDrW and now they are. That was dumb to change that. So, change it back. I will refrain from telling the police what to do. I just know that the Terranea Hotel supply trucks should have to use Hawthorne Blvd not PVDrW. Malaga Cove should be gated like Rolling Hills and the public pathways done away with for security reasons. The word "Parkland" needs to be changed to "rural space/landscape". I will say in closing, that we don't need to modernize PVE with flashing signs or cell towers and that a "California Stop" is OK and saves loads of time. Now it's as if most everyone is coming to a pregnant pause as they delay all traffic while posing for a couple of photos at the red octagon.”

“I am a new resident to Palos Verdes and am absolutely shocked at the audacity of many of the bicyclists on the road. It is shocking how they are so disrespectful of posted signs, moving vehicles and other pedestrians. Thank you for taking the time to make our city a safer place.”

“Although I do not appreciate our main arterials being affected by the cyclists, I do not think anyone wants them diverted to our quieter side streets either. It is a lose/lose to us. Many are small streets, have children playing in them and making that more unsafe is not the answer. Making sure cyclists realize they are not entitled is what I hope will make a difference in their blatant disregard of the laws”

“Get the bicycles in the bike lanes only and ticket the heck out of them for going over the speed limit and not stopping at stop signs. maximum law enforcement on the bicycle riders. Start writing tickets on them NOW!!!!”

“The guideline that cyclists should not ride abreast of one another should be codified at least for arterials lacking a bike lane. Bicycles should be specifically prohibited on PV Drive West between City Hall and Paseo Del Mar. Loud motorcycles should be measured and cited when noise levels are unreasonably or hazardously high within normal operating and accelerating RPMs.”

“Bikes going uphill can't make full stops at stop signs and then start up again (just not possible). They have to make rolling stops, or won't be able to get started again (they are not like cars).”

“Need cross walk at the entrance of PVE on PV Blvd. Bus stops and parking on both sides but no way to cross legally. “

“The cyclists ignore stop signs, make rude signals if we try to back out our driveways, don't even look up on Via Del Monte where driveways are close and expect us to protect them. I can see the lower Del Monte stop sign from my top floor and NO cyclist has ever stopped--never. But they are quick to agree we must stay 3 feet from them because it's the law. It's also the Law to stop at stop signs. I'm mad because I don't want to hurt them. I'm a cyclist myself but never in PV anymore. And I don't have the sense of entitlement the cyclists in PV, who don't live here, do. We are small and cars are big and not always able to see a biker who comes whizzing down the road or past a moving vehicle. Behavior modification: a ticket at every stop sign a biker ignores, every day, seven days a week. They'll stop or ride elsewhere, and both would benefit our community.”

“Input should be considered from residents of PVE only. If an individual does not reside in PVE they should not be allowed to have input into changing laws and policies of the city.”

“Our roads were developed in the early to mid-1900's. They are limited in width in many cases because of geographical restrictions. It is out of character for other roads to be widened to accommodate sidewalks, bike lanes or additional lanes for more traffic. If bicyclists do not believe our roads are safe for them to use, then they should not choose to cycle here.”

“On narrow roadways, require cyclists to be single file, and keep to the right as far as possible when not turning. Cyclists hogging the road at 5 to 15 mph create a hazard for motorists trying to maintain the speed limit. Motorists cross over the double yellow line in dangerous maneuvers to get around slowly moving cyclists moving in the center of the road in order to maintain the stupid 3 ft. rule. Change the 3-ft. rule to 1 foot. On narrow roads it's impossible to keep 3ft. even when cyclists are single file to the right especially when there are parked cars that the cyclists have to go around. Cyclists should not be allowed on roads that don't have bike lanes that they have to stay in.”

“Having increased ticketing and police enforcement of minor traffic violations would be a detriment to PVE. A further source of stress and annoyance for the residents. Sometimes, PVE residents should just relax, rather than creating unnecessary drama. Also, given the average age of the PVE residents, if anything, elderly citizens who are driving too slow should be ticketed!”

“I don't have a problem with bicyclists using our roadways respectfully and if they obey the traffic laws. I have twice seen lone bicyclists take the middle of the road on several occasions, slowing down the traffic behind them. I believe this has been intentional, as both instances occurred when there were no vehicles parked along the side of the road, and there was no reason for the cyclists to take the entire road.”

“We all need to respect each other and follow the road laws. Cyclists have every right to use our roads but they do not have the right to ride three and four abreast taunting motorists. I cannot drive my car side by side to chat with a neighbor. Out of area Cyclist should enjoy the moment and the beauty of the peninsula as our guests. If they do, they will get our respect. I know or recognize many of the cyclists that live on the hill and for the most part they are well mannered and concerned citizens.”

“Distinguish between bicycle transportation and sport bicycling on our streets. Much of the bicycle traffic is not transportation-related, it is tourism and recreation. The fact that we attract so many cyclists proves we are already bike-friendly. Especially on hills, speeding cyclists should be cited under the "basic speed law" not for exceeding posted speed limit. As a bike alternative on PV Drive, bike access should be provided in a path (that may already exist) on the median, wherever the parkway exists. City should pass ordinance requiring bikes to stay 3 ft. away from any car.”

“The "Roadway Safety Principles Platform" recommendation document is a good starting point, thanks to those who worked on it. One significant oversight is the impact of motorcycles on both safety and noise. The safety impact is especially important when large groups of motorcycles transit the city - members of our family have been forced off the road by aggressive "gangs" of motorcycle riders who insist on travelling as a coherent group, ignoring stop signs and speed limits. The noise issue is primarily associated with motorcycles whose mufflers have been modified or removed. These "open pipe bikes" generate truly intrusive sound levels that can be heard from over a mile away (based on my own casual observations). Some cities enforce the vehicle code and ticket these extremely loud motorcycles, which over time reduces their impact.”

“We agree with the "Principles Platform" except it's anti-lighting view; there should be more lighting for the safety of all groups to use the roadway.”

“I think the (“Principles Platform”) document in its present form is utterly useless. 2) A large number of motorists on PVE main roads are not locals but people who use our roadway as a short cut. 3) we should prevent/ discourage this by adding stop signs in Via del Monte (Via

Arriba & Via Somonte) to reduce the speed of motorists and cyclists. 4) study the implementation of roundabouts in Malaga Cove (PV Drive and Via Corta intersection) to smooth the traffic. 5) in a number of other residential neighborhoods you have timed restrictions (no turn between 6:30 and 9 am for example) to discourage non-local traffic to use our road as thorough ways. 6) as a personal note, the speed of motorists and cyclists is sometime so high at the level of my home in Via del Monte, that I don't dare crossing the road a dusk or dawn, I have a lot of difficulty getting out of my driveway, and taking the mail seems risky at times. so additional complete stop signs will diminish the risks for me while more elaborate solutions are looked into. Thank you.”

“The cycling community is huge in the Southbay - this area is a mecca for great cycling and that should be a testament to the quality of the area we live in. I recommend that we look at cycling in virtually three different ways. 1. Families and children on the roadways. 2. Commuting 3. athletic activity. Each of these have different needs and wants, some coordinate others do not. Some are more in line with the needs of pedestrians as well. Regarding Item 7, I agree that a minimal approach to infrastructure has its advantages, however, this framework of rural preference requires a rural attitude. I am from farm country, where there are no signs that tell people to respect each other, but they still do. There are a lot of motorists (and some cyclists as well) who are not from the country so I am not sure if this approach is congruent with the realities of the community. We do need to foster a greater sense of a shared community - I think this is the most important framework to start from. It's not an us vs them, it's us vs us and sons, daughters, friends, parents, and grandparents who are affected by a hostile road culture. Speeding continues to be a problem on PV Drive West and other streets in the city. Some cyclists still insist on taking a whole lane on some streets with insufficient space for motorists to pass. Courtesy would dictate that they move to the right instead of staying 2-3 abreast in the middle of a lane”

“MCHA should support traffic circles which are an environmentally friendly way to deal with some intersection issues. The road safety document does not mention more investment into bike paths.”