

JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 7 EA 07-36150 SHOPP ID 15934
COUNTY: LOS ANGELES ROUTE: 1
PROJECT POSTMILES: PM 35.2/46.9 PHASE: PA&ED (ENVIRONMENTAL)
APPROVED BY: DONNA BERRY, CHIEF ENGINEER, JULY 10, 2026

Complete Streets Scope Change:

This is a State Highway Operation and Protection Program (SHOPP) Project with pavement rehabilitation as the anchor asset that also includes complete streets improvements. At project initiation, the identified complete streets needs consisted of ADA curb ramps, Class III bicycle facilities, and improved pedestrian automated push signals. Since the project initiation document (PID) was completed, new needs have been identified in the District 7 Active Transportation (D7 CAT) Plan, along with extensive feedback acquired from the public, partner agencies, and additional planning studies, including a District 7 safety audit, a Malibu Safety Study, and the ongoing District 7 Pacific Coast Highway Master Plan (PCH MP). Based on feedback and review by the Project Development Team (PDT), this project will be incorporating additional Complete Streets (CS) items as feasible within the scope of this pavement project. The new scope includes two new sidewalk segments near transit, enhancing and restriping crosswalks, adding one pedestrian hybrid beacon (PHB), and adding five segments of Class II bike lanes.

Justification:

Due to recent and ongoing public feedback, partner feedback, and supportive planning documents the District revisited the scope of this project in the Project Approval and Environmental Document (PA&ED) Phase. Based on the locations identified as Tier 1 priority needs in the D7 CAT Plan, CS features were added where viable and feasible. The constraints and next steps are identified here:

- **Right-of-Way:** In some cases, road diets, realignments, retaining walls, or roadway widening would be needed to accommodate continuous new bicycle and pedestrian facilities. These cases frequently require work outside of Caltrans right of way, widening the roadway, or additional studies to ensure the public's safety, which exceed the scope of this pavement project. This project incorporated CS facilities in areas where existing right of way can safely accommodate new facilities.
- **Public and Partner Feedback:** Concerns were expressed from members of the public and partner agencies regarding the availability of on-street parking as well as conflict points through residential stretches of the highway. It was determined that further engagement with partners and the public in future projects is needed to collaborate on solutions for CS facilities in these stretches.

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- Existing environmental conditions: In some cases, CS elements were proposed in locations with cultural, historic, and/or environmental impacts which require extensive environmental review. It was determined that work in these locations, as well as other areas prone to landslide risk would be best prioritized in future projects where sufficient environmental review can take place without impacting project delivery or project maintenance.

This project is being completed on a parallel timeline to the D7 PCH MP, which involves ongoing feedback with partners to reimagine the layout and CS features of PCH through much of this project's limits. Enhancements incorporated in this project will serve as incremental improvements that can be enhanced in future CS projects recommended by the PCH MP. Those features that could not be incorporated, and the limitations affiliated with them, have been noted for consideration in future projects, where transformative efforts and the associated studies can be scoped to align with the PCH MP.