

**TCB Closure****QUESTIONS AND COMMENTS:**

Please note that answers to some of the recurring questions and themes are provided in the summary of the April 17, 2024 TTC meeting. Available at: [CALTRANS GIVES UPDATE AT TTC MEETING - One Topanga](#)

**QUESTIONS DIRECTED to Topanga Town Council (TTC):**

- Can we have a 2nd opinion from our own geologists/engineers that we hire as Topangans as a 2nd opinion?
- Town Council - can you schedule a follow-up meeting to continue this discussion and hear updates, particularly as nothing tonight addressed PCH? What are the best contacts for me to submit my concerns about roadway and other impacts of the slide?
- Until the TCB closure is resolved, can meetings such as this, with all agencies and community access, be had weekly instead of monthly?
- Maybe the Town Council can start a community fund that we can all contribute to for the installation of neighborhood sirens? For those fire events that happen in the middle of the night (with or without the power out).

**QUESTIONS DIRECTED to County and State Reps (with some TTC overlap):**

- Can we get the light at Tuna to remain green longer? It turns to red too quickly (4-5 cars max) and does not let enough cars out and are forcing backups.
- Will any of the federal disaster dollars released to LA County by the Feds yesterday be committed to address this problem?
- Can we loop in LAUSD transportation on these issues/discussions?
- Can we please hear what the Town Council, and our County and State Reps, are doing on behalf of Topanga students at Pali and Paul Revere? I am not hearing anything concrete from Pali admins besides maybe letting students be tardy or leave early. Can we please keep putting pressure on our schools to help Topanga students?
- Can someone provide clarity of “disaster declarations” and whether and what resources such declarations provide for assistance with TCB closure and mitigations?
- How can we reconcile the repeated claim by Caltrans that money and material resources are not limiting, with the statements that staffing to manage traffic is limiting? (This does not make sense. If it is a matter of using money from one pot to fund need that is usually paid for by another pot, let’s do that).
- I think it is imperative to have more Police/Sheriff’s presence on Fernwood and Tuna and at the light. Can we do this? There are many occurrences of hyper-aggressive drivers and many issues with the light on PCH.
- Can disaster declaration relief funds be used to overcome the staffing deficits we heard about from Sheriff/CHP/Police?
- Have our local and county agencies reached out to Governor’s office to request help?
- Do we have a second or third opinion from a qualified agency that is not connected to Caltrans?
- Can the appropriate agency look at Tuna Canyon Rd and advise whether guard rails should be installed?
- What is the timeline for full repair of the sinkhole on Fernwood Pacific Dr? (The temporary fix of steel plates does not look adequate, and an open hole is still visible.)

**QUESTIONS DIRECTED to Caltrans:**

- Can the single lane closure at Porto be fixed and/or new lanes drawn to keep 4 lanes going?
- Can any work on PCH in Malibu stop by 2 pm to not impact rush hour traffic?
- This is not the world's most unique or complicated slide. If there weren't alternate (albeit inconvenient) routes, what would the plan be? If you HAD to open at least one lane and do traffic control, what strategies would you pursue?
- Can work be happening on other parts of the road? Shoring up smaller slides, releasing pent up earth in the fenced areas.
- What's the timeline for cleaning up the PCH slide between Sunset and Topanga?
- Has CALTRANS considered placing ROUNDABOUTS in place of traffic lights - even a temporary roundabout at the bottom of TUNA CANYON. This keeps the flow of traffic in motion, slows traffic to a consistent pace and mitigates issues with timing / powering / etc. since it's self-regulated.
- Please explain what other experts has Caltrans reached out to for input and advisement on the TCB closure, e.g. Army Corps of Engineers, private geologist and engineering teams?
- Can explosives be used to facilitate movement of the slide as a means to get repairs and opening going?
- Why is controlled demolition not being pursued to help hasten the "it's still sliding" endless echo loop?
- Does Caltrans have an app for quickly reporting road issues? (Similar to "The Works" app used by County).
- Can a temporary road or even walkway be built around the slide area? (With crews not working for what appears to be several weeks, a path around seems manageable, e.g. to get kids to/from school. A path well around the area would be no more dangerous than current alternate routes, or the original TCB route. Ecological impacts would not be any greater than mitigation efforts proposed.
- We want to see a temporary road bypass the slide, possibly through the creek areas, during the repairs. We have seen many different types of brilliant temporary roads installed by the army corps, and all over the world, let's get some alternate temporary road solutions to bypass the slide on the table.
- Why weren't metal nets discussed as an option for the TCB slide?
- What is being done for other road issues around the Canyon. The sinking bridge and the hard hit to your tires at Hidden Treasures. Fernwood Market Parking lot. The first turn coming to the canyon from the valley near mobile park. Sinking, more cars that hit it worse it gets daily.
- Why can Tuna Canyon Rd. not be made to go in the other direction for a period of time when need for that direction is at its peak?
- Can a permanent light be installed at Tuna/PCH and have it activated on an as needed basis for emergencies such as the current indefinite road closure and/or evacuations? (it took a very long time to get the temporary light at Tuna/PCH; this is not the first time Tuna is the detour to PCH and it won't be the last)
- How can we reconcile the repeated claim by Caltrans that money and material resources are not limiting, with the statements that staffing to manage traffic is limiting? (This does not make sense. If it is a matter of using money from one pot to fund need that is usually paid for by another pot, let's do that.)

- Why were the slides near on PCH that are near Topanga not discussed? E.g. Porto Marina, Big Rock, periodic closure of PCH NB lanes north of Big Rock. These slides are severely impacting traffic and compounding the impact of the TCB slide. What is happening on these slides and when can folks expect repair/opening of all PCH lanes?
- Can we elevate the decision about Tuna reversing to more senior officials?, because the constraints/objections raised at the meeting seem manageable.
- Can the multiple projects planned for TCB, e.g. paving, broadband infrastructure installation, be coordinated to happen during TCB closure? -To minimize closure and impact of having TCB closed or reduced multiple separate times.
- The Caltrans geologist, Nina, said she was unaware of the impacts of PCH slides on our community and other features that make our community challenges unique. Can we also add to this ongoing discussion a Caltrans geologist/engineer who is more aware of our local needs and unique challenges?
- Who owns the land on the VERY TOP of the collective slides that geology is concerned about? LA City is very near...is that yet another entity that must be considering?
- Regarding ultimate mitigation of the slide area – is it possible or advantageous to establish a chute or other feature that would allow landslide debris to bypass the road, rather than simply trying to hold it back?
- Do we have a second or third opinion from a qualified agency that is not connected to Caltrans?
- Nina, once you have consulted with your team about the concern of the fire danger to our residents, would you return to a town council meeting next month with an update?
- Is it possible to consider a tunnel for getting through or around the area?
- What is Caltrans doing to improve public engagement? For several weeks the essential message that was given to Topanga was that, because of water and movement, Caltrans cannot assess the slide and has no idea of what it will take to mitigate, or timeline for that mitigation. Beyond the challenge of the slide itself, this dismissive approach to public engagement creates a problem of distrust. For example: we are ~ 6 weeks into what is among the most devastating disasters to face many of the people in Topanga, and this April 17 meeting is the first real-time, face-to-face meeting Caltrans has offered.
- Has Caltrans consulted private development experts? Having a background in large scale urban remediation and construction projects, private development may be able to offer logistic alternatives the community is looking for.
- Why did it take ~5 weeks to install a traffic light at the intersection of Tuna Canyon Rd. and PCH?
- Was a temporary roundabout considered, instead of a light, at the bottom of Tuna Canyon? It requires no power and is self-regulated. the speed limit is 45 mph and it will keep the flow of traffic & mitigate traffic back up.
- Has Caltrans looked into a temporary bridge? Please let us know whether this has been looked at as a temporary solution and what is the analysis.
- It's important that TCB is reopened as soon as possible, but can we capitalize on this already-existent significant inconvenience to further shore up TCB in order to reduce the likelihood of slides such as this one (or slides different from this one, but also along TCB) in the future?