

**TRAFFIC IMPACT ANALYSIS
MALIBU MEMORIAL PARK**

Located at northeast corner of
Pacific Coast Highway and Malibu Canyon Road
(4000 Malibu Canyon Road)
in the City of Malibu



Prepared for:
Green Acres LLC

Prepared by:
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TRAFFIC IMPACT ANALYSIS FOR A
PROPOSED MEMORIAL PARK CEMETRY

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(4000 Malibu Canyon Road)
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Site Plan Update April 2016
Updated January 2015
February 2013



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EXECUTIVE SUMMARY

Introduction

This traffic impact study for the Malibu Memorial Park project has been prepared as an update to the Rancho Malibu Hotel and Resort traffic study which followed the scope of work and traffic study guidelines by the City of Malibu. Traffic generated by the new project follows the standard procedures and methodology using the latest edition of the Institute of Transportation Engineers' (ITE) Trip Generation as required and approved by the City of Malibu for use in traffic impact studies for development in the City of Malibu. Existing (baseline) traffic conditions utilize traffic data collected by the City of Malibu in the summer of 2012 with future conditions based on a list of cumulative project development projects provided by the City of Malibu.

Project Description

The proposed Memorial Park project contains approximately 17,500 GSF of FAR development and will include the construction of a 8,500 s.f. Main Chapel facility, 8,500 s.f. subterranean parking basement (19 parking spaces), 48 free-standing Mausoleum structures totaling approximately 9,000 SF (186 s.f./each), ability to accommodate approximately 36,000 crypts and 16,000 individual cremation burial sites, as well as surface parking for 157 vehicles. The Memorial Park is located on a 27.8 acre site at the northeast corner of Pacific Coast Highway and Malibu Canyon Road in the City of Malibu. The address of the site is 4000 Malibu Canyon Road. The project site is currently undeveloped property, as shown in the Figure 1 photo, Project Setting.

Project Parking and Access

The proposed Memorial Park project will provide a total of 176 parking spaces. All public vehicular access to the site is provided by a split driveway located on Malibu Canyon Road approximately 550 feet north of the Pacific Coast Highway centerline. This entrance and exit is near the curvature of Malibu Canyon Road which restricts the sight distance for vehicles exiting the site. For this reason, right turn egress only will be allowed i.e., no left turns exiting the site will be permitted. However, left-turn entering the site will be allowed at the entrance.



FIGURE 1

1/2015

PROJECT SETTING

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Estimated Traffic Generation

Estimates of the traffic generated by the proposed project were calculated using the industry standard traffic generation rates developed by the Institute of Transportation Engineers (ITE).

The traffic estimates show the Memorial Park project would generate 213 weekday vehicle trips with 10 morning peak hour trips and 19 afternoon peak hour trips. In addition, the project will generate an estimated 258 Saturday trips with 119 Saturday mid-day peak hour trips.

Project's Potential Traffic Impacts

The focus of this traffic study is to evaluate the potential traffic impact created by the development of the Memorial Park project. In the interest of fullest disclosure, this traffic study provides three baseline scenarios to evaluate the project's traffic impacts: (1) existing traffic conditions plus the project traffic volume ("Existing + Project"), (2) future 2016 cumulative traffic conditions plus the project traffic volume ("Future 2016 Cumulative + Project") and (3) future 2030 cumulative traffic conditions plus the project traffic volume ("Future 2030 Cumulative + Project").

Project traffic impacts (Existing + Project and Future 2016)

Using criteria adopted by the City of Malibu and reviewed by the City's traffic consultant, Kimley -Horn and Associates, it has been determined that the change in traffic flow generated by the proposed project would not exceed the significant traffic impact thresholds under existing conditions and in the Future 2016 scenarios at any of the study intersections.

Project traffic impacts (Future 2030 Cumulative + Project) - Using the same criteria, it has been determined that the change in traffic flow generated by the proposed project would exceed significant traffic impacts in the future 2030 cumulative condition at one



intersection. The significant traffic impact occurs at the intersection of Pacific Coast Highway and Webb Way (# 6) during the Saturday mid-day peak hour.

It should be noted that increases to the regional growth by 2030 without any improvements at this intersection degrades the intersection congestion levels during the Saturday mid-day period from Level of Service D to E. At LOS E the additional project traffic becomes significant at the more congested LOS with the cumulative projects traffic and the extra regional growth.



Project's Traffic Mitigation Measures

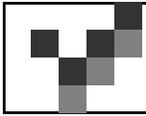
Listed below are the recommended traffic mitigation measure for the impacted intersection. It should be noted that the proposed roadway improvements on Pacific Coast Highway will require an encroachment permit from Caltrans, the permitting agency.

Pacific Coast Highway and Webb Way - The impact of project traffic on the intersection of Pacific Coast Highway and Webb Way could be mitigated by installing eastbound dual left-turn lanes. This mitigation would improve the traffic movement for the eastbound approach to the Pacific Coast Highway and Webb Way intersection. Figure 28 illustrates the conceptual traffic mitigation measure.

Several land developments have been recently filed with the City of Malibu and are expected to occur within a similar time frame with similar traffic impacts. Therefore, the applicants may implement a mitigation funding mechanism through a fair share process to mitigate the cumulative traffic impacts created by a group of development projects enabling the installation of larger traffic improvements. The proposed project could participate in the funding program to implement the recommended traffic mitigation measures.

Furthermore, the City of Malibu requires a traffic signal warrant analysis when the level of service of an un-signalized intersection exceeds the City's acceptable limits. The current conditions with the project would be operating at an acceptable level and no traffic signal is necessary.

However, It has been determined that during the weekday afternoon peak hour in study year 2016, the intersection of Civic Center Way and Webb Way / Stuart Ranch Road will operate at LOS E without the project and a traffic signal will be necessary because of the traffic volume growth by other projects.



The focus of this traffic study is to evaluate the potential traffic impact created by the development of the Malibu Memorial Park project. This traffic study follows the City of Malibu traffic study guidelines and is consistent with other recent traffic studies prepared for the Malibu Rancho Hotel and Resort project previously proposed for this site and for other projects in the civic center area.

As part of the environmental review for the proposed project, the potential traffic impact of the development has been evaluated using the Intersection Capacity Utilization (ICU) method for signalized intersections and Highway Capacity Manual (HCM) delay methodologies for un-signalized intersections.

The ICU analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. Two un-signalized intersections were evaluated using the Highway Capacity Manual (HCM) delay method for stop sign controlled intersections. Any change to the intersection's peak hour operating condition caused by an increase / decrease in traffic volume (i.e., traffic impact) can be quantified using these analysis methods.

Potential traffic impacts caused by a development project that exceed limits established by the City of Malibu are deemed significant traffic impacts. All significantly impacted intersections are then evaluated for possible traffic mitigation measures. Pursuant to the City of Malibu traffic impact guidelines, the following steps have been taken to evaluate the project's traffic impact.

Existing Conditions -

- (a) Evaluate existing 2012 traffic conditions;
- (b) Add proposed project traffic volume to existing traffic volume to evaluate potential "existing + project" impacts;
- (c) Recommended traffic mitigation, if necessary.



Future 2016 Cumulative Conditions

- (d) Existing 2012 traffic volumes were increased by an ambient growth factor of 1.5 % per year growth rate (6.1 % total growth at 1.5% per year growth rate) to the future 2016 study year (year anticipated for project occupancy);
- (e) Future traffic generated by all other projects in the study area was added to traffic in (d). Future cumulative baseline traffic volume was derived from a related projects list provided by city staff ("future 2016 without project");
- (f) Add proposed project traffic volume to future 2016 without project traffic to evaluate future "2016 cumulative + project" scenario;
- (g) Recommended traffic mitigation, if necessary.

Future 2030 Cumulative Conditions

- (h) Existing 2012 traffic volumes were increased by an ambient growth factor of 0.48 % per year growth rate (9 % total growth per Los Angeles County Congestion Management Program growth rate for 2030) plus all cumulative project traffic;
- (i) Add proposed project traffic volume to future 2030 without project traffic to evaluate future "2030 cumulative + project" scenario)
- (j) Recommended traffic mitigation, if necessary.

An intersection capacity analysis of the existing baseline and future traffic conditions has been completed at those locations expected to have the highest potential for significant traffic impacts. Summer weekday morning and afternoon peak hour conditions along with summer Saturday mid-day peak hour conditions have been evaluated at ten key intersections selected for review. Low volume intersections or intersections with minimal project traffic are not included in this analysis. As required by the City of Malibu, the traffic analyses were conducted in accordance the Congestion Management Program for Los Angeles County and include all arterial monitoring intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours of adjacent street traffic.



The intersections analyzed in this study and the controlling jurisdictions are:

1. Kanan Dume Road and Pacific Coast Highway (City of Malibu & Caltrans) *;
2. Malibu Canyon Road and Pacific Coast Highway (City of Malibu & Caltrans) *;
3. Malibu Canyon Road and new Malibu Memorial Park access (City of Malibu);
4. Malibu Canyon Road and Civic Center Way (City of Malibu);
5. Civic Center Way and Webb Way / Stuart Ranch Road City of Malibu);
6. Webb Way and Pacific Coast Highway (City of Malibu & Caltrans);
7. Cross Creek Road and Pacific Coast Highway (City of Malibu & Caltrans);
8. Malibu Pier Signal and Pacific Coast Highway (City of Malibu & Caltrans);
9. Caron Canyon Road and Pacific Coast Highway (City of Malibu & Caltrans); and
10. Las Flores Canyon Road and Pacific Coast Highway (City of Malibu & Caltrans).

Asterisk (*) identifies a CMP monitoring intersection.

The street segments analyzed in this study are: (using July 2012, City of Malibu counts)

1. Pacific Coast Highway east of Cross Creek Road;
2. Pacific Coast Highway west of Malibu Canyon Road; and
3. Malibu Canyon Road north of Civic Center Way.



OVERALL STUDY AREA
KANAN DUME ROAD TO LAS FLORES CANYON ROAD



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 2

1/2015

PROJECT STUDY AREA



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Green Acres, LLC, is developing the Malibu Memorial Park, a 27.8 acre property located east of Malibu Canyon Road, west of Civic Center Way, and north of Pacific Coast Highway in the City of Malibu, California (the “Project”). The proposed Memorial Park project contains approximately 17,500 GSF of FAR development and will include the construction of a 8,500 s.f. Main Chapel facility, 8,500 s.f. subterranean parking basement (19 parking spaces), 48 free-standing Mausoleum structures totaling approximately 9,000 SF (186 s.f./each), ability to accommodate approximately 36,000 crypts and 16,000 individual cremation burial sites, as well as surface parking for 157 vehicles.

This traffic study assumes a project occupancy year end of 2016. The project site is located at the northeast corner of Pacific Coast Highway and Malibu Canyon Road in the City of Malibu, as shown in Figure 3. The 27.8-acre triangular site is currently undeveloped property generally bounded by Pacific Coast Highway, Malibu Canyon Road and Civic Center Way

Vehicle Access and On-Site Circulation

All vehicular access to the Memorial Park parking is located on Malibu Canyon Road approximately 550 feet north of the Pacific Coast Highway centerline. The entrance and exit is near the curvature of Malibu Canyon Road which restricts the sight distance for vehicles exiting the site. For this reason, right turn egress only will be allowed i.e., no left turns exiting the site will be permitted. However, left-turn entering the site will be allowed at the main entrance.

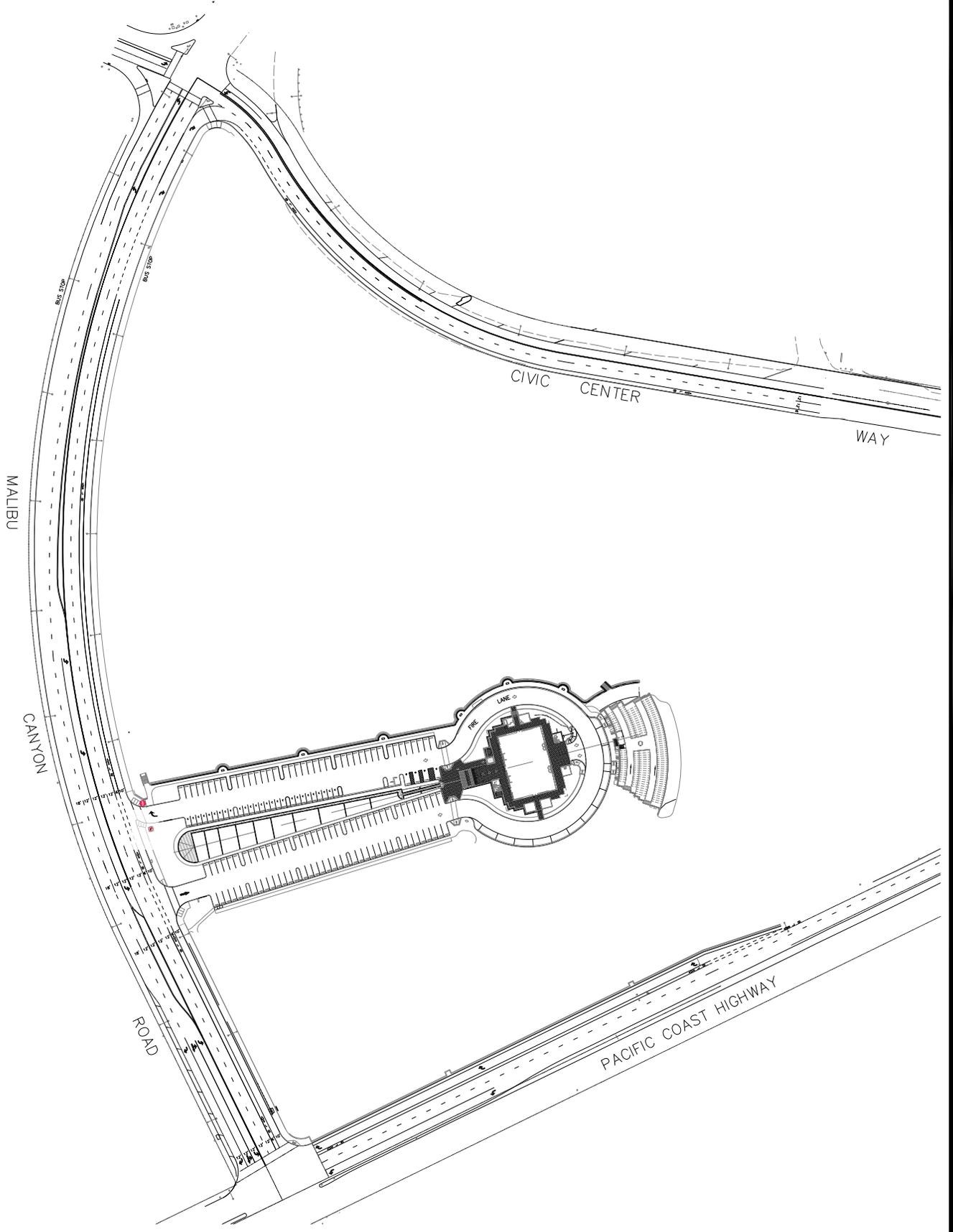


FIGURE 3

4/2016

SITE AND ACCESS PLAN



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CHAPTER 3

ENVIRONMENTAL SETTING

The project site is located on the northeast corner of Malibu Canyon Road and Pacific Coast Highway in the City of Malibu. The project site is also located in the Malibu Civic Center Specific Plan area, although no specific plan has been adopted for the area, to date. Located to the west of the project site is Pepperdine University – Malibu Campus with Malibu Bluffs Park located to the west and south, located to the north east of the project site is the LA County maintenance yard, Our Lady of Malibu community school and the Webster Elementary School. The study area land use map is shown in Appendix A.

Freeway and Street Characteristics

A brief description of the nearby roadway facilities is provided below with photos of the study intersections provided in Appendix B.

Pacific Coast Highway (PCH, SR-1) is a state route that travels east and west through the study area. To the east in the City of Santa Monica, PCH turns into the Santa Monica Freeway (I-10) providing access to the greater Los Angeles basin. PCH provides 4 travel lanes (2 in each direction) with a third eastbound lane provided on its eastbound approach to Webb Way. Traffic volumes on PCH range from approximately 58,000 vehicles per day near Topanga Canyon Boulevard to approximately 30,000 vehicles per day at Kanan Dume Road. In the vicinity of the project site, PCH carries approximately 41,500 vehicles per day at its intersection with Cross Creek Road. PCH is designated as a route in the Los Angeles County Congestion Management Plan (CMP). PCH is posted with a speed limit of 50 mph west of Malibu Canyon Road and 45 mph east of Malibu Canyon Road.

Malibu Canyon Road (County Highway N1) is a north-south major arterial roadway that extends from PCH across the Santa Monica Mountains to the Ventura Freeway (Interstate 101). Malibu Canyon Road generally has one lane in each direction north of



Civic Center Way. Two lanes in each direction are provided between Civic Center Way and Pacific Coast Highway. Near Mulholland Highway, Malibu Canyon Road becomes Las Virgenes Road.

Civic Center Way is designated an east-west collector road in the City's General Plan. Civic Center Way is a two-lane roadway (one lane in each direction) that connects Malibu Canyon Road on the west to Cross Creek Road on the east. Civic Center Way east of Malibu Canyon Road borders the north side of the project site. East of Malibu Canyon Road, a short paved connecting road for eastbound Civic Center Way traffic links Civic Center Way to westbound Pacific Coast Highway.

Cross Creek Road is a north-south local street with one lane in each direction. South of Civic Center Way, Cross Creek Road is a public road that provides access to the abutting commercial development and connects to Pacific Coast Highway.

Webb Way is a north-south two-lane collector roadway connecting Civic Center Way and Pacific Coast Highway.

In addition to collecting traffic volume data, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 4 illustrates the study locations, type of intersection traffic control and existing lane configurations for the project impact analysis.

Transit Service

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). Metro route 534 operates along Civic Center Way near the project site with stops on Malibu Canyon road south of Civic Center Way / Seaver Drive. Metro weekday service on this route is provided by 3 eastbound and 7 westbound buses during the morning peak hours, 5 eastbound and 3 westbound buses during the afternoon peak hours, with 3 buses in each direction during the Saturday mid-day peak hours. The transit schedule and route information is provided in Appendix C.

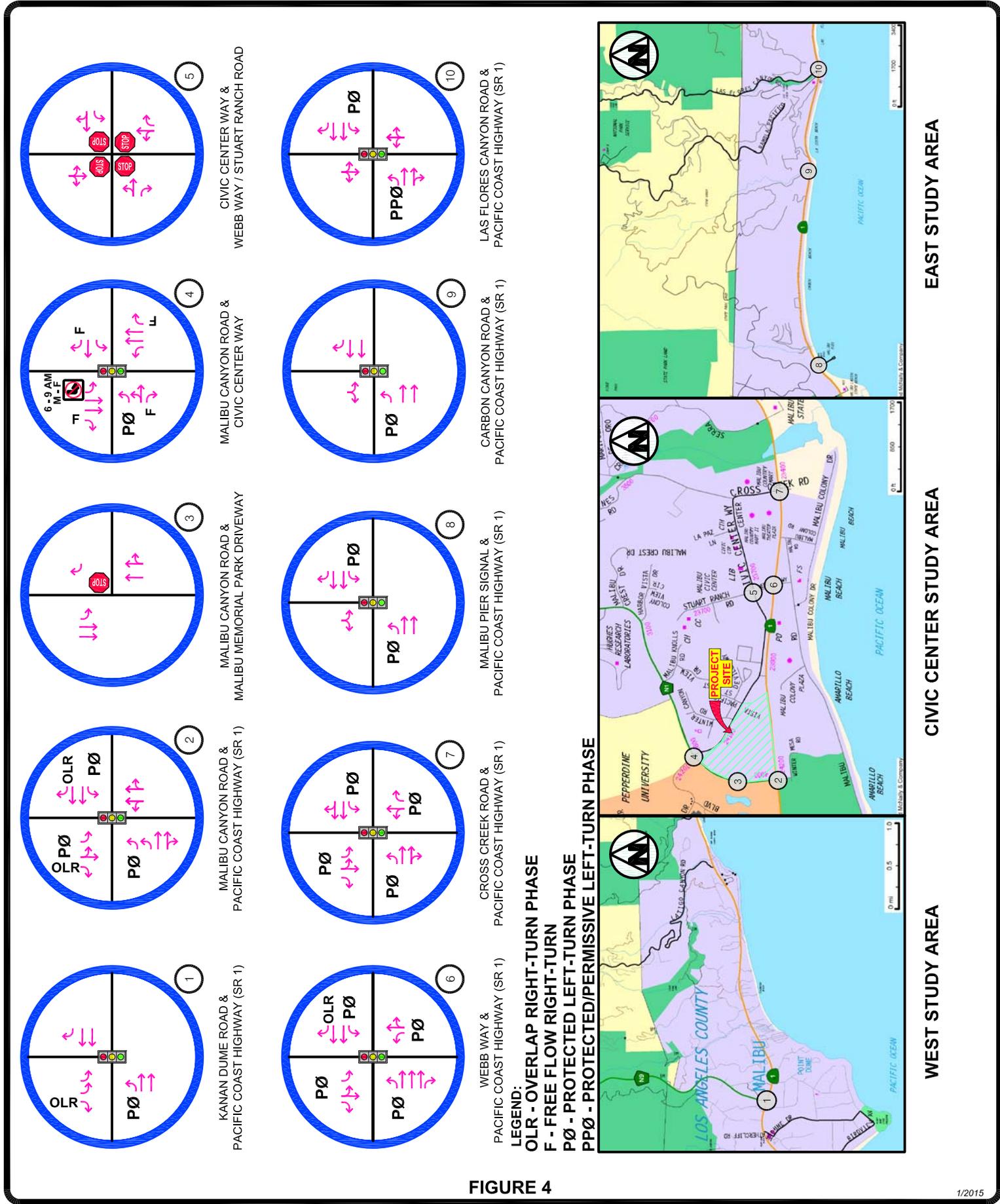


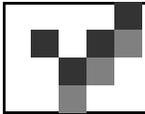
FIGURE 4

LEGEND:
 OLR - OVERLAP RIGHT-TURN PHASE
 F - FREE FLOW RIGHT-TURN
 PØ - PROTECTED LEFT-TURN PHASE
 PPØ - PROTECTED/PERMISSIVE LEFT-TURN PHASE

EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA



Traffic Generation

Traffic-generating characteristics of the project’s land uses (a church and cemetery) have been studied by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in Trip Generation, 9th Edition Handbook. This publication of traffic generation data is the most recent edition, its use is required by the City of Malibu, and is the industry standard for estimating traffic generation for different land uses.

The trip generation data base for church and cemetery uses surveyed by ITE (land use codes 560 and 566) are contained in Table 1 below. This table contains the ITE traffic generation rates used in this study. Table 2 shows the resulting peak hour trips by each land use.

Table 1
Project Trip Generation Rates
(Weekday and Saturday)

<u>Land Use</u>	<u>ITE Code</u>	<u>Weekday Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Church per 1,000 square feet	560	9.11	0.56	0.35	0.21	0.55	0.26	0.29
Cemetery per Acre	566	4.73	0.17	0.12	0.05	0.84	0.28	0.56

<u>Land Use</u>	<u>Saturday Daily</u>	<u>Mid-day Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
Church per 1,000 square feet	10.37	3.54	2.51	1.03
Cemetery per Acre	5.94	3.09	1.58	1.51



Table 2
 Estimated Project Traffic Generation
 (Weekday AM, PM and Saturday Mid-day Peak Hours)

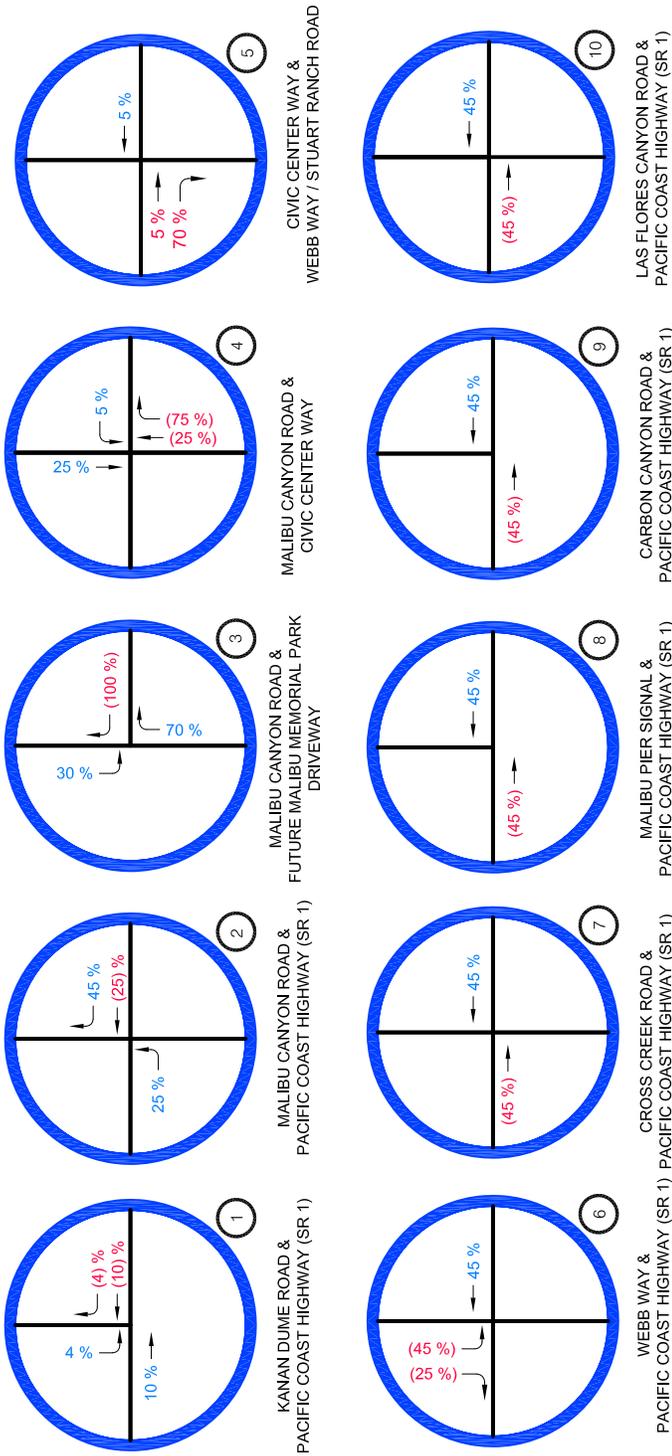
<u>Proposed Land Use</u>	<u>Weekday Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
8,500 s.f. Church	77	5	3	2	5	2	3
28.7 Acres	136	5	3	2	24	8	16
	213	10	6	4	29	10	19

<u>Proposed Land Use</u>	<u>Saturday Traffic</u>	<u>Saturday Mid-day</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
8,500 s.f. Church	88	30	21	9
28.7 Acres	170	89	46	43
	258	119	67	52

Traffic Distribution and Trip Assignment

A primary factor affecting trip direction is the spatial distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is based on the study area roadway network, traffic flow patterns in and out of the project study area and other traffic studies recently prepared for the general area.

Figure 5 illustrates the estimated project traffic percentages at the selected study intersections serving the Malibu Memorial Park. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in Table 2, peak hour traffic volumes at each study location for each study period have been calculated and are shown in Figures 6, 7 and 8 for the weekday morning, afternoon and Saturday mid-day, respectively. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential project traffic impacts at the study intersections.



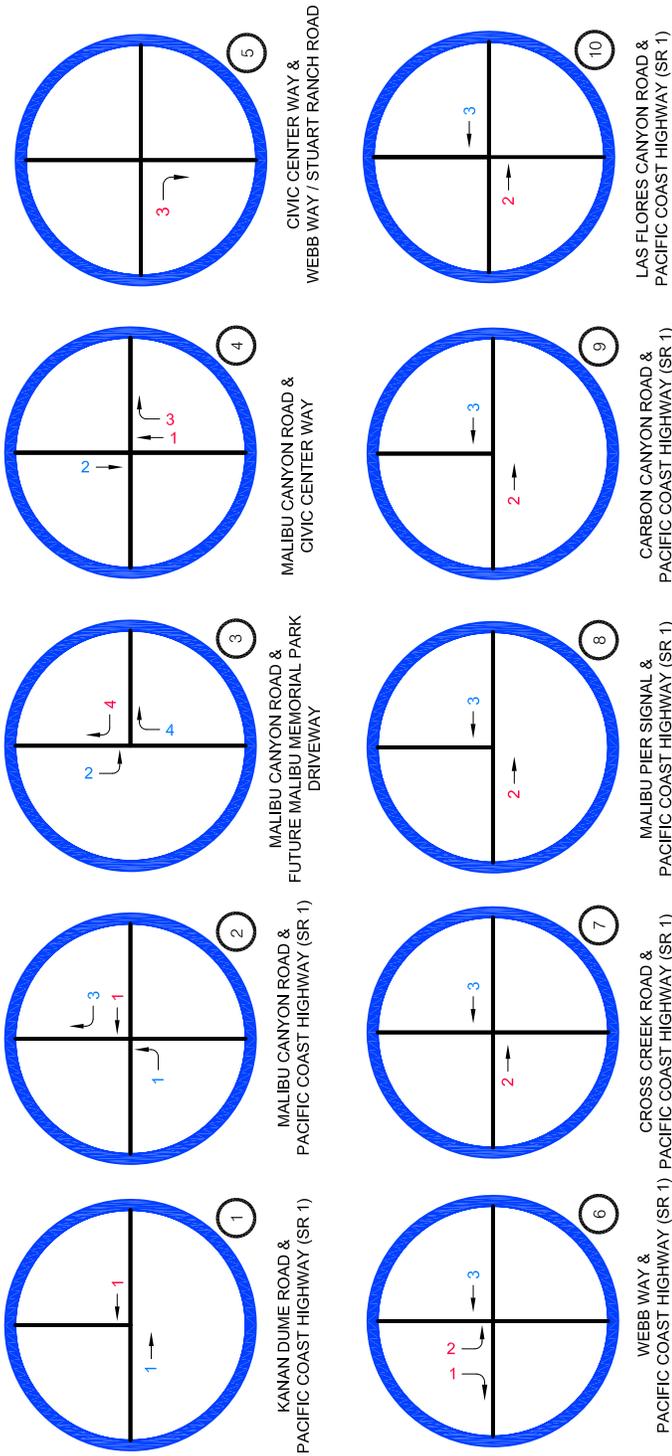
LEGEND
 XX INBOUND
 (XX) OUTBOUND

**PROJECT TRAFFIC ASSIGNMENT PERCENTAGES
 NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

FIGURE 5



PROJECT TRAFFIC ASSIGNMENT PERCENTAGES



LEGEND
 XX INBOUND
 (XX) OUTBOUND

**PROJECT TRAFFIC ASSIGNMENT PERCENTAGES
 NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

FIGURE 6



WEST STUDY AREA

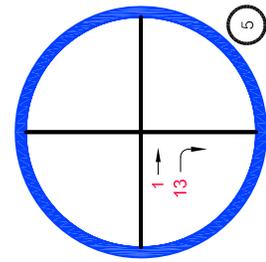
CIVIC CENTER STUDY AREA

EAST STUDY AREA

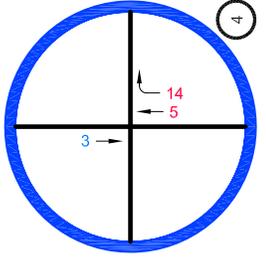
**PROJECT TRAFFIC VOLUME ASSIGNMENT
 WEEKDAY AM PEAK HOUR**

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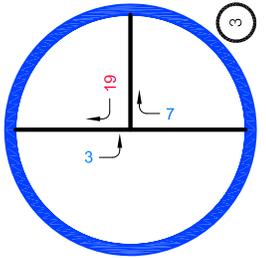
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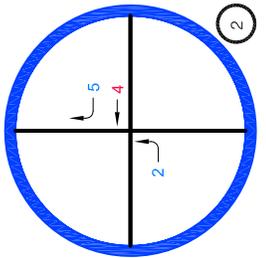
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



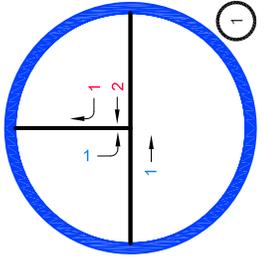
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



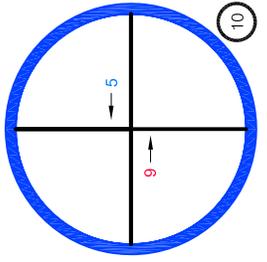
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



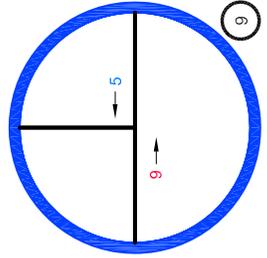
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



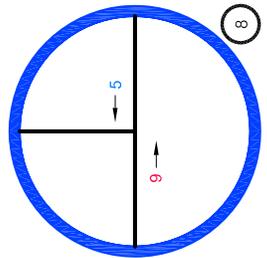
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



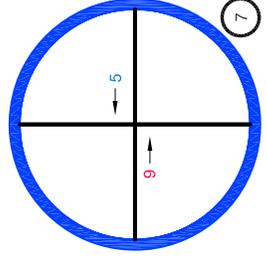
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



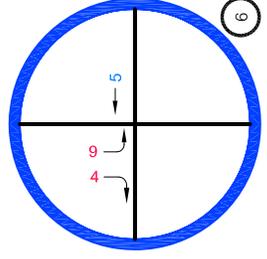
7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)

LEGEND
 XX INBOUND
 (XX) OUTBOUND

**PROJECT TRAFFIC ASSIGNMENT PERCENTAGES
 NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

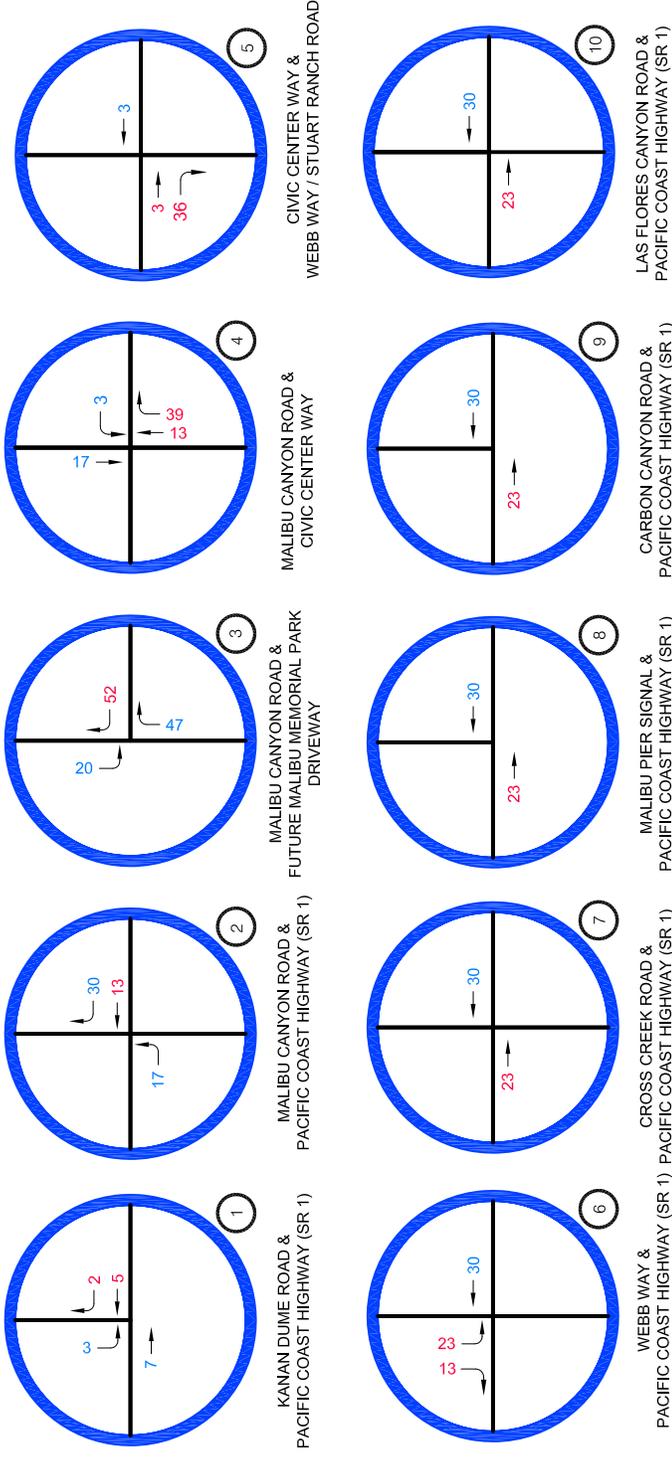
FIGURE 7



WEST STUDY AREA

CIVIC CENTER STUDY AREA

EAST STUDY AREA



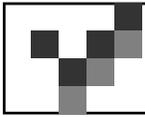
LEGEND
 XX INBOUND
 (XX) OUTBOUND

**PROJECT TRAFFIC ASSIGNMENT PERCENTAGES
 NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

FIGURE 8



**PROJECT TRAFFIC VOLUME ASSIGNMENT
 SATURDAY MID-DAY PEAK HOUR**



Analysis of Existing Traffic Conditions

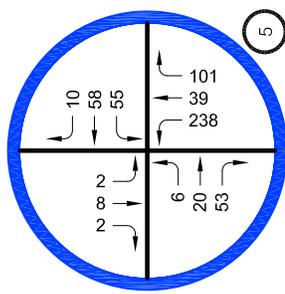
Traffic volume data was collected in the summer of 2012 by the City of Malibu for use in this updated study. Weekday traffic counts were conducted on Thursday, July 12th from 7:00 to 9:00 am and 4:00 to 6:00 pm. Weekend traffic counts were conducted on Saturday, July 14th from 11:00 am to 1:00 pm.

The existing (baseline) 2012 peak hour traffic volumes at each study intersection are illustrated in Figure 9 for the weekday morning peak hour, Figure 10 for the weekday afternoon peak hour and Figure 11 for the Saturday mid-day peak hour. Data collection worksheets for the peak hour counts are contained in Appendix D.

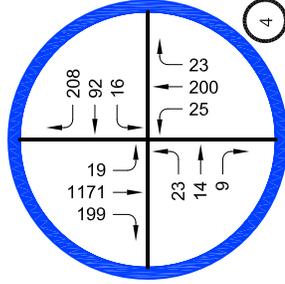
The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method. The ICU procedure uses a ratio of the traffic volume over intersection capacity to establish the level of traffic congestion. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity. The V/C ratios provide an appropriate means for quantifying intersection operating characteristics for planning applications.

The calculation of the V/C ratio is obtained by dividing the highest combinations of conflicting traffic volume (V) at an intersection (i.e., critical intersection movements) by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour.

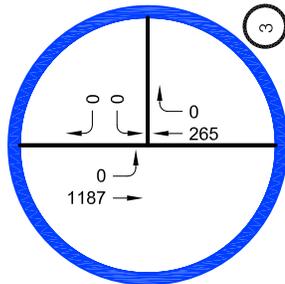
Once the intersection V/C ratio has been calculated for each time period, a level of service grade (A through F) is assigned to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Level of Service standard D is generally considered the design capacity of arterial intersections and is thereby often set as the performance standard. Definitions of the LOS grades, from the City's General Plan Circulation Element, are shown in Table 3.



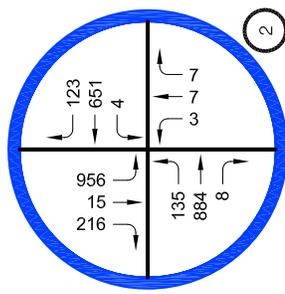
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



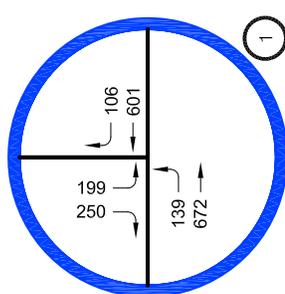
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



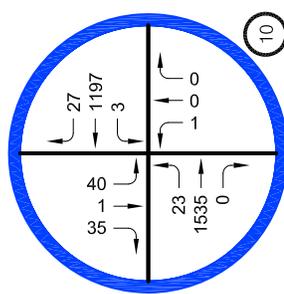
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



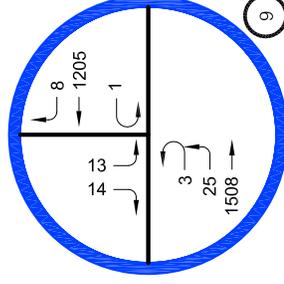
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



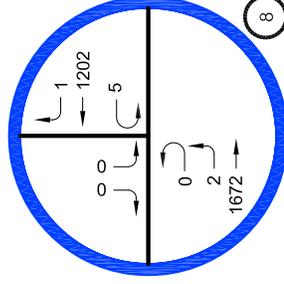
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



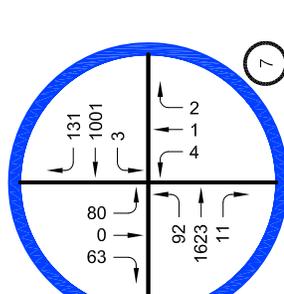
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



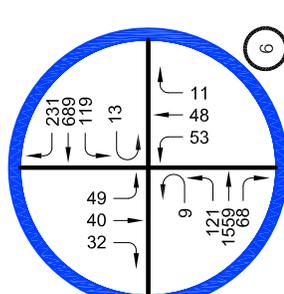
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

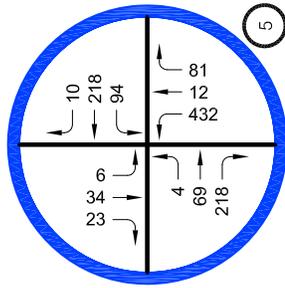
WEST STUDY AREA

FIGURE 9

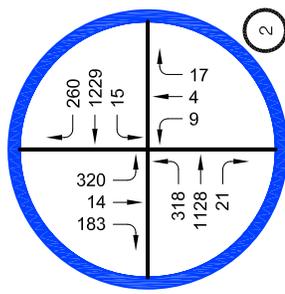
**EXISTING TRAFFIC VOLUME
WEEKDAY AM PEAK HOUR**

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com

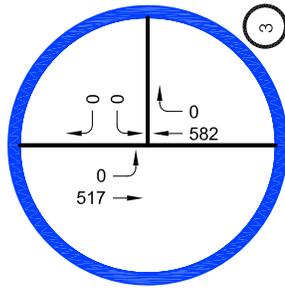
malibu memorial park



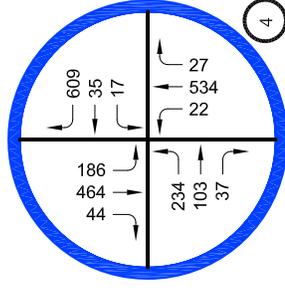
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



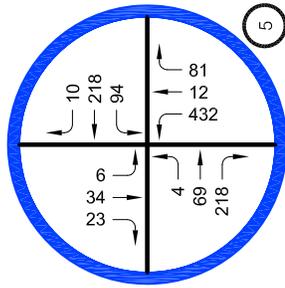
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



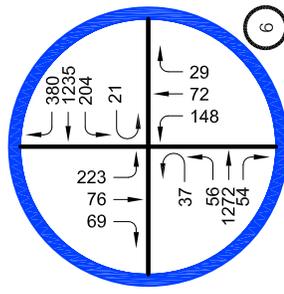
3 MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEWAY



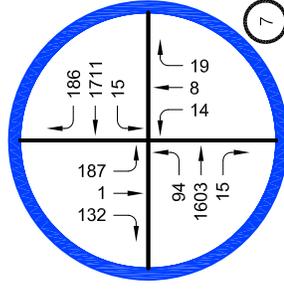
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



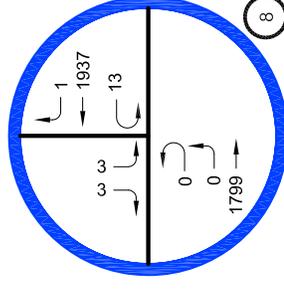
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



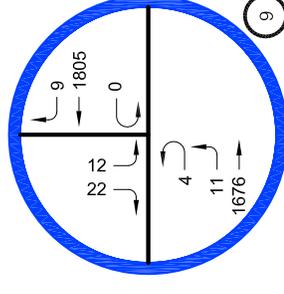
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



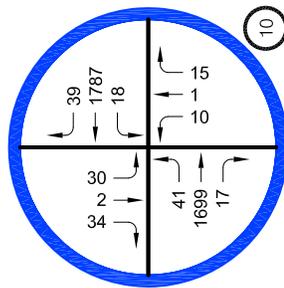
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

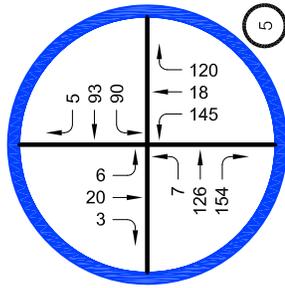
CIVIC CENTER STUDY AREA

WEST STUDY AREA

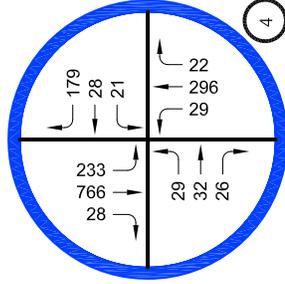
FIGURE 10

**EXISTING TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR**

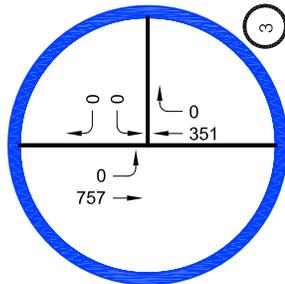
Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com



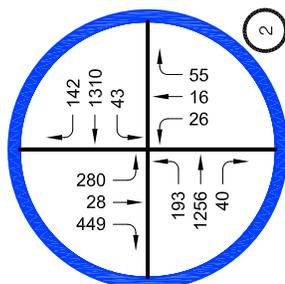
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



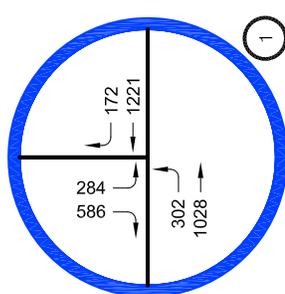
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



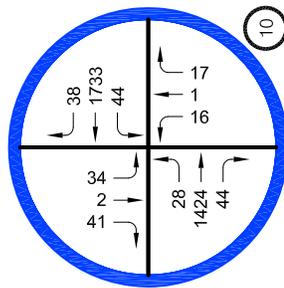
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



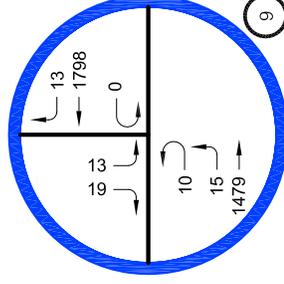
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



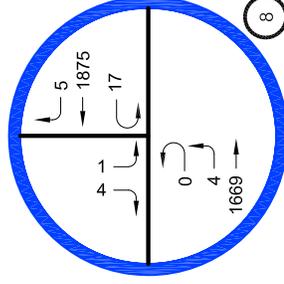
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



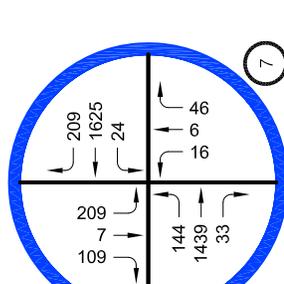
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



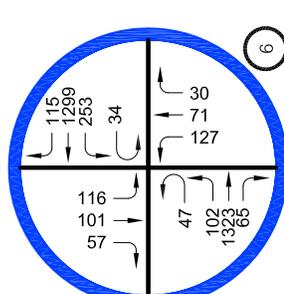
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 11

**EXISTING TRAFFIC VOLUME
SATURDAY MID-DAY PEAK HOUR**

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Table 3
V/C Level of Service Definitions – Signalized Intersections

<u>Level of Service</u>	<u>Definition</u>	<u>Equivalent ICU</u>
A	Free flow conditions with low traffic density.	0.000 - 0.600
B	A stable flow of traffic.	0.601 - 0.700
C	Light congestion but stable, occasional backups behind left-turning vehicles.	0.701 - 0.800
D	Approaching instability, drivers are restricted, vehicles may be required to wait through more than one signal cycle.	0.801 - 0.900
E	At or near capacity with long queuing for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901 - 1.000
F	Jammed conditions with stoppages of long duration.	> 1.000

The LOS thresholds for stop sign controlled intersections differ from signalized intersections to reflect different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes than a stop-controlled intersection. Therefore, an alternative methodology has been used for the stop-controlled intersections analyzed in this study: Webb Way / Stuart Ranch Road and Civic Center Way and at the future Malibu Canyon Road and Malibu Memorial Park driveway.

For the un-signalized intersections, a delay-based analysis has been conducted using procedures based on the Highway Capacity Manual, (HCM). The HCM procedures estimate the average number of seconds of delay experienced by motorists traveling through the intersection per movement. This procedure calculates the control delay as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the intersection.

The Level of Service for un-signalized intersections is reported for movements controlled by the stop signs. Definitions of the LOS grades for stop-controlled intersections as defined by the Transportation Research Board are shown in Table 4.

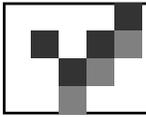


Table 4
Level of Service Definitions – Stop Sign Controlled Intersections

<u>Level of Service</u>	<u>Average Control Delay (sec.)</u>
A	Less than or equal to 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

By applying the ICU and HCM procedures, the V/C ratios, delay values and the corresponding LOS for existing traffic conditions were determined for each intersection. Using the 2012 traffic counts, all of the intersections are currently operating at LOS C or better. The existing 2012 V/C ratios, delay values and the corresponding LOS values are summarized in Table 5. Supporting capacity worksheets are contained in Appendix E.

Table 5
Baseline (2012) Traffic Conditions Summary

<u>No.</u>	<u>Intersection</u>	<u>Weekday</u>			
		<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>V/C (Delay)</u>	<u>LOS</u>	<u>V/C (Delay)</u>	<u>LOS</u>
1.	Kanan Dume Rd. & Pacific Coast Hwy.	0.394	A	0.633	B
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	0.674	B	0.669	B
3.	Malibu Canyon Rd. & Memorial Park Drwy.	-	-	-	-
4.	Malibu Canyon Rd. & Civic Center Way	0.503	A	0.472	A
5.	Webb Way & Civic Center Way	10.14 sec.	B	22.15 sec.	C
6.	Webb Way & Pacific Coast Hwy.	0.526	A	0.661	B
7.	Cross Creek Rd. & Pacific Coast Hwy.	0.594	A	0.781	C
8.	Malibu Pier Signal & Pacific Coast Hwy.	0.576	A	0.655	B
9.	Carbon Canyon Road & Pacific Coast Hwy.	0.538	A	0.644	B
10.	Las Flores Canyon Rd. & Pacific Coast Hwy.	0.580	A	0.691	B

<u>No.</u>	<u>Intersection</u>	<u>Weekend Mid-day</u>	
		<u>V/C (Delay)</u>	<u>LOS</u>
1.	Kanan Dume Rd. & Pacific Coast Hwy.	0.715	C
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	0.716	C
3.	Malibu Canyon Rd. & Memorial Park Drwy.	-	-
4.	Malibu Canyon Rd. & Civic Center Way	0.347	A
5.	Webb Way & Civic Center Way	9.73 sec.	A
6.	Webb Way & Pacific Coast Hwy.	0.703	C
7.	Cross Creek Rd. & Pacific Coast Hwy.	0.800	C
8.	Malibu Pier Signal & Pacific Coast Hwy.	0.638	B
9.	Carbon Canyon Road & Pacific Coast Hwy.	0.648	B
10.	Las Flores Canyon Rd. & Pacific Coast Hwy.	0.678	B

Note: Stop Control Delay in Seconds Per Vehicle
Malibu Canyon Road and Memorial Park driveway does not currently exist.

Analysis of Existing + Project Traffic Conditions

The project’s traffic impact has been calculated by adding the project traffic volumes to the existing traffic conditions. Peak hour traffic volumes for the “Existing + Project” scenario are shown in Figures 12 through 14 for the study periods.

According to the traffic impact standards provided by the City of Malibu for this environmental assessment, a traffic impact is considered significant if the related increase in the V/C ratio value equals or exceeds the thresholds shown in Table 6a and b for signalized and un-signalized intersections, respectively.

Table 6a
Significant Traffic Impact Criteria
(Signalized Intersections)

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	> 0.710 – 0.800	+ 0.040 or more
D	> 0.810 – 0.900	+ 0.020 or more
E, F	0.91 or more	+ 0.010 or more

Table 6b
Significant Traffic Impact Criteria
(Un-signalized Intersections)

1. Degrades the Level of Service (LOS) at an un-signalized intersection to an unacceptable level of LS D or worse; or
2. Increases delay at an un-signalized intersection operating at an unacceptable level by five or more seconds; or
3. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection.

Comparing the changes in the traffic conditions (i.e., V/C ratio) between the without and with project traffic volume scenarios provides the data to determine if the project traffic volume creates a significant traffic impact which would require traffic mitigation at any of the study intersections.

Based on the “Existing + Project” conditions analysis, none of the study intersections would be significantly impacted. The existing level of service traffic conditions with the added project traffic volume are shown in Table 7.

Table 7
Existing + Project Traffic Conditions

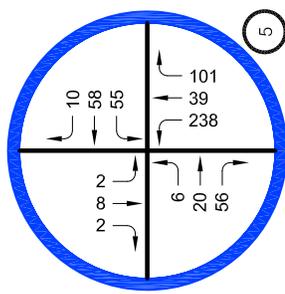
No.	Intersection	Peak Hour	Existing		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.394	A	0.394	A	+ 0.000
		Weekday PM	0.633	B	0.634	B	+ 0.001
		Saturday Mid	0.715	C	0.716	C	+ 0.001
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.674	B	0.674	B	+ 0.000
		Weekday PM	0.669	B	0.671	B	+ 0.002
		Saturday Mid	0.716	C	0.726	C	+ 0.010
3.	Malibu Canyon Rd. & Memorial Park Dwy.	Weekday AM	-	-	8.9 sec.	A	N/A
		Weekday PM	-	-	9.9 sec.	A	N/A
		Saturday Mid	-	-	9.5 sec.	A	N/A
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.503	A	0.503	A	+ 0.000
		Weekday PM	0.472	A	0.474	A	+ 0.002
		Saturday Mid	0.347	A	0.351	A	+ 0.004
5.	Webb Way & Civic Center Way	Weekday AM	10.14	B	10.15	B	+ 0.01 sec.
		Weekday PM	22.15	C	22.49	C	+ 0.34 sec.
		Saturday Mid	9.73	A	9.89 sec.	A	+ 0.16 sec.

Note: Stop Control Delay in Seconds Per Vehicle
 Malibu Canyon Road and Memorial Park Driveway currently does not exist.
 * Denotes significant traffic impact per City of Malibu definition.

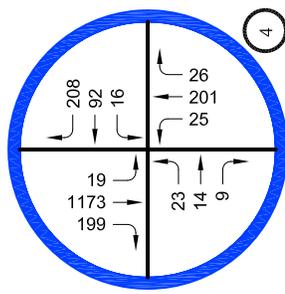
Table 7 cont'd)
Existing + Project Traffic Conditions

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>With Project</u>		<u>Impact</u>
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.526	A	0.527	A	+ 0.001
		Weekday PM	0.661	B	0.666	B	+ 0.005
		Saturday Mid	0.703	C	0.721	C	+ 0.018
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.594	A	0.595	A	+ 0.001
		Weekday PM	0.781	C	0.783	C	+ 0.002
		Saturday Mid	0.800	C	0.810	D	+ 0.010
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.576	A	0.576	A	+ 0.000
		Weekday PM	0.655	B	0.657	B	+ 0.002
		Saturday Mid	0.638	B	0.645	B	+ 0.007
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.538	A	0.539	A	+ 0.001
		Weekday PM	0.644	B	0.646	B	+ 0.002
		Saturday Mid	0.648	B	0.657	B	+ 0.009
10.	Las Flores Cyn. Rd. & Pacific Coast Hwy.	Weekday AM	0.580	A	0.580	A	+ 0.000
		Weekday PM	0.691	B	0.694	C	+ 0.003
		Saturday Mid	0.678	B	0.687	B	+ 0.009

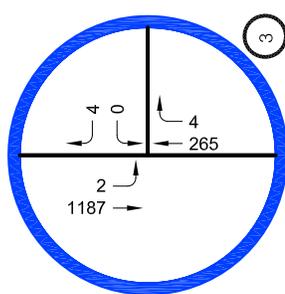
Note: Stop Control Delay in Seconds Per Vehicle
 Malibu Canyon Road and Memorial Park Driveway currently does not exist.
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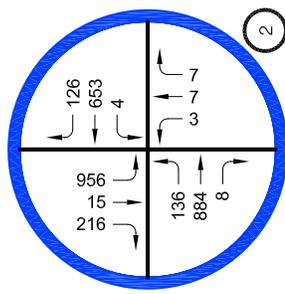
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



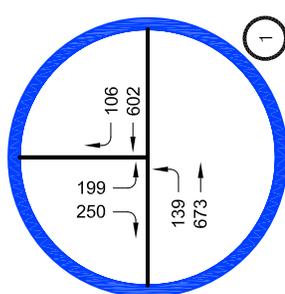
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



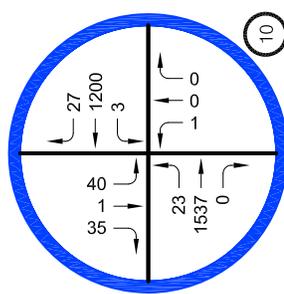
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MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



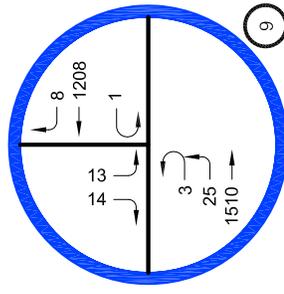
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



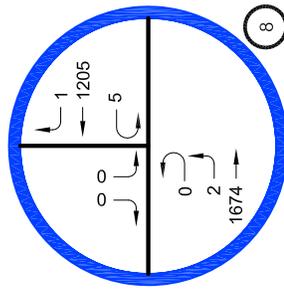
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KANAN DUME ROAD &
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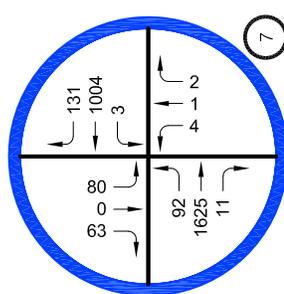
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



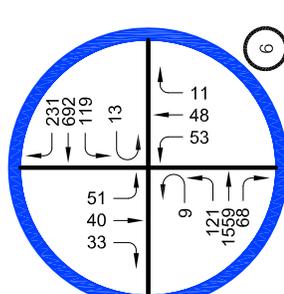
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CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

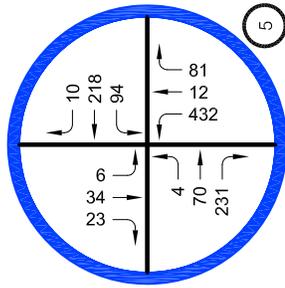
CIVIC CENTER STUDY AREA

WEST STUDY AREA

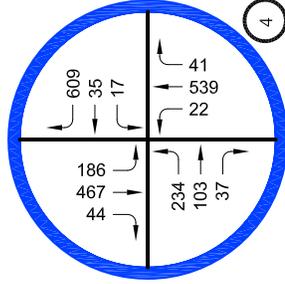
FIGURE 12

**EXISTING + PROJECT TRAFFIC VOLUME
WEEKDAY AM PEAK HOUR**

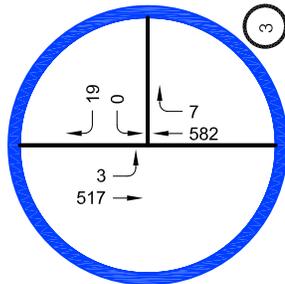
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



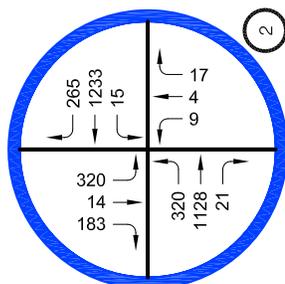
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CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



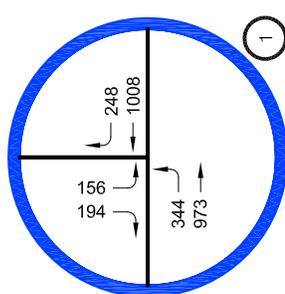
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



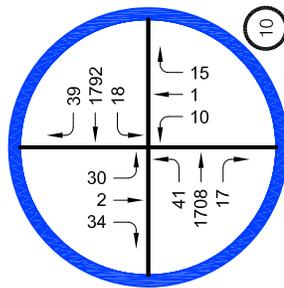
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MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



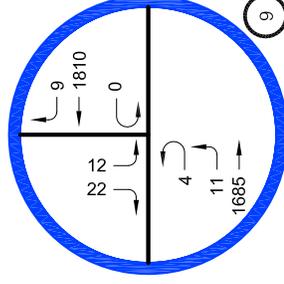
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



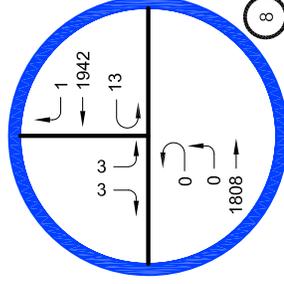
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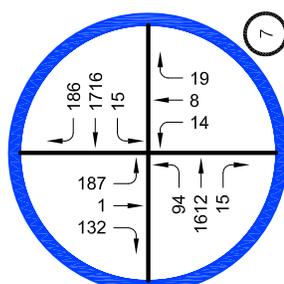
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



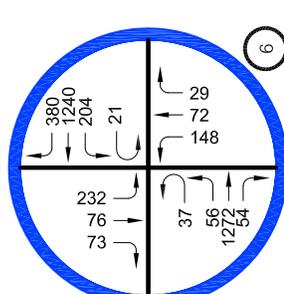
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CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



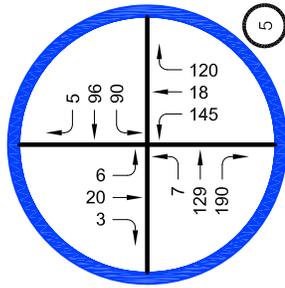
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WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



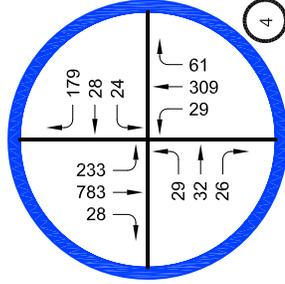
FIGURE 13

**EXISTING + PROJECT TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR**

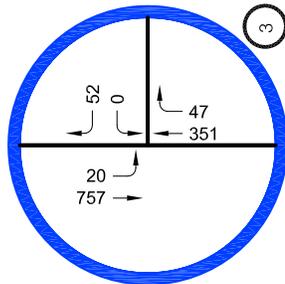
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(661)799-8423, OTC@overlandtraffic.com



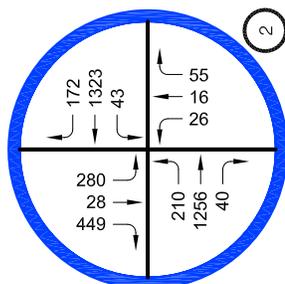
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CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



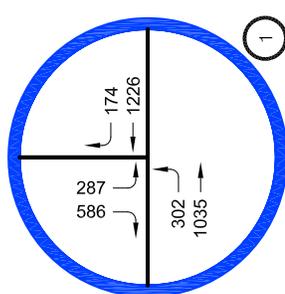
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



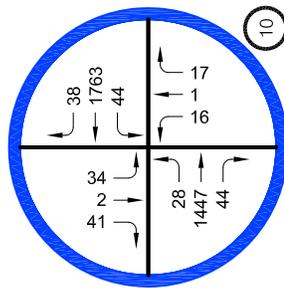
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



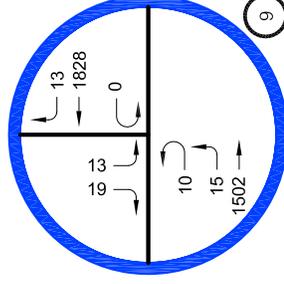
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



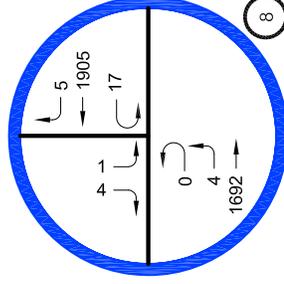
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



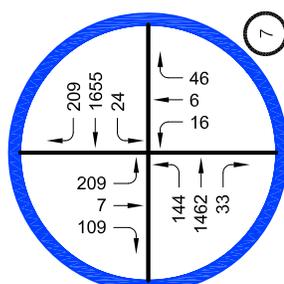
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



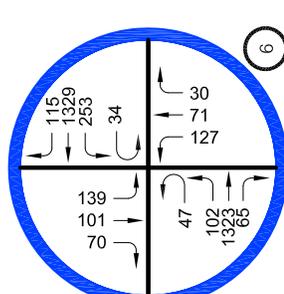
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 14

**EXISTING + PROJECT TRAFFIC VOLUME
SATURDAY MID-DAY PEAK HOUR**

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Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project for two future scenarios, 2016 and 2030. Descriptions of the related projects provided by the City of Malibu, their locations and estimated traffic volumes are provided in Appendix F. It should be noted that the list of related projects used in this analysis to assess cumulative impacts is an ever-changing list. From time to time, the list of related projects is increased or decreased as specific development proposals are applied for, modified, withdrawn, denied or approved by the City of Malibu or the County of Los Angeles.

In addition to the traffic generated by the related project list, other projects outside the study area or projects unknown at this time may contribute to the traffic volume in the area. To account for this outside influence, an ambient annual growth factor (1.5 %) has been applied to the existing 2012 traffic counts to establish the 2016 study year. This growth factor is based on the growth rates agreed to by the City of Malibu staff for the 2016 study year. The use of both the related project traffic volume growth and the ambient growth factor provides a conservative estimate of future traffic growth in the study area for 2016.

The adopted Los Angeles Congestion Management Program (CMP) traffic growth forecasts for 2030 have been applied to develop the future traffic volumes for 2030. In addition to the CMP growth, the same current cumulative projects list has been included. Therefore, the total growth for the 2030 project impact analysis consists of the CMP growth rate (9 %) plus the current related projects per the City of Malibu's cumulative projects list.

Future 2016 conditions - Adding the project traffic to the future 2016 "without project" conditions provides the information necessary to calculate the future 2016 cumulative project traffic impacts at the study intersections. Using the significant impact criteria, no significant traffic impacts by the project were identified. Table 8 shows the estimated project traffic impacts for the 2016 study year.

Table 8
Future (2016) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.481	A	0.481	A	+ 0.000
		Weekday PM	0.772	C	0.774	C	+ 0.002
		Saturday Mid	0.846	D	0.847	D	+ 0.001
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.773	C	0.773	C	+ 0.000
		Weekday PM	0.659	B	0.659	B	+ 0.000
		Saturday Mid	0.853	D	0.863	D	+ 0.010
3.	Malibu Canyon Rd. & Memorial Park Dwy.	Weekday AM	-	-	8.9 sec.	A	N/A
		Weekday PM	-	-	10.1 sec.	B	N/A.
		Saturday Mid	-	-	9.6 sec.	B	N/A
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.524	A	0.525	A	+ 0.001
		Weekday PM	0.357	A	0.358	A	+ 0.001
		Saturday Mid	0.359	A	0.364	A	+ 0.005
5.	Webb Way & Civic Center Way	Weekday AM	11.62 sec.	B	11.64 sec.	B	+ 0.02 sec.
		Weekday PM	49.76 sec.	E	50.52 sec.	F	+ 0.76 sec.
		Saturday Mid	13.82 sec.	B	14.33 sec.	B	+ 0.51 sec.

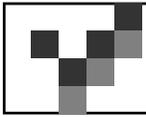
Note: Stop Control Delay in Seconds Per Vehicle
 Malibu Canyon Road and Malibu Memorial Park Driveway currently does not exist.
 * Denotes significant traffic impact per City of Malibu definition.

Table 8 (cont'd)
 Future (2016) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C	LOS	V/C	LOS	
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.576	A	0.577	A	+ 0.001
		Weekday PM	0.688	B	0.691	B	+ 0.003
		Saturday Mid	0.872	D	0.888	D	+ 0.016
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.668	B	0.668	B	+ 0.000
		Weekday PM	0.979	E	0.981	E	+ 0.002
		Saturday Mid	1.021	F	1.029	F	+ 0.008
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.639	B	0.640	B	+ 0.001
		Weekday PM	0.764	C	0.766	C	+ 0.002
		Saturday Mid	0.764	C	0.784	C	+ 0.010
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.606	B	0.607	B	+ 0.001
		Weekday PM	0.757	C	0.758	C	+ 0.001
		Saturday Mid	0.779	C	0.788	C	+ 0.009
10.	Las Flores Cyn. Rd. & Pacific Coast Hwy.	Weekday AM	0.646	B	0.646	B	+ 0.000
		Weekday PM	0.802	D	0.803	D	+ 0.001
		Saturday Mid	0.802	D	0.812	D	+ 0.010

Note: Stop Control Delay in Seconds Per Vehicle
 Malibu Canyon Road and Malibu Memorial Park Driveway currently does not exist.

* Denotes significant traffic impact per City of Malibu definition.



Furthermore, the City of Malibu requires a traffic signal warrant analysis when the level of service of an un-signalized intersection exceeds the City's acceptable limits. The current conditions with the project would be operating at an acceptable level and no traffic signal is necessary.

However, It has been determined that during the weekday afternoon peak hour in study year 2016, the intersection of Civic Center Way and Webb Way / Stuart Ranch Road will operate at LOS D without the project. Based on the afternoon peak hour traffic signal warrant, a traffic signal will be necessary in 2016 if traffic volume growth of other projects occurs. The traffic signal warrants without the project are provided in Appendix G.

Future cumulative 2016 peak hour traffic volumes are shown in Figures 15 through 20 for the study periods.

Future 2030 conditions - Adding the project traffic to the future 2030 "without project" conditions provides the information necessary to calculate the future 2030 cumulative project traffic impacts at the study intersections. Using the same criteria, it has been determined that the change in traffic flow generated by the proposed project would exceed significant traffic impacts in the future 2030 cumulative condition at one intersection, as shown in Table 9. The significant traffic impact occurs at the intersection of Pacific Coast Highway and Webb Way (# 6) is impacted during the Saturday mid-day peak hour.

It should be noted that increases to the regional growth by 2030 without any improvements at this intersection degrades the intersection congestion levels during the Saturday mid-day period from Level of Service D to E. At LOS E the additional project traffic becomes significant at the more congested LOS with the cumulative projects traffic and the extra regional growth. Future cumulative 2030 peak hour traffic volumes are shown in Figures 21 through 26 for the study periods.

Table 9
Future (2030) + Project Traffic Conditions

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		<u>Impact</u>
			<u>V/C (Delay)</u>	<u>LOS</u>	<u>V/C (Delay)</u>	<u>LOS</u>	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.491	A	0.491	A	+ 0.000
		Weekday PM	0.789	C	0.789	C	+ 0.000
		Saturday Mid	0.865	D	0.866	D	+ 0.001
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.790	C	0.790	C	+ 0.000
		Weekday PM	0.674	B	0.674	B	+ 0.000
		Saturday Mid	0.873	D	0.883	D	+ 0.010
3.	Malibu Canyon Rd. & Memorial Park Dwy.	Weekday AM	-	-	9.0 sec.	A	N/A
		Weekday PM	-	-	10.1 sec.	B	N/A
		Saturday Mid	-	-	9.6 sec.	A	N/A
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.537	A	0.537	A	+ 0.000
		Weekday PM	0.365	A	0.366	A	+ 0.001
		Saturday Mid	0.367	A	0.372	A	+ 0.004
5.	Webb Way & Civic Center Way	Weekday AM	11.85 sec.	B	11.88 sec.	B	+ 0.03 sec.
		Weekday PM	54.57 sec.	F	55.48 sec.	F	+ 0.91 sec.
		Saturday Mid	14.10 sec.	B	14.18 sec.	B	+ 0.08 sec.

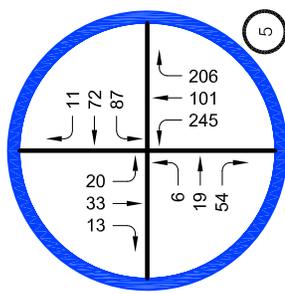
Note: Stop Control Delay in Seconds Per Vehicle
Malibu Canyon Road and Memorial Park Driveway currently does not exist.

* Denotes significant traffic impact per City of Malibu definition..

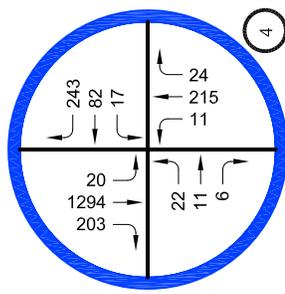
Table 9 (cont'd)
Future (2030) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C	LOS	V/C	LOS	
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.588	A	0.590	A	+ 0.002
		Weekday PM	0.704	C	0.707	C	+ 0.003
		Saturday Mid	0.890	D	0.908	E	+ 0.018 *
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.682	B	0.683	B	+ 0.001
		Weekday PM	1.000	E	1.001	F	+ 0.001
		Saturday Mid	1.043	F	1.052	F	+ 0.009
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.653	B	0.655	B	+ 0.002
		Weekday PM	0.786	C	0.787	C	+ 0.001
		Saturday Mid	0.782	C	0.790	C	+ 0.008
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.619	B	0.620	B	+ 0.001
		Weekday PM	0.773	C	0.775	C	+ 0.002
		Saturday Mid	0.796	C	0.806	D	+ 0.008
10.	Las Flores Cyn. Rd. & Pacific Coast Hwy.	Weekday AM	0.660	B	0.661	B	+ 0.001
		Weekday PM	0.820	D	0.822	D	+ 0.002
		Saturday Mid	0.819	D	0.829	D	+ 0.010

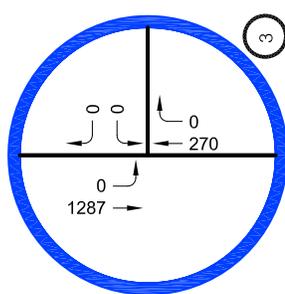
Note: Stop Control Delay in Seconds Per Vehicle
 Malibu Canyon Road and Malibu Memorial Park Driveway currently does not exist.
 * Denotes significant traffic impact per City of Malibu definition.



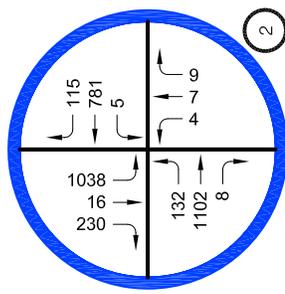
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CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



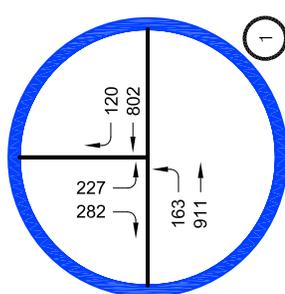
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CIVIC CENTER WAY



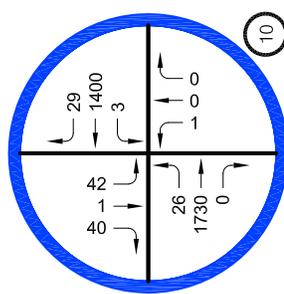
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MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



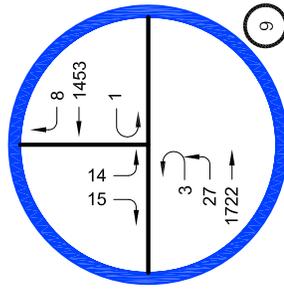
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



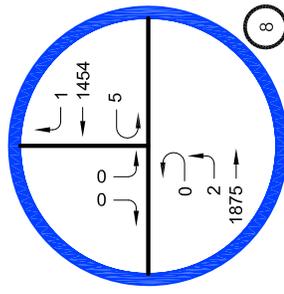
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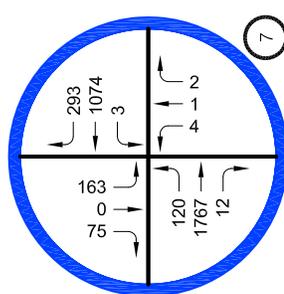
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



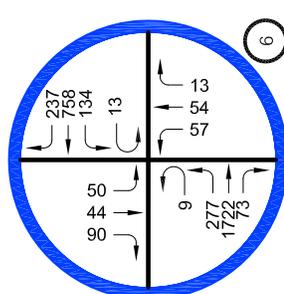
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CARBON CANYON ROAD &
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MALIBU PIER SIGNAL &
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CROSS CREEK ROAD &
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6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

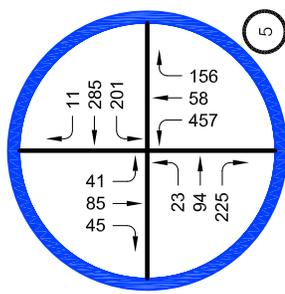
CIVIC CENTER STUDY AREA

WEST STUDY AREA

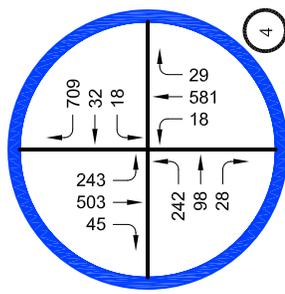
FIGURE 15

**FUTURE (2016) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY AM PEAK HOUR**

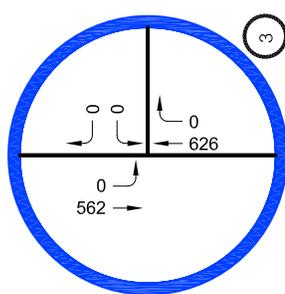
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(661)799-8423, OTC@overlandtraffic.com



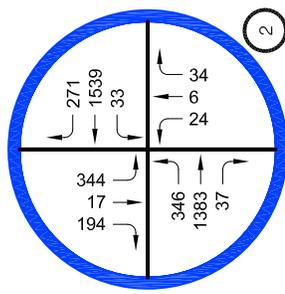
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



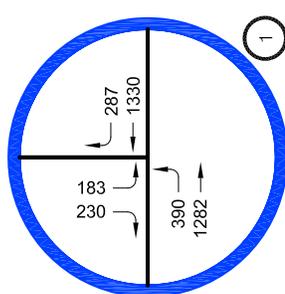
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CIVIC CENTER WAY



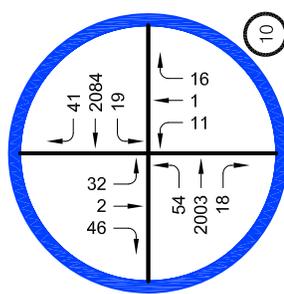
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



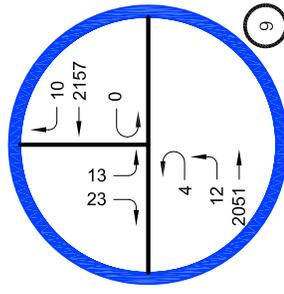
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



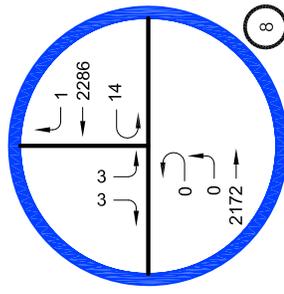
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



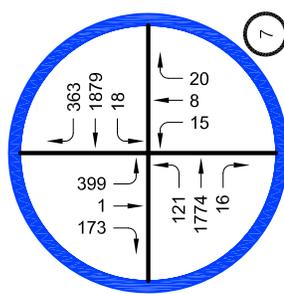
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



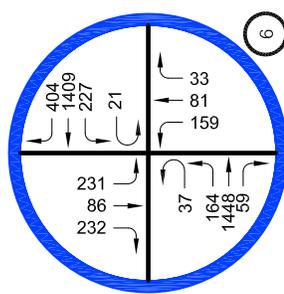
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

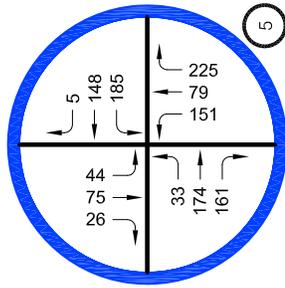
CIVIC CENTER STUDY AREA

WEST STUDY AREA

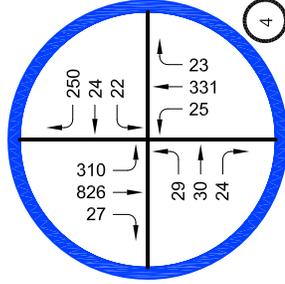
FIGURE 16

**FUTURE (2016) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY PM PEAK HOUR**

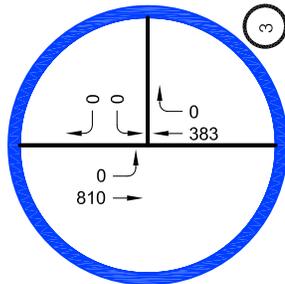
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(661)799-8423, OTC@overlandtraffic.com



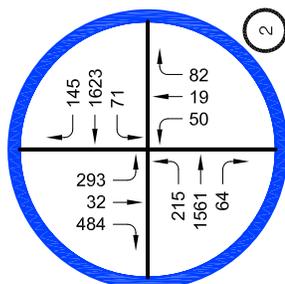
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



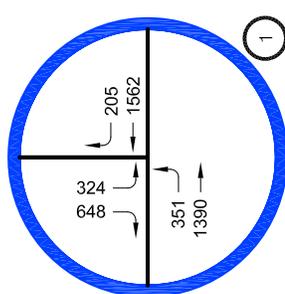
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



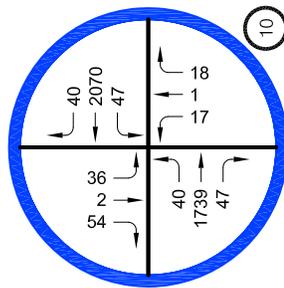
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



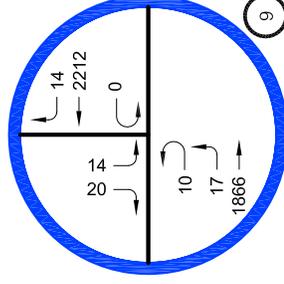
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



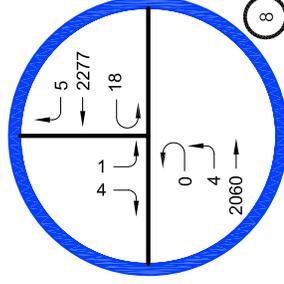
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



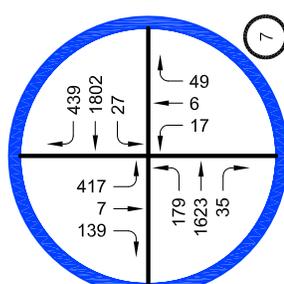
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



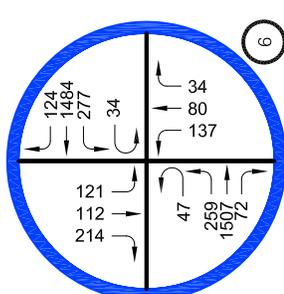
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



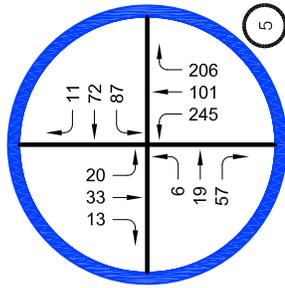
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WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



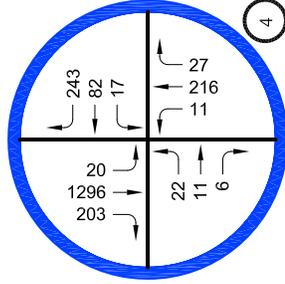
FIGURE 17

**FUTURE (2016) TRAFFIC VOLUME
WITHOUT PROJECT
SATURDAY MID-DAY PEAK HOUR**

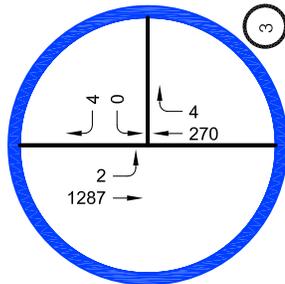
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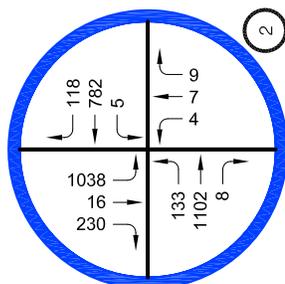
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



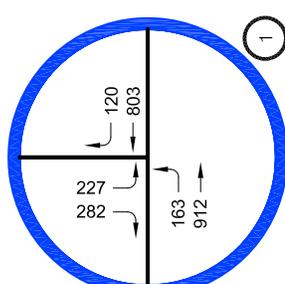
MALIBU CANYON ROAD & CIVIC CENTER WAY



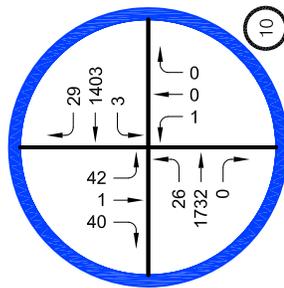
MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEWAY



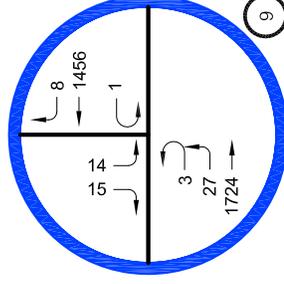
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



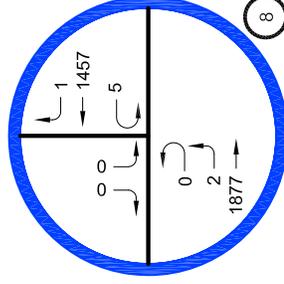
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



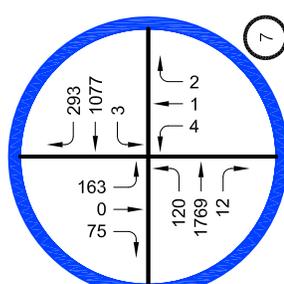
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



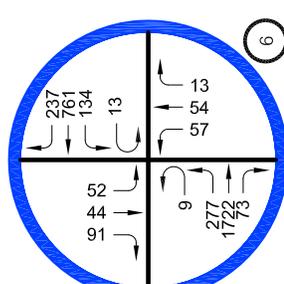
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



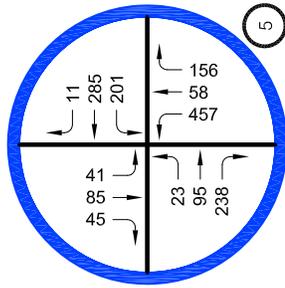
WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



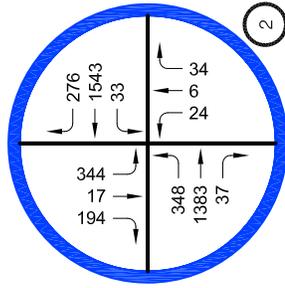
FIGURE 18

FUTURE (2016) TRAFFIC VOLUME WITH PROJECT WEEKDAY AM PEAK HOUR

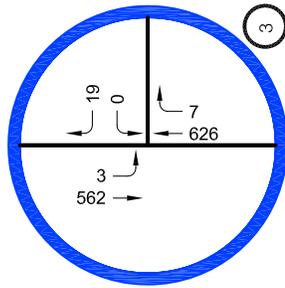
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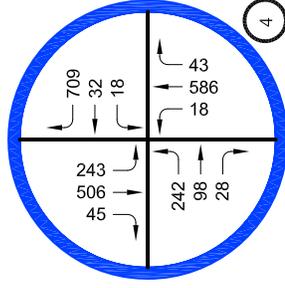
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



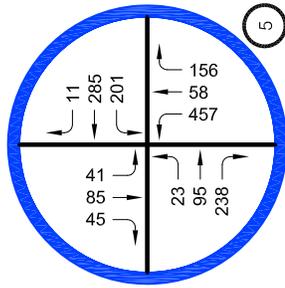
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



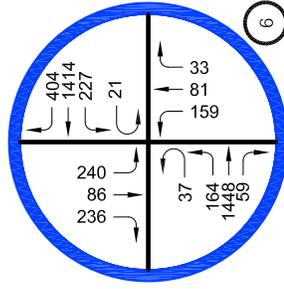
3 MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEAWAY



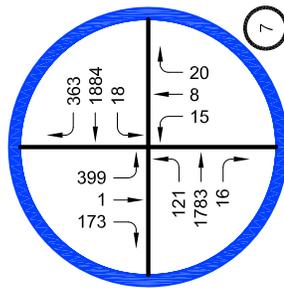
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



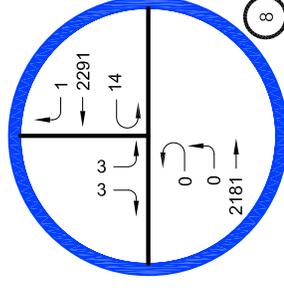
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



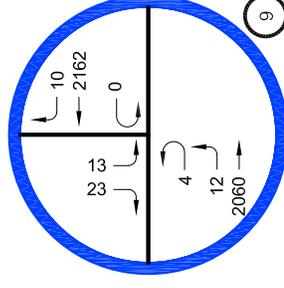
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



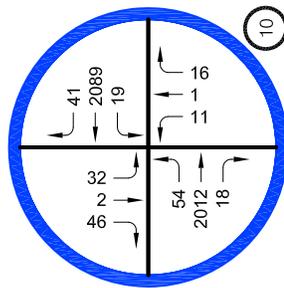
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

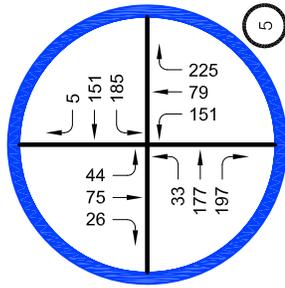
CIVIC CENTER STUDY AREA

WEST STUDY AREA

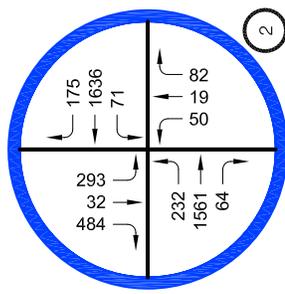
FIGURE 19

FUTURE (2016) TRAFFIC VOLUME WITH PROJECT WEEKDAY PM PEAK HOUR

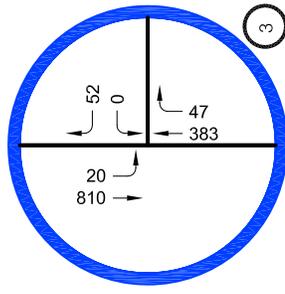
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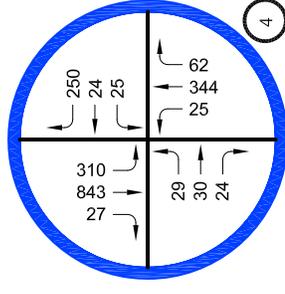
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KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



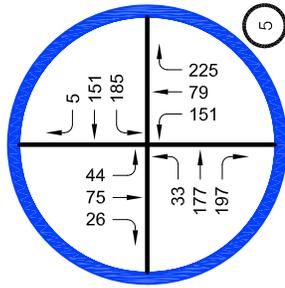
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MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



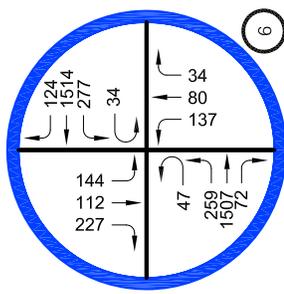
3
MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEAWAY



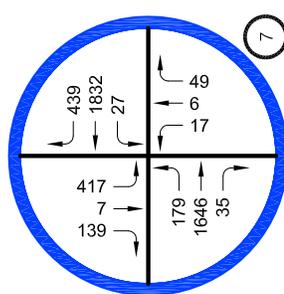
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MALIBU CANYON ROAD & CIVIC CENTER WAY



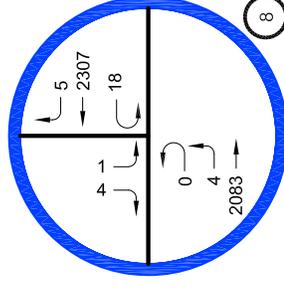
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CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



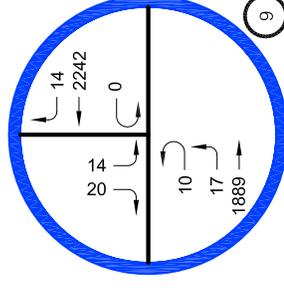
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WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



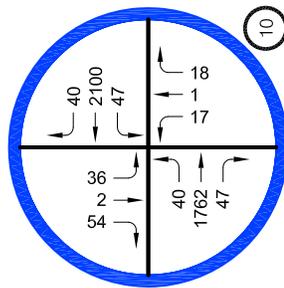
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CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



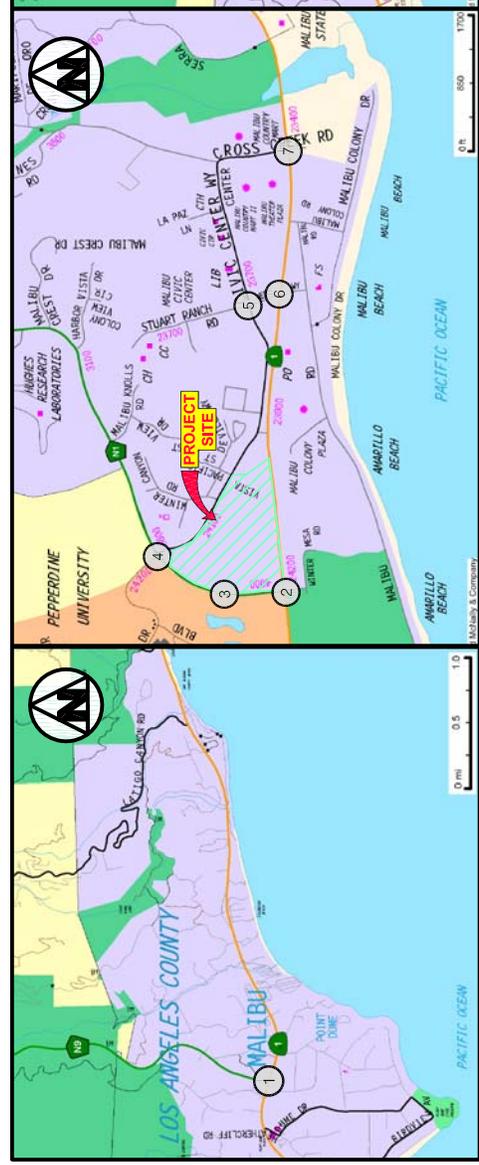
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MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



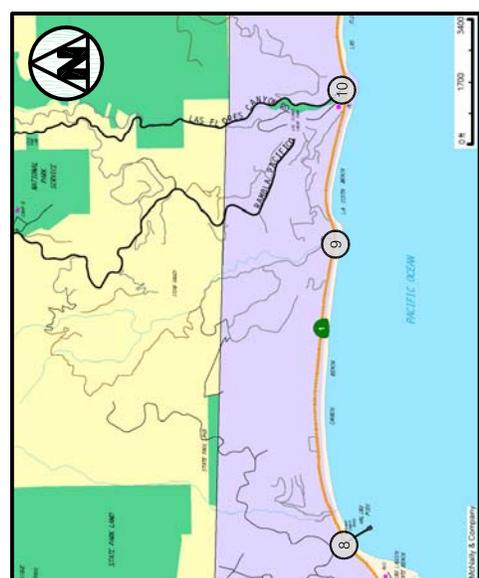
9
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



CIVIC CENTER STUDY AREA



EAST STUDY AREA

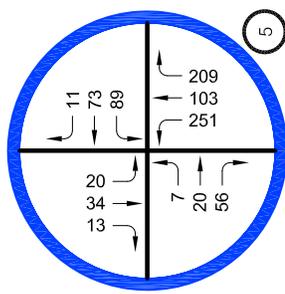


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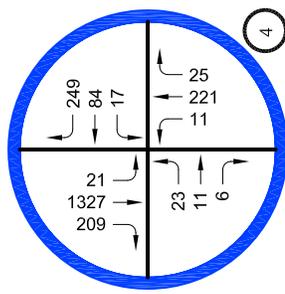
FIGURE 20

FUTURE (2016) TRAFFIC VOLUME WITH PROJECT SATURDAY MID-DAY PEAK HOUR

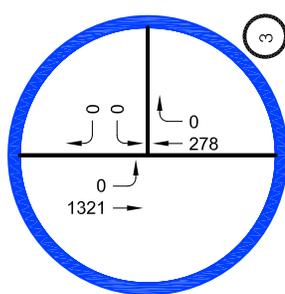
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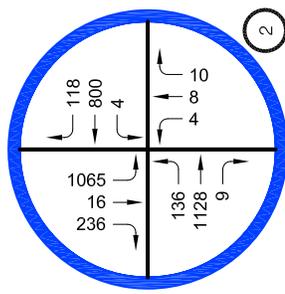
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



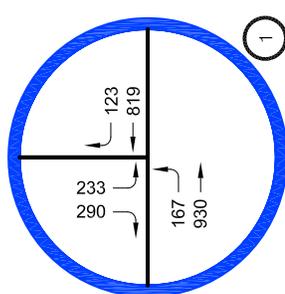
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



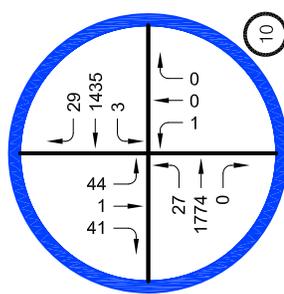
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



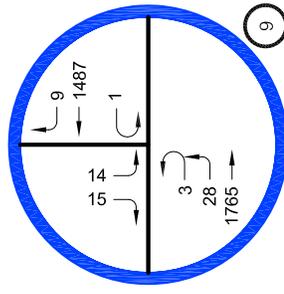
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



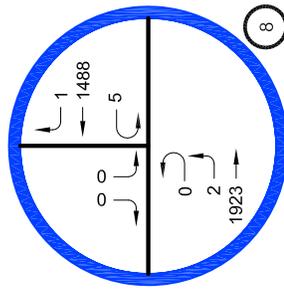
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



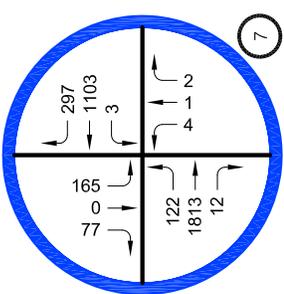
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



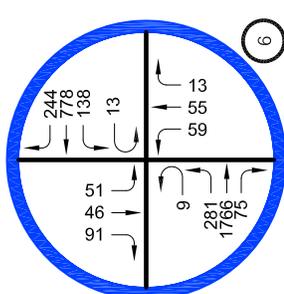
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

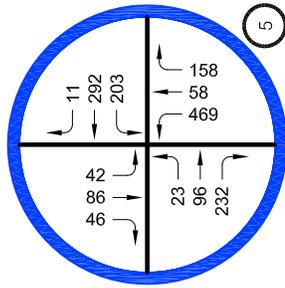
CIVIC CENTER STUDY AREA

WEST STUDY AREA

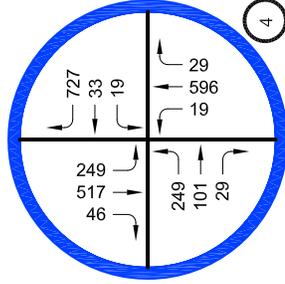
FIGURE 21

**FUTURE (2030) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY AM PEAK HOUR**

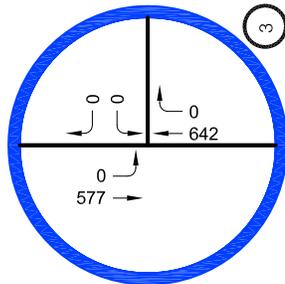
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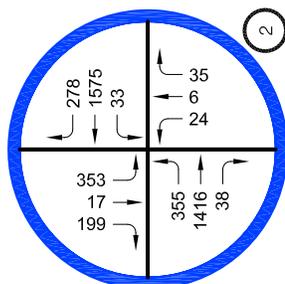
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



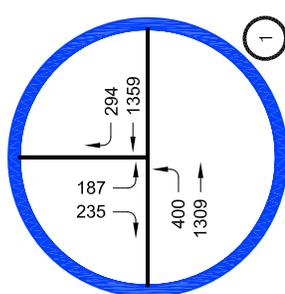
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



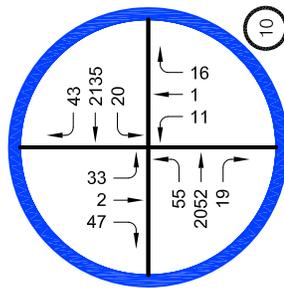
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



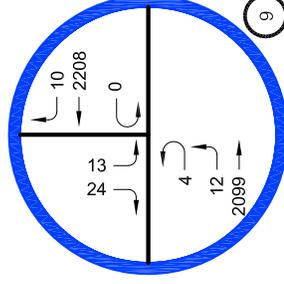
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



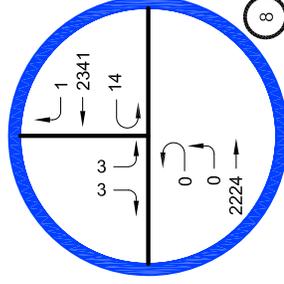
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



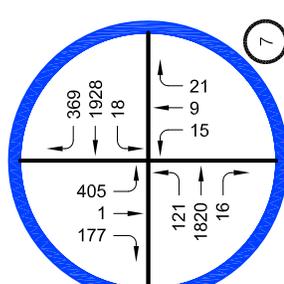
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



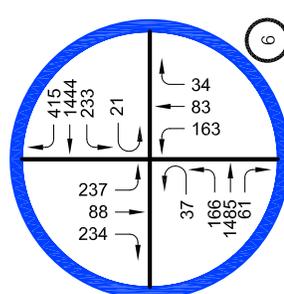
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



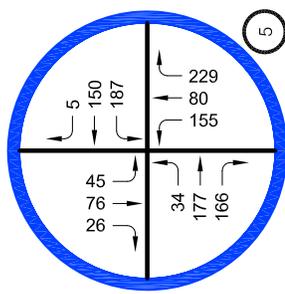
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WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



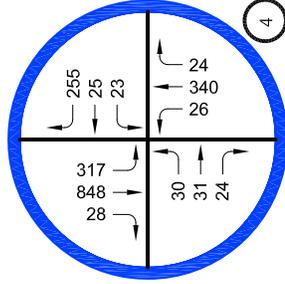
FIGURE 22

**FUTURE (2030) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY PM PEAK HOUR**

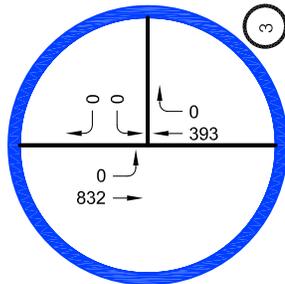
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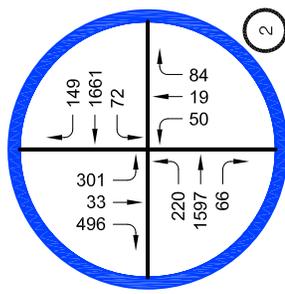
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



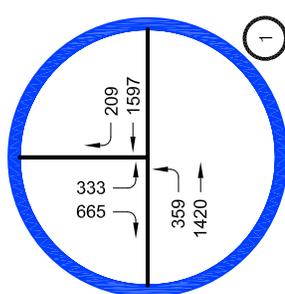
MALIBU CANYON ROAD & CIVIC CENTER WAY



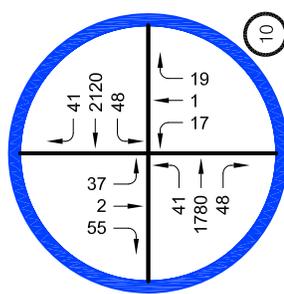
MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEWAY



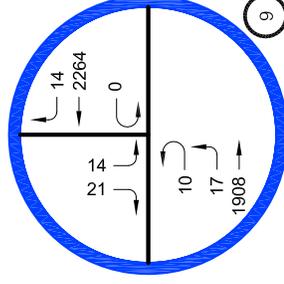
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



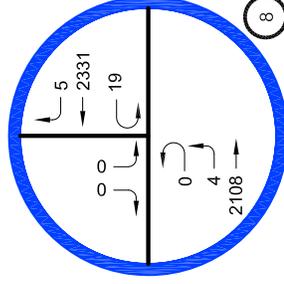
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



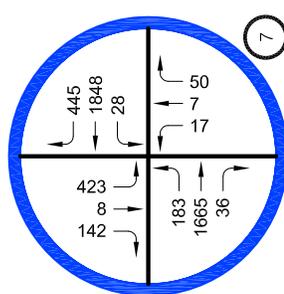
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



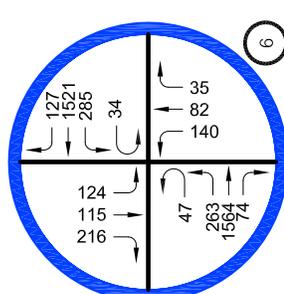
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

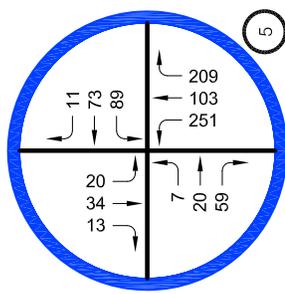
CIVIC CENTER STUDY AREA

WEST STUDY AREA

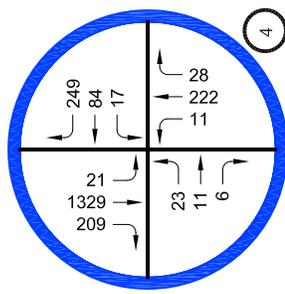
FIGURE 23

FUTURE (2030) TRAFFIC VOLUME WITHOUT PROJECT SATURDAY MID-DAY PEAK HOUR

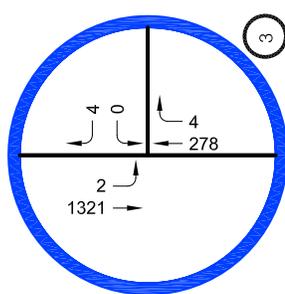
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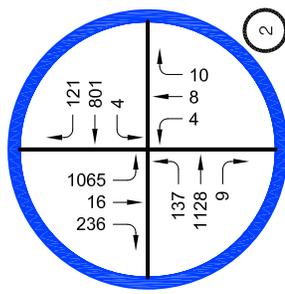
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



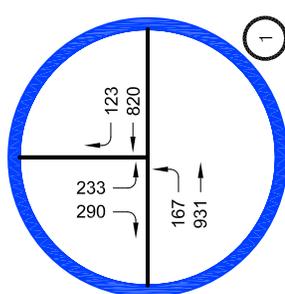
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



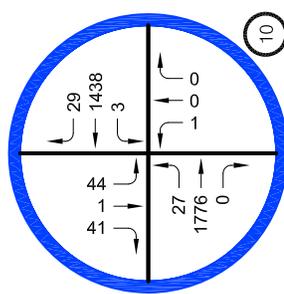
3
MALIBU CANYON ROAD &
FUTURE MALIBU MEMORIAL PARK
DRIVEWAY



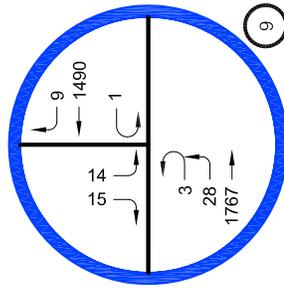
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



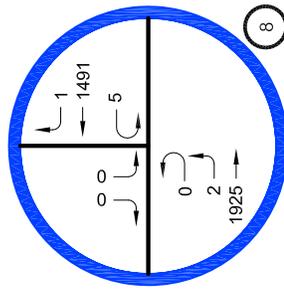
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



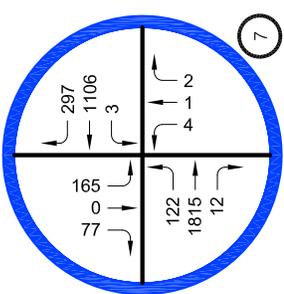
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



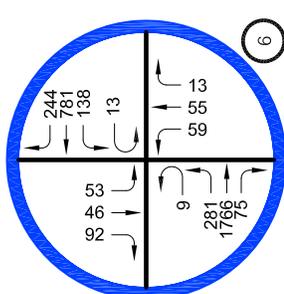
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

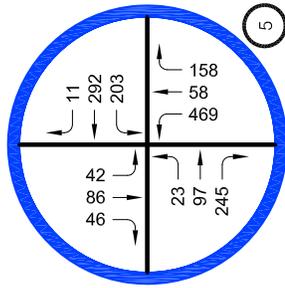
CIVIC CENTER STUDY AREA

WEST STUDY AREA

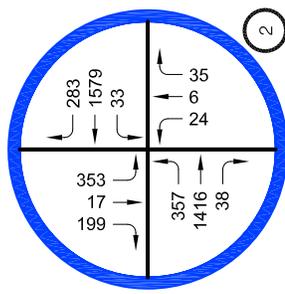
FIGURE 24

**FUTURE (2030) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY AM PEAK HOUR**

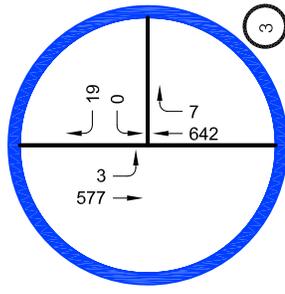
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(661)799-8423, OTC@overlandtraffic.com



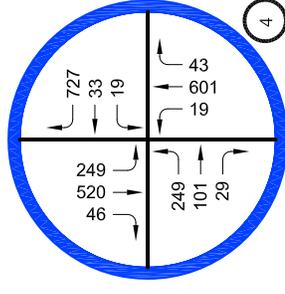
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



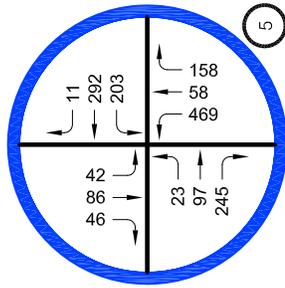
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



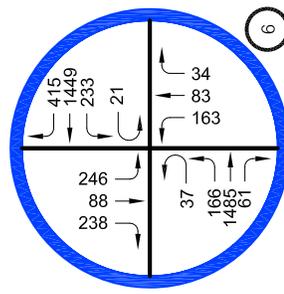
3 MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEWAY



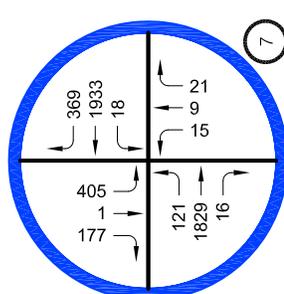
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



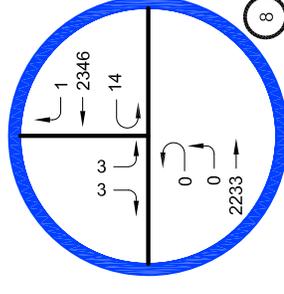
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



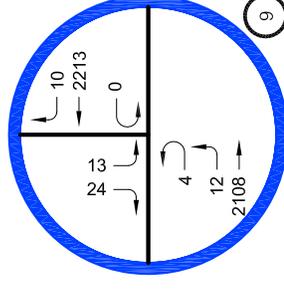
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



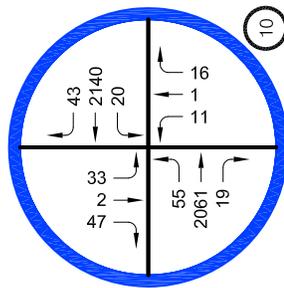
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

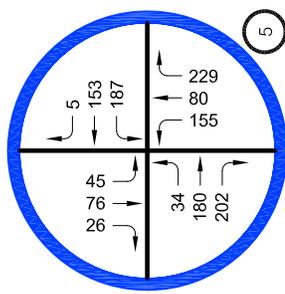
CIVIC CENTER STUDY AREA

WEST STUDY AREA

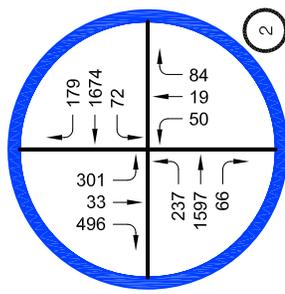
FIGURE 25

FUTURE (2030) TRAFFIC VOLUME WITH PROJECT WEEKDAY PM PEAK HOUR

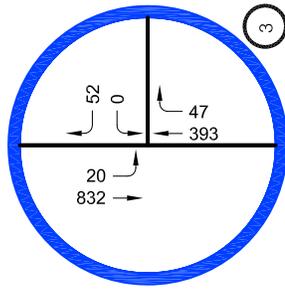
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 (661)799-8423, OTC@overlandtraffic.com



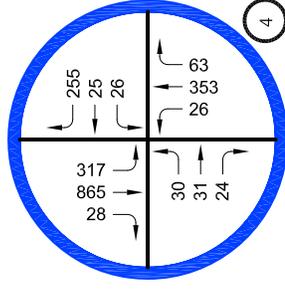
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KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



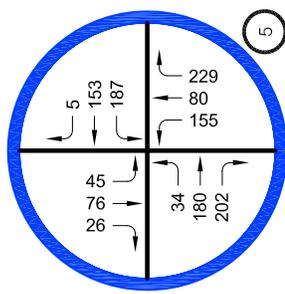
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MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



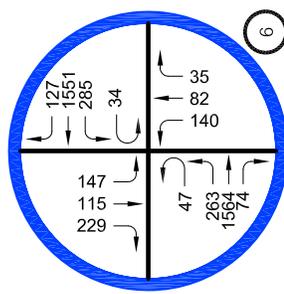
3
MALIBU CANYON ROAD & FUTURE MALIBU MEMORIAL PARK DRIVEAWAY



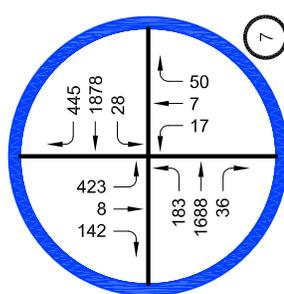
4
MALIBU CANYON ROAD & CIVIC CENTER WAY



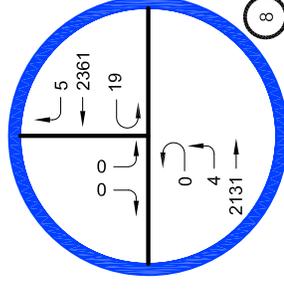
5
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



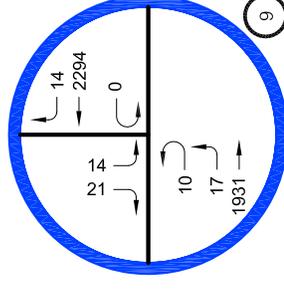
6
WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



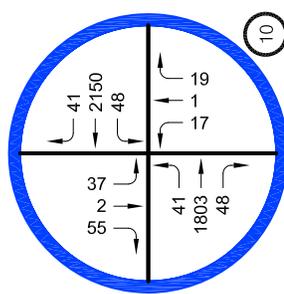
7
CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8
MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



FIGURE 26

**FUTURE (2030) TRAFFIC VOLUME
WITH PROJECT
SATURDAY MID-DAY PEAK HOUR**

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Los Angeles County Congestion Management Program Review

The Los Angeles Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all state highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then the local jurisdiction must prepare a deficiency plan to be in conformance with the LA County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway, in either direction during either the AM or PM weekday peak hour. An analysis is also required at all CMP monitoring intersections where a project would add 50 or more peak hour trips. All of the CMP intersections listed below are analyzed in this study.

1. Las Flores Canyon Road and Pacific Coast Highway
2. Malibu Canyon Road and Pacific Coast Highway
3. Kanan Dume Road and Pacific Coast Highway

For the purposes of the CMP, a significant traffic impact occurs when the proposed project increases the V/C ratio by 2% or more at LOS F or causes LOS F. The City of Malibu's criteria are more stringent and were therefore applied to the CMP Intersections.

The project's transit trip generation has also been calculated pursuant to the CMP. As set forth in the CMP, the estimated transit trips generated by the project during the peak hours can be calculated by multiplying the total peak hour vehicle trips by 1.4 to convert vehicle trips to person trips. A second calculation converts the person trips to transit trips by multiplying the person trips by 3.5 %.

The transit trip calculations are as follows:

Weekday AM Peak Hour Transit Trips = $10 * 1.4 * 0.035 = 0$ AM peak hour transit trips;

Weekday PM Peak Hour Transit Trips = $19 * 1.4 * 0.035 = 0$ PM peak hour transit trips;

Saturday Mid-day Peak Hour Transit Trips = $119 * 1.4 * 0.035 = 6$ Mid-day peak hour transit trips

As previously discussed, Metro transit service is provided by 3 eastbound and 7 westbound buses during the morning peak hours, 5 eastbound and 3 westbound buses during the afternoon peak hours, with 3 buses in each direction during the mid-day peak hours on Saturdays. Thus given the low number of project-generated transit trips per bus, no impacts on the existing or future transit services are expected to occur as a result of the proposed project.

Traffic Impacts on Arterial Streets

This study also analyzed the potential impacts of project traffic on the arterial streets serving the project site. The street segments analyzed include: Pacific Coast Highway east of Cross Creek Road, Pacific Coast Highway west of Malibu Canyon Road and Malibu Canyon Road north of Civic Center Way.

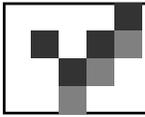
The methodology for determining arterial street impacts is based on a comparison of the future without and future with project conditions. The percent increase in peak hour traffic is used as the measurement for the impact evaluation. Pursuant to the City of Malibu thresholds, a significant traffic impact for an arterial street occurs if the volume-to-capacity (V/C) ratio on a roadway segment operating at an unacceptable level of Service (LOS D, E or F) increases by 0.05 or more.

Recent 24-hour traffic counts on the study street segments were conducted (Thursday, July 12, 2012 and on Saturday July 14, 2012) to determine the amount of existing traffic currently utilizing the roadways. The traffic volume growth on the street segments was calculated using the same procedures as the study intersections, i.e., ambient growth and related project traffic volume.

As shown in Table 10, the project added traffic generated by the proposed project would not exceed the arterial traffic impact significance thresholds of 0.05 at any study area street segments.

**Table 10
Arterial Street Segment Traffic Impact Analysis**

No.	Street Segment	Capacity	Peak Hour	Volume	Existing Condition			Future 2016 Condition				Future 2030 Condition				
					V/C	LOS	Project Volume	Percent Increase	Volume	V/C	LOS	Percent Increase	Volume	V/C	LOS	Percent Increase
1	Pacific Coast Highway east of Cross Creek Road 4 Lane Divided	3,100	AM (7-9)	2,839	0.92	E	5	0.2%	3,298	1.06	F	0.2%	3,380	1.09	F	0.1%
			PM (4-6)	3,640	1.17	F	14	0.4%	4,360	1.41	F	0.3%	4,465	1.44	F	0.3%
			Sat. (11-1)	3,541	1.14	F	53	1.5%	4,332	1.40	F	1.2%	4,434	1.43	F	1.2%
2	Pacific Coast Highway West of Malibu Canyon Road 4 Lane Divided	3,100	AM (7-9)	1,909	0.62	B	2	0.1%	2,192	0.71	C	0.1%	2,247	0.72	C	0.1%
			PM (4-6)	2,834	0.91	E	6	0.2%	3,243	1.05	F	0.2%	3,324	1.07	F	0.2%
			Sat. (11-1)	3,212	1.04	F	30	0.9%	3,707	1.20	F	0.8%	3,799	1.23	F	0.8%
3	Malibu Canyon Road north of Civic Center Way 2 Lane Undivided (1,400 vpvpl)	2,800 2,500 2,650	AM (7-9)	1,861	0.66	B	3	0.2%	2,056	0.73	C	0.1%	2,110	0.75	C	0.1%
			PM (4-6)	2,073	0.83	D	8	0.4%	2,346	0.94	E	0.3%	2,406	0.96	E	0.3%
			Sat. (11-1)	1,557	0.59	A	30	1.9%	1,829	0.69	B	1.6%	1,873	0.71	C	1.6%



Project's Traffic Mitigation Measures

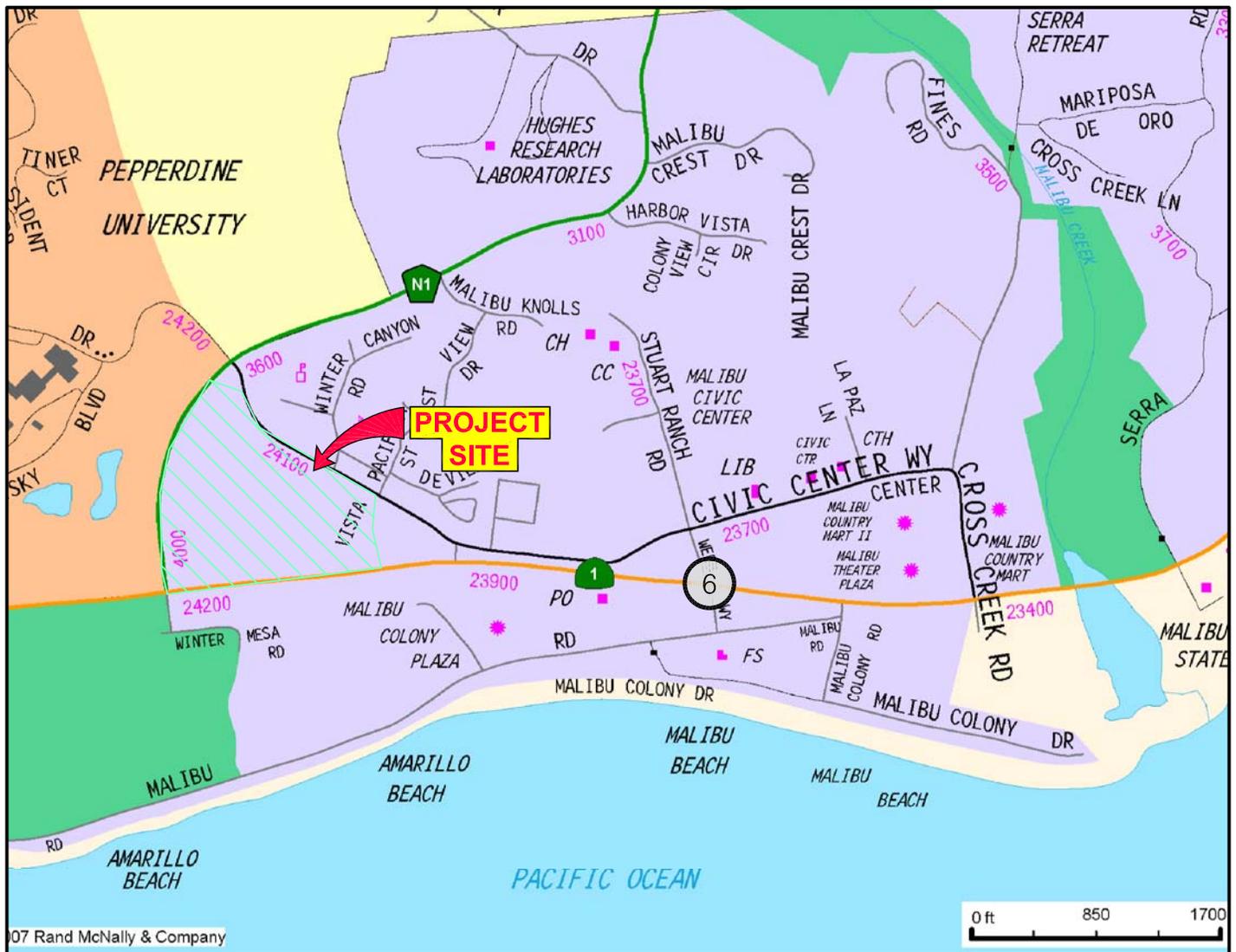
Using criteria adopted by the City of Malibu, it has been determined that the change in traffic flow generated by the proposed project significantly impacts the intersection of Pacific Coast Highway and Webb Way on Saturday mid-day in the 2030 scenario.

Figure 27 illustrates the location and time period for the impacted study intersection.

Listed below are the recommended traffic mitigation measure for the impacted intersection. It should be noted that the proposed roadway improvements on Pacific Coast Highway will require an encroachment permit from Caltrans, the permitting agency. Pacific Coast Highway is a modified urban arterial therefore roadway modifications and may require design exceptions from the Caltrans highway/freeway design standards. The proposed lane widths for PCH are typical for urban arterial streets but non-standard for highways/freeways and will required Caltrans review and approval.

Pacific Coast Highway and Webb Way - The impact of project traffic on the intersection of Pacific Coast Highway and Webb Way could be mitigated by installing eastbound dual left-turn lanes. This mitigation would improve the traffic movement for the eastbound approach to the Pacific Coast Highway and Webb Way intersection. Figure 28 illustrates the conceptual traffic mitigation measure.

With the implementation of the proposed traffic mitigation measure, the project's traffic impacts will be fully mitigated as shown in Table 11 for the "Future (2030) Cumulative + Project" conditions.



SIGNIFICANTLY IMPACTED INTERSECTION:

**#6 PACIFIC COAST HIGHWAY AND WEBB WAY
FUTURE 2030 - SATURDAY MID-DAY**

FIGURE 27

1/2015

SIGNIFICANTLY IMPACTED STUDY INTERSECTION

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FIGURE 28

1/2015

**CONCEPTUAL TRAFFIC MITIGATION
WEBB WAY AND PACIFIC COAST HIGHWAY**

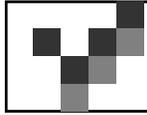

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Table 11
 Future (2030) Traffic Conditions With Project + Mitigation

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project + Mitigation</u>		
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>
6.	Webb Way & Pacific Coast Hwy.	Saturday Mid	0.890	D	0.821	D	- 0.069

Traffic Mitigation Fair Share

Several land developments have been recently filed with the City of Malibu and are expected to occur within a similar time frame with similar traffic impacts. Therefore, the applicant may implement a mitigation funding mechanism through a fair share process to mitigate the cumulative traffic impacts created by a group of development projects enabling the installation of larger traffic improvements.



MALIBU MEMORIAL PARK APPENDIX

Appendix A – Land Use Map

Appendix B – Intersection Photos

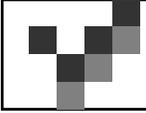
Appendix C – Transit Routes

Appendix D – Traffic Count Data

Appendix E – Level of Service Worksheets

Appendix F – Related Project Information

Appendix G – Traffic Signal Warrant (2016)



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**APPENDIX A
LAND USE MAPS**

Local Coastal Program - City of Malibu Land Use Map 3: Dan Blocker to Malibu Pier

Land Use Designations

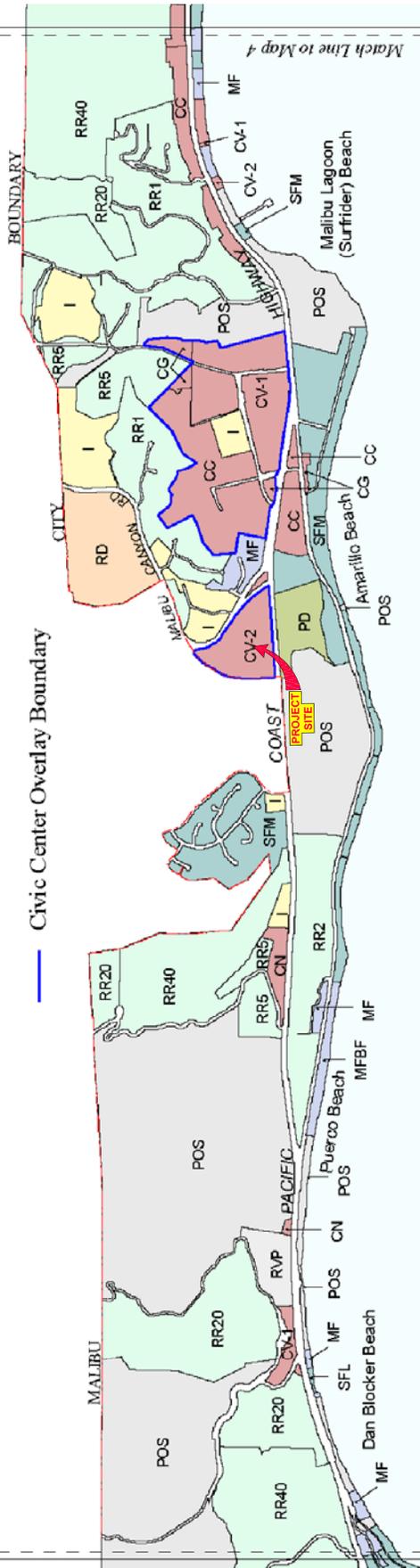
CC	Community Commercial
CG	Commercial General
CN	Commercial Neighborhood
CV1	Commercial Visitor Serving 1
CV2	Commercial Visitor Serving 2
I	Institutional

Planned Development

PD	Planned Development
MF	Multi-Family Residential - 6 du/acre
MFBF	Multi-Family Beach Front
POS	Public Open Space
RD	Industrial/R&D
RVP	Recreational Vehical Park
RR1	Rural Residential - 1 du/acre

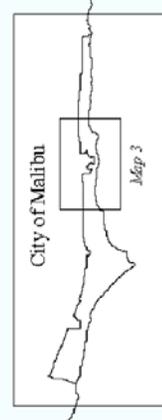
RR2	Rural Residential - 1 du/2 acres
RR5	Rural Residential - 1 du/5 acres
RR20	Rural Residential - 1 du/20 acres
RR40	Rural Residential - 1 du/40 acres
SFL	Single Family Low - 2 du/acre
SFM	Single Family Medium - 4 du/acre

— Civic Center Overlay Boundary



P a c i f i c

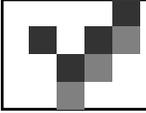
O c e a n



California Coastal Commission
Technical Services Division

Sources: CCC Public Access Database, Malibu/Santa Monica Mountains Area Plan, LA County Parks and Recreation, 1983.

DSM, Revised 8/02



Overland Traffic Consultants, Inc.

**APPENDIX B
INTERSECTION PHOTOS**



**KANAN DUME ROAD AND
PACIFIC COAST HIGHWAY**

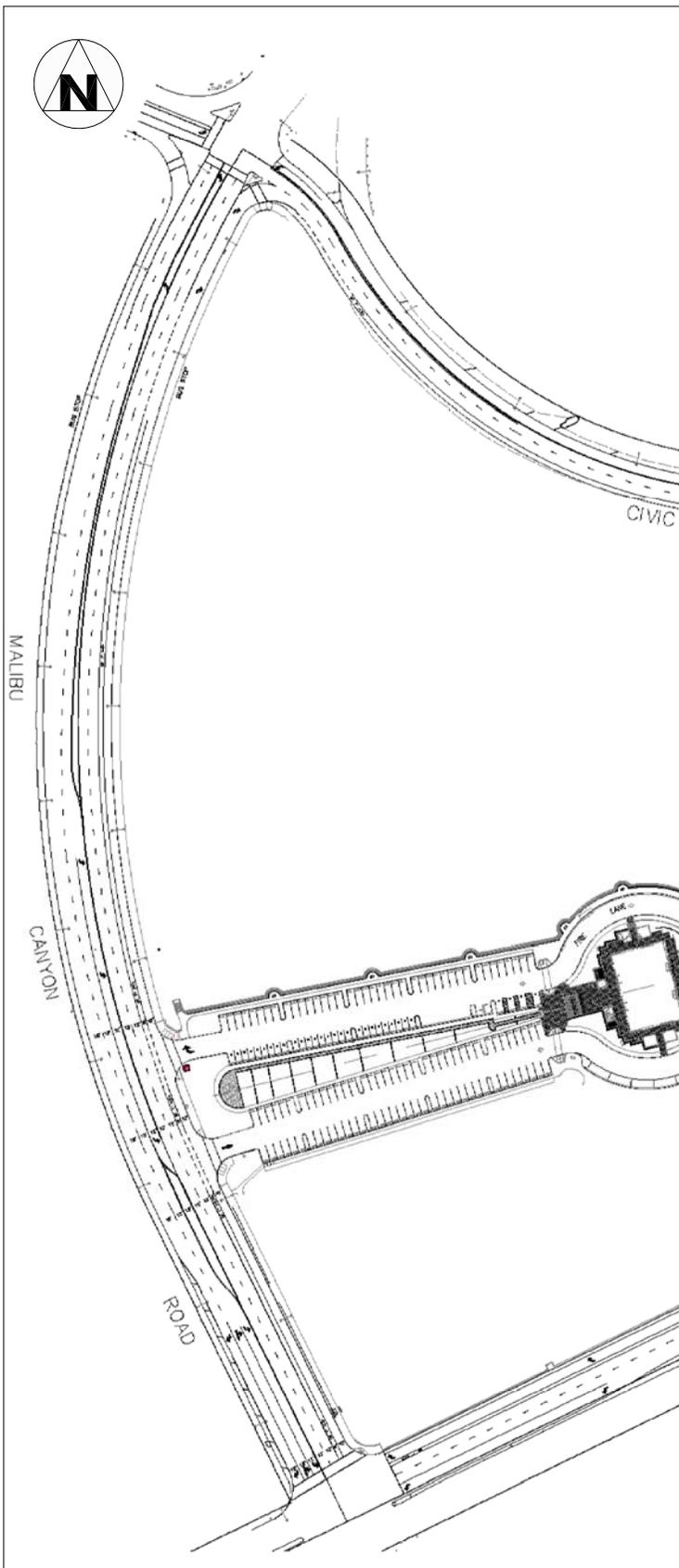


**MALIBU CANYON ROAD AND
PACIFIC COAST HIGHWAY**

1/2013

STUDY INTERSECTIONS 1 AND 2

 **Overland Traffic Consultants, Inc.**
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**MALIBU CANYON ROAD AND
FUTURE MALIBU MEMORIAL PARK ACCESS**



**MALIBU CANYON ROAD AND
CIVIC CENTER WAY**

1/2015

STUDY INTERSECTIONS 3 AND 4


Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com



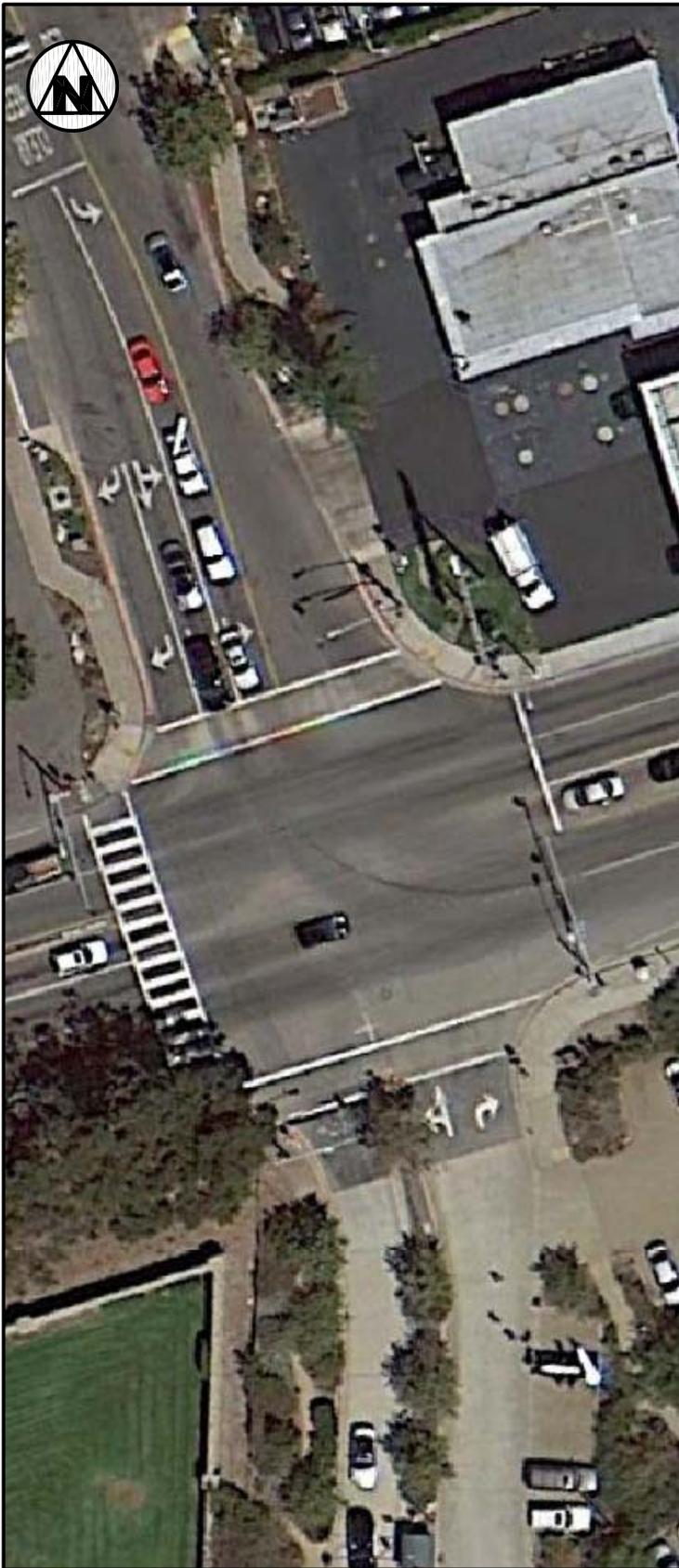
**STUART RANCH ROAD / WEBB WAY AND
CIVIC CENTER WAY**

**WEBB WAY AND
PACIFIC COAST HIGHWAY**

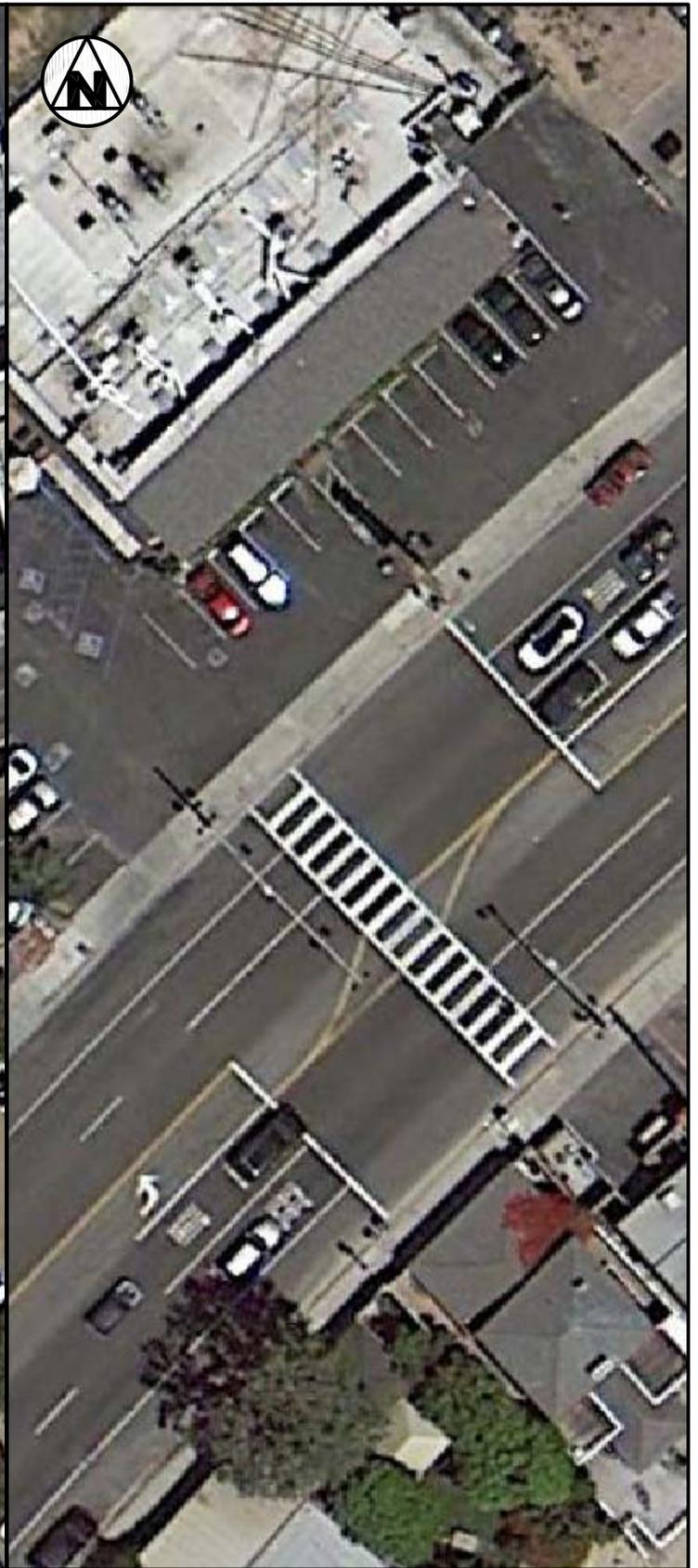
7/2011

STUDY INTERSECTIONS 5 AND 6

 **Overland Traffic Consultants, Inc.**
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**CROSS CREEK ROAD AND
PACIFIC COAST HIGHWAY**

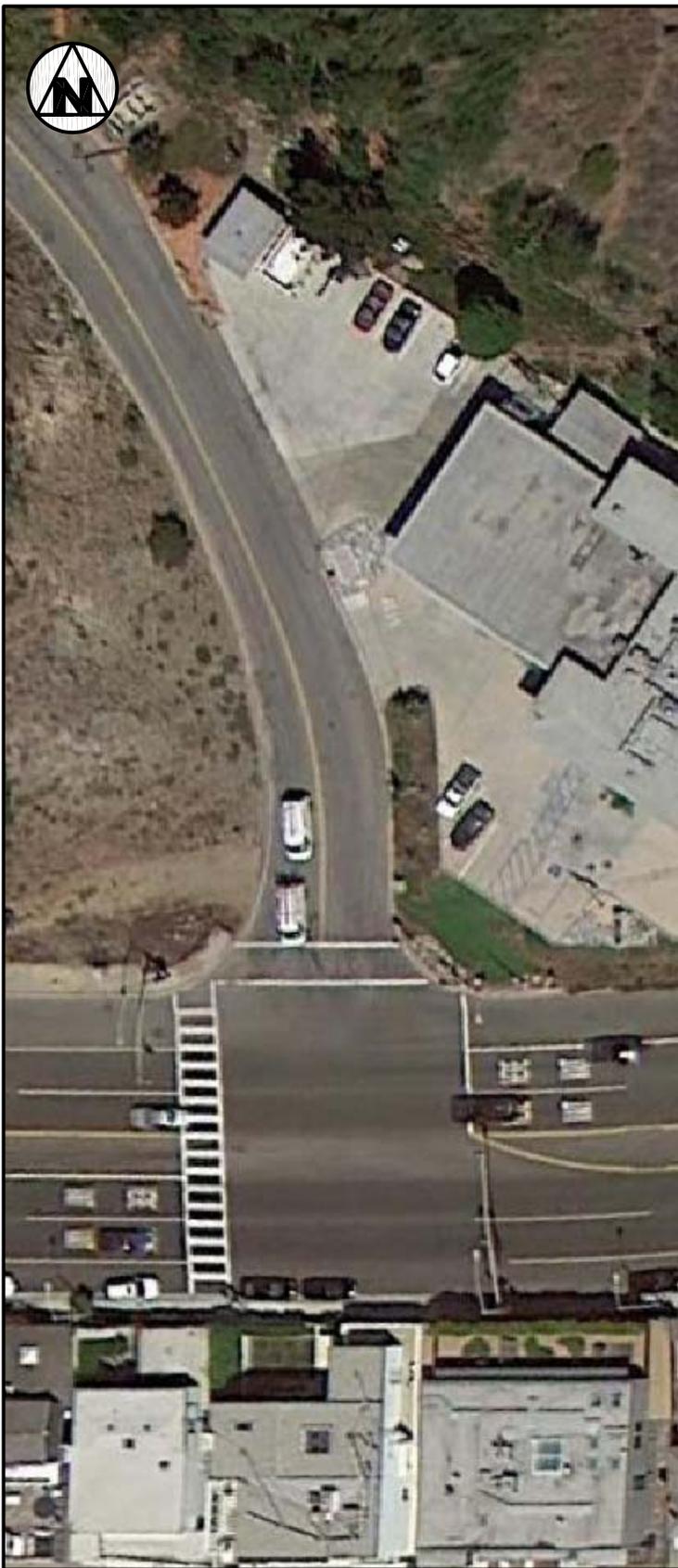


**MALIBU PIER SIGNAL AND
PACIFIC COAST HIGHWAY**

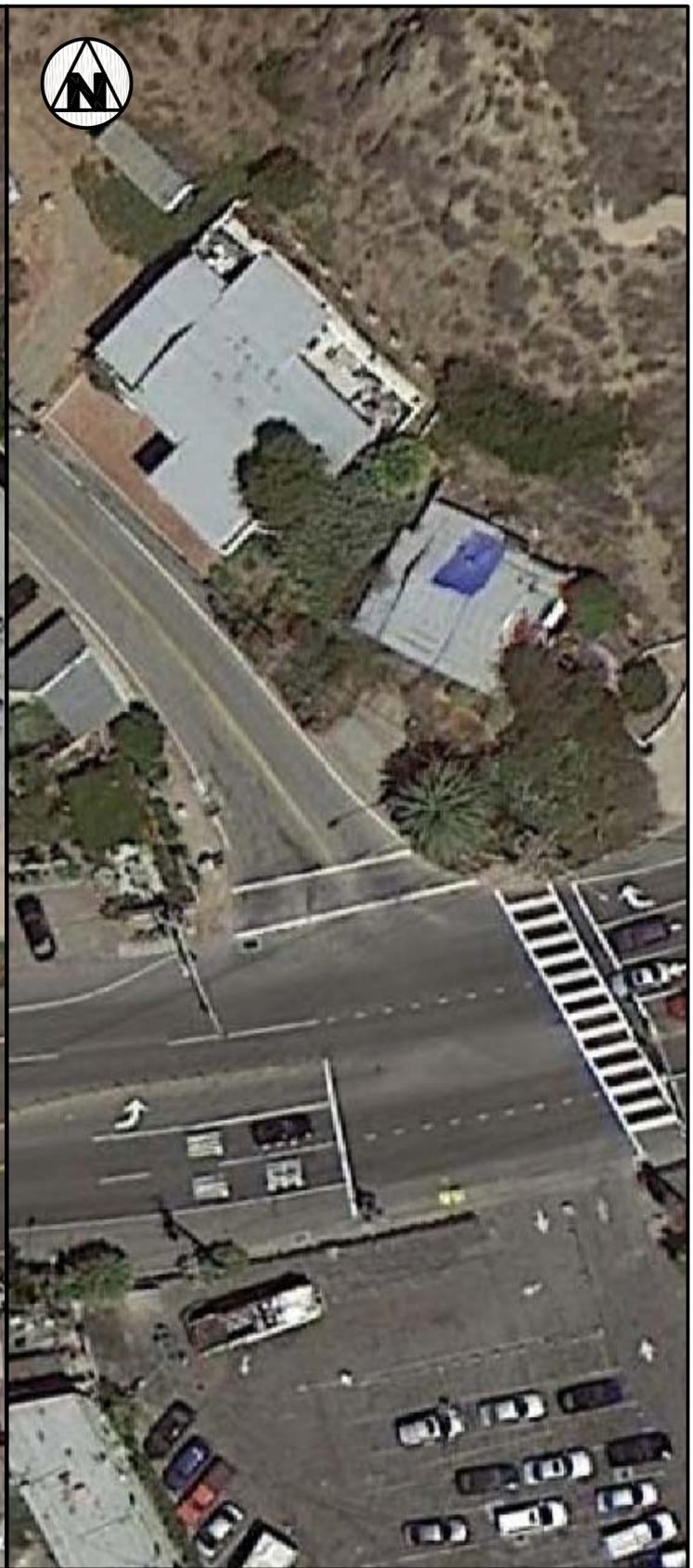
11/2011

STUDY INTERSECTIONS 7 AND 8

 **Overland Traffic Consultants, Inc.**
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**CARBON CANYON ROAD AND
PACIFIC COAST HIGHWAY**

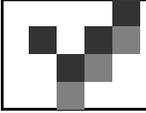


**LAS FLORES CANYON ROAD AND
PACIFIC COAST HIGHWAY**

11/2011

STUDY INTERSECTIONS 9 AND 10

 **Overland Traffic Consultants, Inc.**
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



Overland Traffic Consultants, Inc.

**APPENDIX C
TRANSIT ROUTES**

Monday through Friday

Effective Dec 14 2014

534

Eastbound (Approximate Times)

MALIBU		CASTELLAMMARE		SANTA MONICA	
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Washington/Fairfax Transit Hub
5:55A	—	6:14A	6:34A	6:43A	7:11A
6:20	—	6:39	7:00	7:10	7:38
—	—	6:56	7:20	7:30	7:58
6:57	—	7:16	7:40	7:50	8:20
7:17	—	7:36	8:00	8:10	8:41
7:36	—	7:55	8:20	8:30	9:01
7:59	—	8:18	8:44	8:54	9:24
8:29	—	8:48	9:14	9:24	9:54
9:00	—	9:19	9:44	9:54	10:22
9:31	—	9:50	10:14	10:25	10:53
10:02	—	10:21	10:44	10:55	11:23
10:32	—	10:51	11:14	11:25	11:53
11:02	—	11:21	11:44	11:55	12:23P
11:32	—	11:51	12:14P	12:25P	12:55
12:02P	—	12:21P	12:44	12:54	1:24
12:31	—	12:51	1:14	1:24	1:58
12:55	—	1:17	1:40	1:50	2:28
1:21	—	1:43	2:06	2:17	2:59
—	—	2:03	2:28	2:40	3:26
1:58	—	2:20	2:44	2:56	3:45
—	—	2:36	3:00	3:12	4:03
2:29	—	2:51	3:15	3:27	4:20
—	—	3:06	3:30	3:42	4:36
2:59	—	3:21	3:45	3:57	4:51
—	3:15P	3:36	4:00	4:11	5:05
3:29	—	3:51	4:15	4:26	5:19
—	3:45	4:06	4:30	4:41	5:34
3:59	—	4:21	4:45	4:56	5:48
—	4:15	4:36	5:00	5:11	6:03
4:29	—	4:51	5:15	5:26	6:16
—	4:57	5:18	5:41	5:51	6:39
5:11	—	5:33	5:55	6:05	6:50
5:34	—	5:56	6:18	6:28	7:09
6:05	—	6:26	6:48	6:58	7:34
6:38	—	6:57	7:18	7:28	8:02
7:16	—	7:35	7:56	8:05	8:32
8:09	—	8:27	8:48	8:57	9:24
8:59	—	9:17	9:38	9:47	10:14

Monday through Friday

534

Westbound (Approximate Times)

SANTA MONICA		CASTELLAMMARE		MALIBU	
Washington/Fairfax Transit Hub	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
4:30A	4:51A	5:00A	5:19A	—	5:37A
4:55	5:17	5:27	5:48	—	6:07
5:13	5:35	5:45	6:06	—	6:25
5:25	5:48	5:58	6:19	—	—
5:37	6:01	6:11	6:32	6:52A	7:03
5:50	6:14	6:24	6:46	—	—
6:02	6:26	6:37	6:59	—	7:18
6:13	6:37	6:48	7:10	7:30	7:41
6:23	6:48	6:59	7:21	—	—
6:34	6:59	7:11	7:33	—	—
6:44	7:11	7:23	7:45	—	8:05
6:54	7:22	7:35	7:57	8:17	8:28
7:04	7:32	7:47	8:09	—	—
7:15	7:45	8:00	8:22	—	8:41
7:27	8:00	8:13	8:35	—	—
7:41	8:15	8:28	8:51	—	9:10
7:57	8:32	8:45	9:08	—	—
8:17	8:52	9:05	9:27	—	9:45
8:40	9:13	9:25	9:47	—	10:05
9:13	9:43	9:55	10:17	—	10:35
9:45	10:14	10:25	10:47	—	11:05
10:16	10:44	10:55	11:17	—	11:35
10:44	11:12	11:25	11:47	—	12:05P
11:14	11:42	11:55	12:17P	—	12:35
11:44	12:12P	12:25P	12:48	—	1:06
12:13P	12:41	12:55	1:18	—	1:36
12:43	1:11	1:25	1:48	—	2:06
1:13	1:41	1:55	2:18	—	2:36
1:44	2:12	2:25	2:48	—	3:06
2:16	2:44	2:57	3:21	—	3:39
2:47	3:16	3:29	3:53	—	4:11
3:19	3:48	4:01	4:25	—	4:43
3:49	4:18	4:33	4:56	—	5:14
4:19	4:48	5:05	5:28	—	5:46
4:51	5:20	5:37	6:00	—	6:18
5:39	6:08	6:23	6:44	—	7:01
6:38	7:06	7:17	7:38	—	7:55
7:35	8:01	8:11	8:31	—	8:48

Saturday

Effective Dec 14 2014

534

Eastbound (Approximate Times)

MALIBU			CASTELLAMMARE	SANTA MONICA	Washington/Fairfax Transit Hub
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Washington/Fairfax Transit Hub
6:45A	—	7:03A	7:22A	7:30A	7:51A
7:22	—	7:40	7:59	8:08	8:32
7:57	—	8:15	8:34	8:43	9:07
8:27	—	8:45	9:04	9:13	9:38
8:57	—	9:15	9:34	9:43	10:08
9:26	—	9:45	10:04	10:14	10:39
9:55	—	10:14	10:34	10:44	11:09
10:25	—	10:44	11:04	11:14	11:40
10:53	—	11:12	11:34	11:44	12:12P
11:22	—	11:41	12:04P	12:15P	12:44
11:51	—	12:11P	12:34	12:45	1:15
12:20P	—	12:41	1:04	1:15	1:46
12:50	—	1:11	1:34	1:45	2:19
1:20	—	1:41	2:04	2:15	2:49
1:46	—	2:07	2:34	2:45	3:21
1:59	2:12P	2:35	3:02	3:14	3:52
2:39	—	3:00	3:32	3:44	4:22
3:08	—	3:30	4:02	4:14	4:52
3:24	3:37	4:00	4:32	4:44	5:22
4:08	—	4:30	5:02	5:14	5:52
4:38	—	5:00	5:32	5:44	6:24
4:55	5:08	5:31	6:03	6:15	6:53
5:41	—	6:03	6:34	6:45	7:21
6:30	—	6:50	7:14	7:24	8:00
7:13	—	7:32	7:55	8:05	8:37
8:10	—	8:28	8:48	8:57	9:26
9:10	—	9:28	9:48	9:57	10:26

Saturday

534

Westbound (Approximate Times)

Washington/Fairfax Transit Hub	SANTA MONICA	CASTELLAMMARE	MALIBU	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
Washington/Fairfax Transit Hub	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
5:15A	5:35A	5:44A	6:02A	—	6:19A
5:38	5:58	6:07	6:25	—	6:42
5:58	6:18	6:27	6:46	—	7:03
6:15	6:35	6:44	7:03	—	7:20
6:31	6:52	7:01	7:20	—	7:37
6:47	7:09	7:18	7:37	—	7:55
7:07	7:29	7:38	7:58	—	8:16
7:27	7:49	7:58	8:18	—	8:36
7:47	8:09	8:18	8:38	8:58A	9:09
8:07	8:29	8:38	8:58	—	9:16
8:29	8:53	9:02	9:23	9:43	9:54
8:51	9:16	9:26	9:47	—	10:05
9:15	9:40	9:50	10:12	10:32	10:43
9:41	10:07	10:18	10:40	—	10:58
10:09	10:37	10:48	11:11	—	11:29
10:37	11:06	11:18	11:41	—	11:59
11:06	11:35	11:48	12:12P	—	12:30P
11:32	12:03P	12:18P	12:42	—	1:00
11:58	12:33	12:48	1:12	—	1:30
12:32P	1:08	1:24	1:47	—	2:05
12:59	1:38	1:54	2:18	—	2:36
1:28	2:07	2:24	2:48	—	3:06
1:58	2:37	2:54	3:17	—	3:35
2:28	3:07	3:24	3:47	—	4:05
2:58	3:37	3:54	4:17	—	4:35
3:29	4:08	4:25	4:48	—	5:06
4:10	4:47	5:01	5:23	—	5:41
4:47	5:23	5:35	5:55	—	6:13
5:36	6:05	6:17	6:37	—	6:54
6:39	7:06	7:17	7:37	—	7:54
7:39	8:06	8:17	8:37	—	8:54

Sunday

534

Eastbound (Approximate Times)

MALIBU			CASTELLAMMARE	SANTA MONICA	Washington/Fairfax Transit Hub
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Washington/Fairfax Transit Hub
6:57A	—	7:15A	7:35A	7:43A	8:08A
7:52	—	8:10	8:30	8:39	9:04
8:41	—	9:00	9:20	9:29	9:54
9:16	—	9:35	9:55	10:04	10:29
9:49	—	10:09	10:30	10:41	11:07
10:32	—	10:52	11:15	11:26	11:53
11:34	—	11:54	12:18P	12:29P	12:54P
12:34P	—	12:54P	1:18	1:29	1:58
1:34	—	1:54	2:18	2:30	2:59
2:23	—	2:43	3:08	3:20	3:53
3:03	—	3:23	3:55	4:07	4:40
3:40	3:52P	4:12	4:45	4:57	5:30
4:37	—	4:57	5:30	5:42	6:17
5:18	5:30	5:50	6:20	6:31	7:02
6:16	6:28	6:48	7:10	7:21	7:51
7:21	—	7:39	8:00	8:09	8:39
8:11	—	8:29	8:50	8:59	9:29
9:01	—	9:19	9:40	9:49	10:19

Sunday

534

Westbound (Approximate Times)

Washington/Fairfax Transit Hub	SANTA MONICA	CASTELLAMMARE	MALIBU	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
Washington/Fairfax Transit Hub	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
5:39A	6:00A	6:09A	6:27A	—	6:44A
6:11	6:32	6:41	6:59	—	7:16
6:38	6:59	7:08	7:27	—	7:44
7:04	7:26	7:35	7:54	—	8:11
7:41	8:03	8:12	8:31	8:52A	9:03
8:23	8:45	8:54	9:15	—	9:33
8:57	9:20	9:29	9:51	—	10:09
9:40	10:03	10:14	10:36	10:57	11:08
10:14	10:42	10:54	11:16	—	11:34
10:52	11:22	11:34	11:56	—	12:14P
11:31	12:01P	12:14P	12:38P	12:59P	1:10
12:18P	12:54	1:09	1:34	—	1:52
1:07	1:43	1:59	2:23	—	2:41
1:46	2:23	2:39	3:03	—	3:21
2:39	3:14	3:29	3:53	—	4:11
3:29	4:01	4:14	4:38	—	4:56
4:21	4:51	5:04	5:26	—	5:44
5:08	5:38	5:49	6:10	—	6:28
5:53	6:18	6:29	6:49	—	7:06
6:39	7:03	7:14	7:34	—	7:51
7:29	7:53	8:04	8:24	—	8:41

Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

ACTUAL TIMES MAY VARY DRASTICALLY DURING INCLEMENT WEATHER OR ACTS OF NATURE THAT AFFECT TRAVEL ON PACIFIC COAST HIGHWAY. CALL METRO INFORMATION FOR ANY UPDATES.

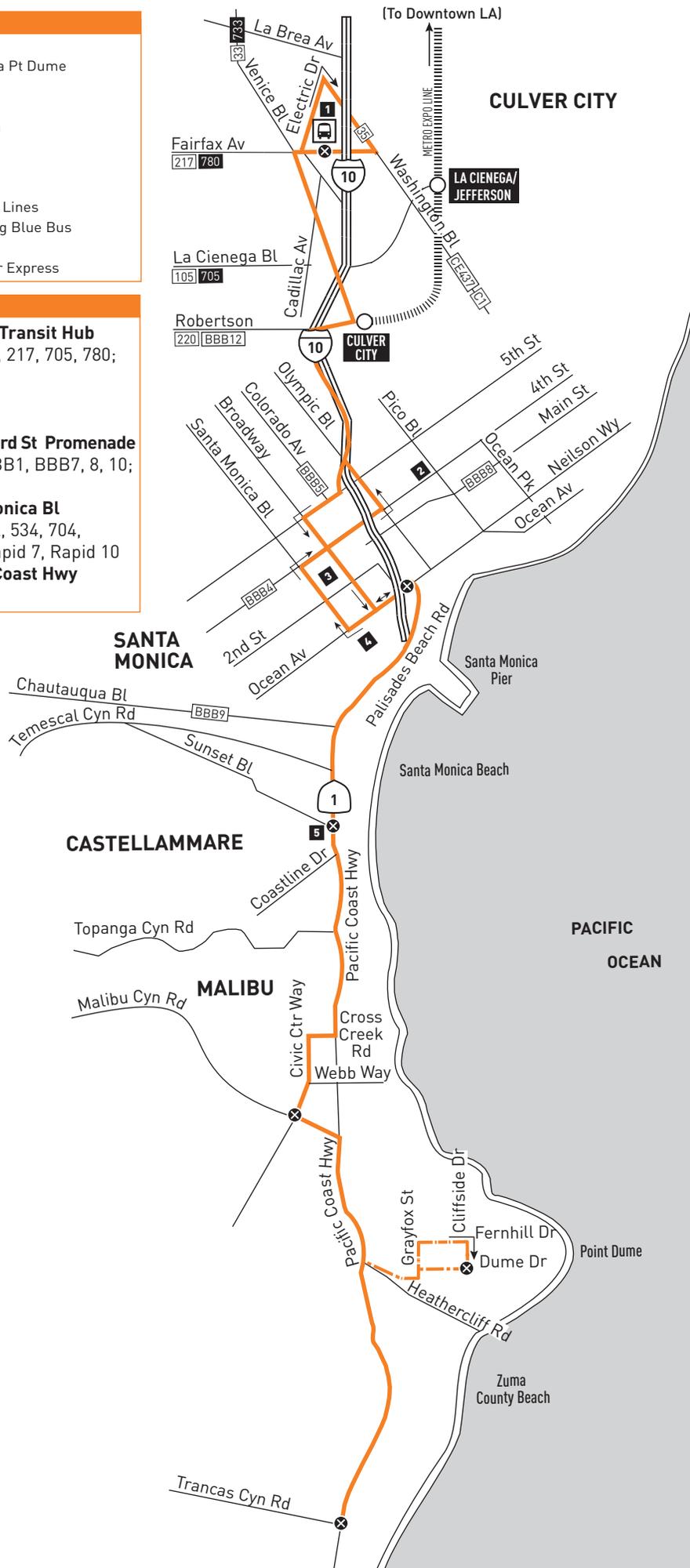
Horarios actuales pueden variar drásticamente dependiendo del clima y actos naturales que puedan afectar el viaje sobre Pacific Coast Highway.

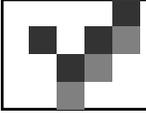
LEGEND

-  Route of Line 534
-  Alternate route via Pt Dume
-  Timepoint
-  Metro Rail
-  Metro Rail Station
-  Transit Center
-  Map Notes
-  Connecting Lines
-  Rapid Connecting Lines
-  Santa Monica's Big Blue Bus
-  Culver CityBus
-  LADOT Commuter Express

MAP NOTES

- 1 Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217, 705, 780;
C1, 4; CE437
- 2 4th St & Pico Bl**
BBB2, 3, 9
- 3 Santa Monica Bl & Third St Promenade**
Metro 4, 534, 704; BBB1, BBB7, 8, 10;
Rapid 7
- 4 Ocean Av & Santa Monica Bl**
Metro 20 Owl, 33 Owl, 534, 704,
720, 733; BBB1, 7, Rapid 7, Rapid 10
- 5 Sunset Bl & Pacific Coast Hwy**
Metro 2, 302





Overland Traffic Consultants, Inc.

**APPENDIX D
TRAFFIC COUNT DATA**

ITM Peak Hour Summary

Prepared by:



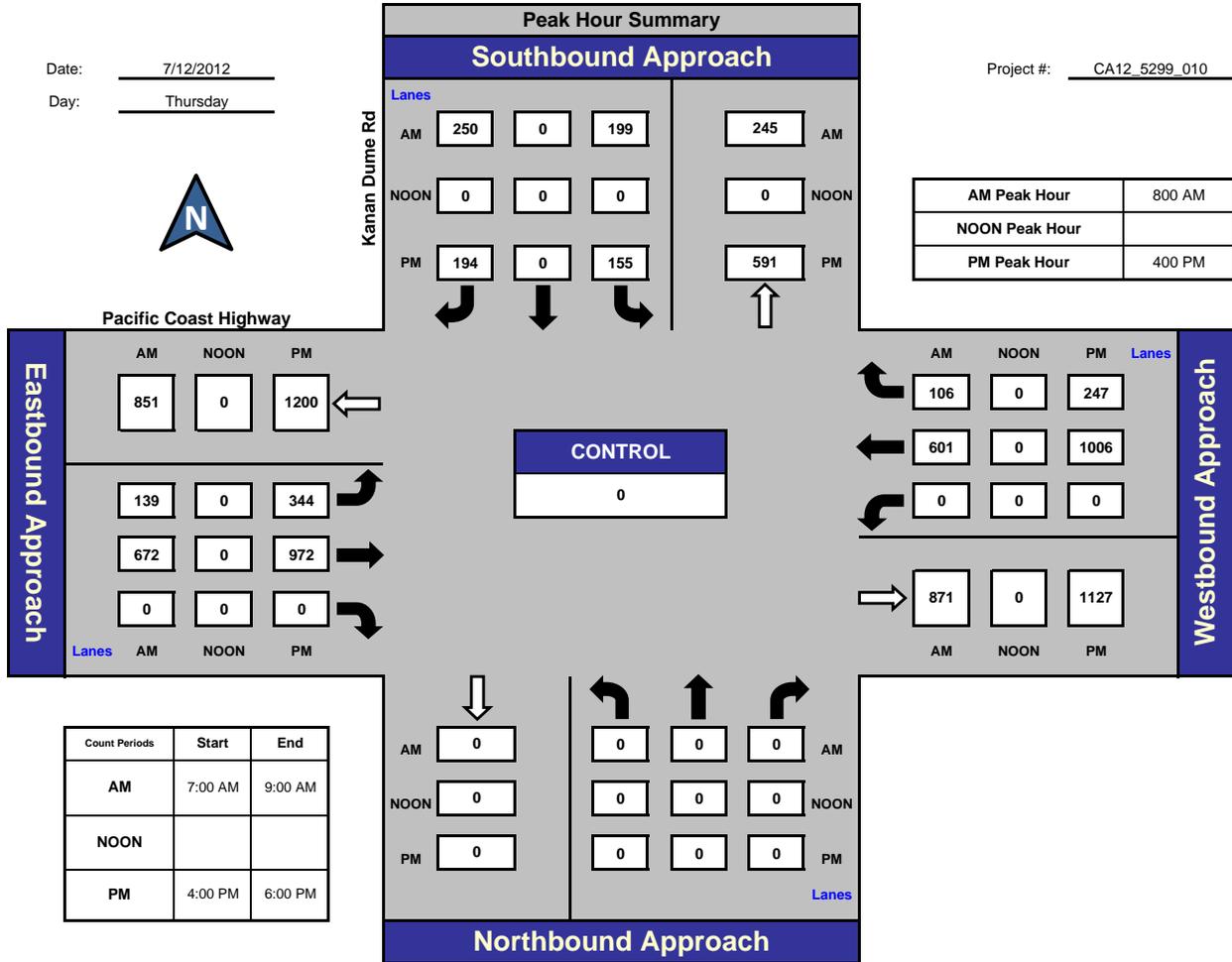
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

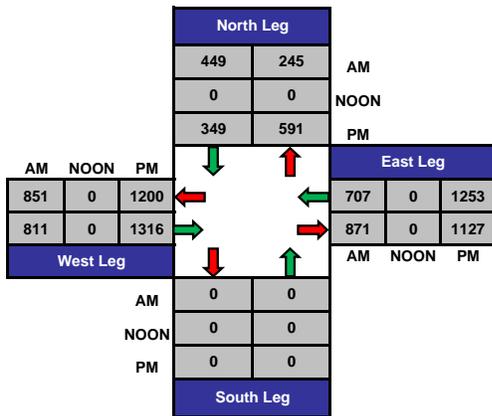
Date: 7/12/2012

Day: Thursday

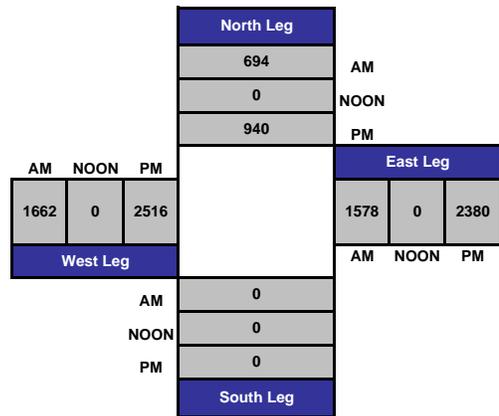
Project #: CA12_5299_010



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM				38		45	23	125			107	11	349
7:15 AM				44		25	13	154			102	19	357
7:30 AM				67		60	26	160			106	19	438
7:45 AM				61		72	30	183			131	22	499
8:00 AM				59		51	23	164			134	23	454
8:15 AM				41		60	34	154			152	28	469
8:30 AM				56		68	39	173			138	28	502
8:45 AM				43		71	43	181			177	27	542
TOTAL VOLUMES :	0	0	0	409	0	452	231	1294	0	0	1047	177	3610
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	47.50%	0.00%	52.50%	15.15%	84.85%	0.00%	0.00%	85.54%	14.46%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	199	0	250	139	672	0	0	601	106	1967
PEAK HR FACTOR :	0.000			0.905			0.905			0.866			0.907

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM				41		63	95	240			236	58	733
4:15 PM				38		54	85	247			261	58	743
4:30 PM				40		36	97	256			253	61	743
4:45 PM				36		41	67	229			256	70	699
5:00 PM				37		47	77	217			243	66	687
5:15 PM				47		54	59	245			258	72	735
5:30 PM				29		53	82	206			245	83	698
5:45 PM				43		51	56	200			198	60	608

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	311	0	399	618	1840	0	0	1950	528	5646
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	43.80%	0.00%	56.20%	25.14%	74.86%	0.00%	0.00%	78.69%	21.31%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	155	0	194	344	972	0	0	1006	247	2918
PEAK HR FACTOR :	0.000			0.839			0.932			0.961			0.982

CONTROL :

ITM Peak Hour Summary

Prepared by:



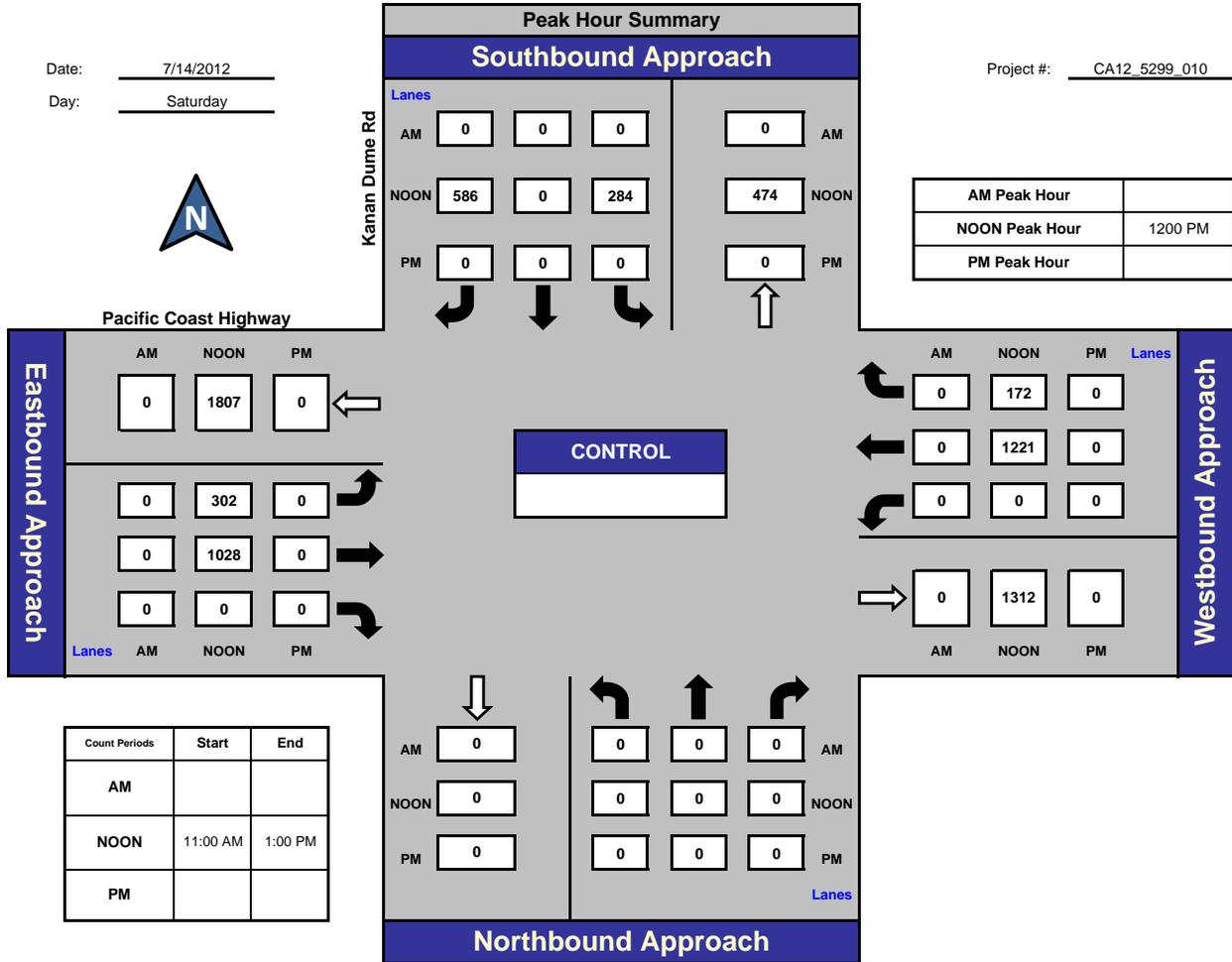
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

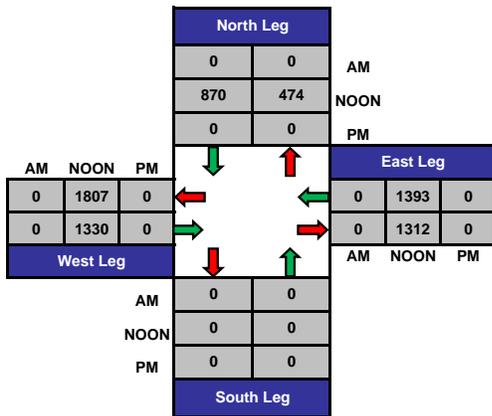
Date: 7/14/2012

Day: Saturday

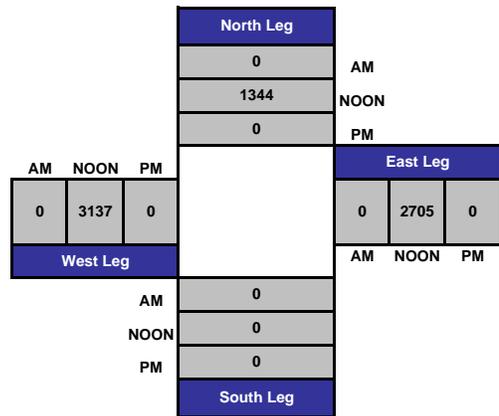
Project #: CA12_5299_010



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM				40		111	51	219			304	40	765
11:15 AM				51		126	56	181			291	53	758
11:30 AM				49		133	72	251			288	42	835
11:45 AM				62		147	58	220			326	37	850
12:00 PM				64		144	90	252			298	26	874
12:15 PM				66		166	73	223			271	45	844
12:30 PM				77		142	81	315			333	52	1000
12:45 PM				77		134	58	238			319	49	875
TOTAL VOLUMES :	0	0	0	486	0	1103	539	1899	0	0	2430	344	6801
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	30.59%	0.00%	69.41%	22.11%	77.89%	0.00%	0.00%	87.60%	12.40%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	284	0	586	302	1028	0	0	1221	172	3593
PEAK HR FACTOR :	0.000			0.938			0.840			0.905			0.898

CONTROL :

ITM Peak Hour Summary

Prepared by:



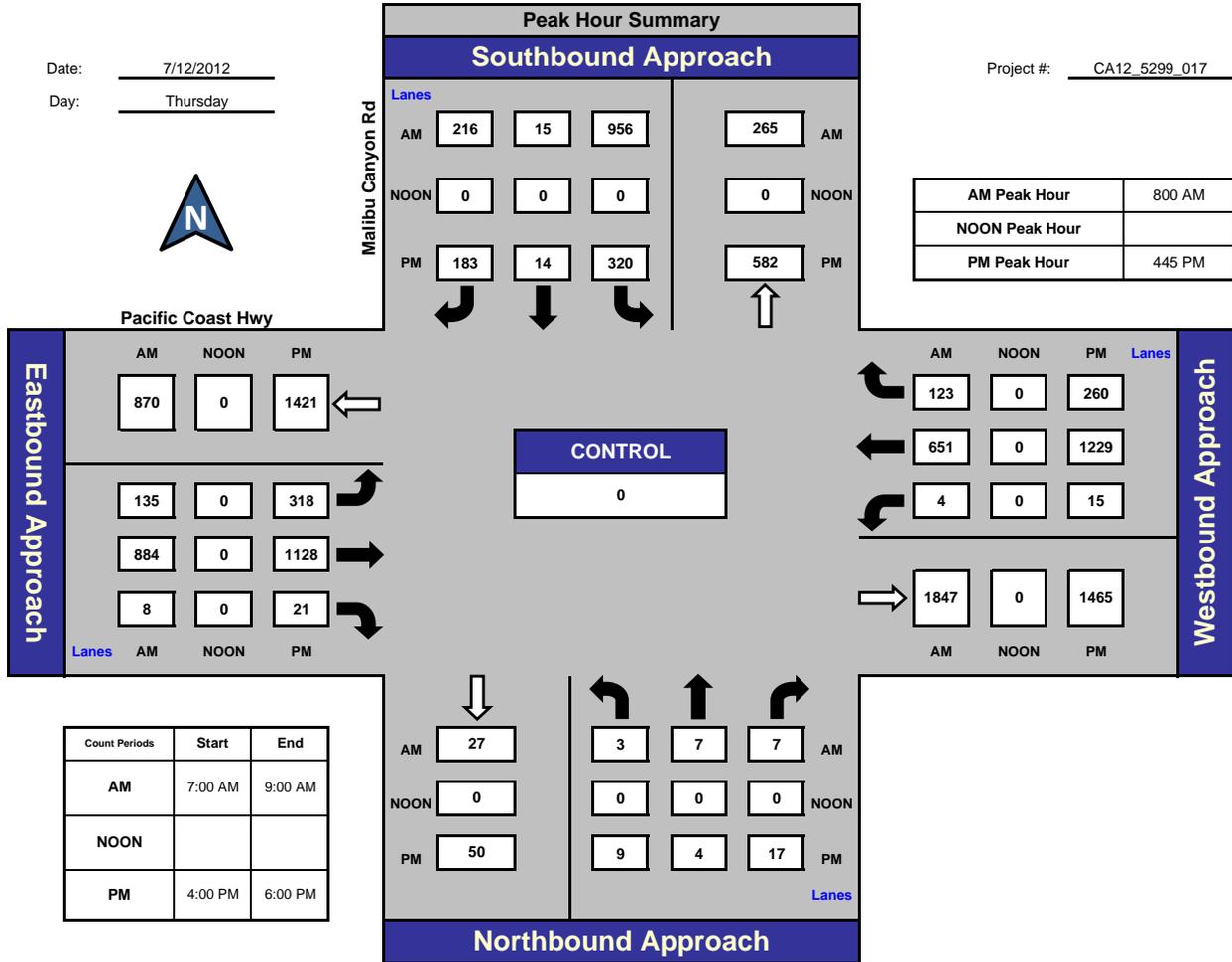
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

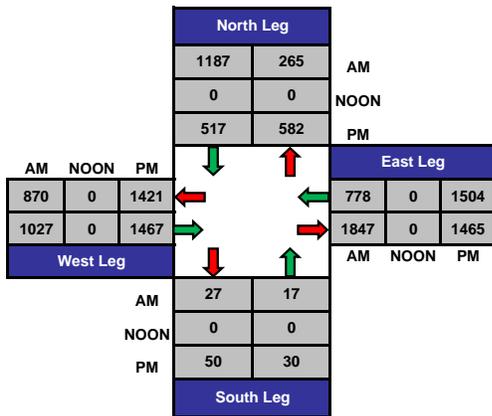
Date: 7/12/2012

Day: Thursday

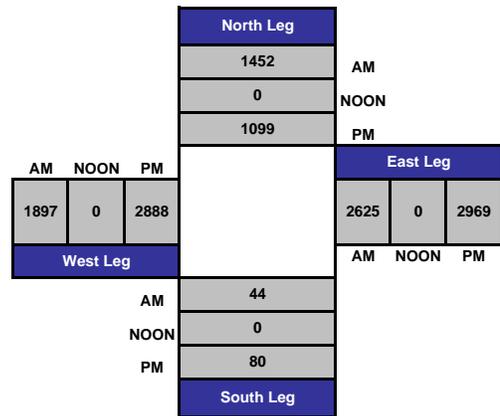
Project #: CA12_5299_017



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL																										
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																													
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR																											
7:00 AM	0	0	1	248	3	47	13	192	0	1	130	14	649																										
7:15 AM	0	3	2	215	2	39	18	178	1	2	120	20	600																										
7:30 AM	0	1	1	224	1	53	29	227	3	1	154	32	726																										
7:45 AM	0	0	2	203	2	55	22	194	0	2	178	37	695																										
8:00 AM	1	2	1	270	7	49	38	238	1	1	150	28	786																										
8:15 AM	0	1	3	200	3	35	20	198	2	2	178	32	674																										
8:30 AM	1	1	3	276	3	65	35	212	2	0	138	22	758																										
8:45 AM	1	3	0	210	2	67	42	236	3	1	185	41	791																										
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL																										
APPROACH %'s :	3	11	13	1846	23	410	217	1675	12	10	1233	226	5679																										
	11.11%	40.74%	48.15%	81.00%	1.01%	17.99%	11.40%	87.97%	0.63%	0.68%	83.93%	15.38%																											
PEAK HR START TIME :	800 AM												TOTAL																										
PEAK HR VOL :	3			7			7			956			15			216			135			884			8			4			651			123			3009		
PEAK HR FACTOR :	0.850			0.863			0.914			0.857			0.951																										

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	3	1	2	74	1	46	78	291	4	2	281	57	840
4:15 PM	4	0	4	52	2	52	83	312	1	6	266	64	846
4:30 PM	3	6	8	57	1	50	85	264	8	3	287	52	824
4:45 PM	2	2	3	67	2	40	94	307	4	2	314	63	900
5:00 PM	3	1	0	61	3	48	82	294	1	1	313	70	877
5:15 PM	1	0	1	112	6	51	67	264	8	7	288	60	865
5:30 PM	3	1	13	80	3	44	75	263	8	5	314	67	876
5:45 PM	1	4	7	88	1	30	53	242	5	9	256	75	771
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	20	15	38	591	19	361	617	2237	39	35	2319	508	6799
	27.40%	20.55%	52.05%	60.87%	1.96%	37.18%	21.33%	77.32%	1.35%	1.22%	81.03%	17.75%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	9	4	17	320	14	183	318	1128	21	15	1229	260	3518
PEAK HR FACTOR :	0.441			0.765			0.906			0.974			0.977

CONTROL :

ITM Peak Hour Summary

Prepared by:



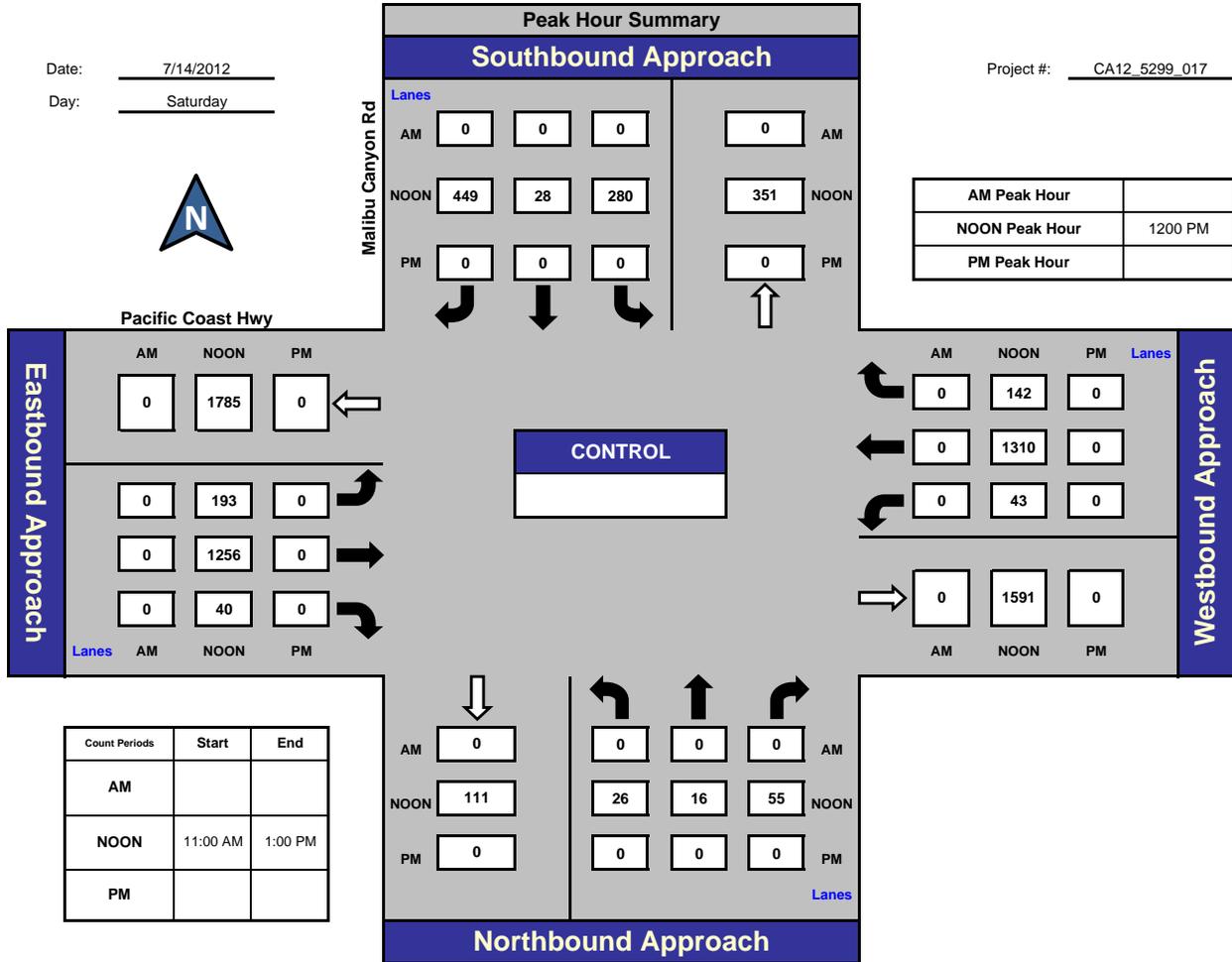
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

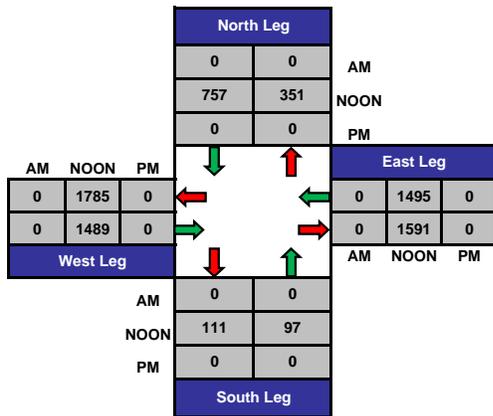
Date: 7/14/2012

Day: Saturday

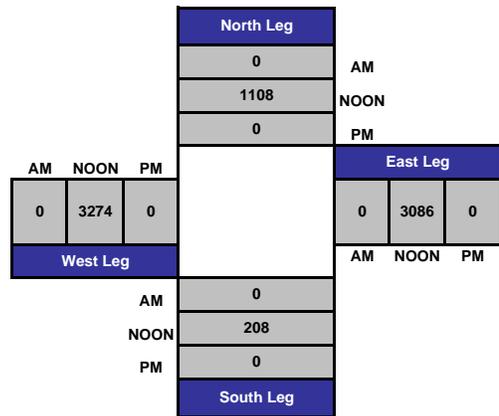
Project #: CA12_5299_017



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM	2	4	10	66	6	90	33	248	13	4	321	47	844
11:15 AM	2	4	15	63	8	90	40	265	6	8	278	24	803
11:30 AM	2	2	11	81	6	111	44	244	11	11	326	57	906
11:45 AM	1	3	6	88	3	113	47	287	6	9	316	32	911
12:00 PM	5	1	12	72	9	100	50	275	9	12	305	21	871
12:15 PM	3	4	12	71	3	123	53	291	14	15	290	48	927
12:30 PM	6	7	21	79	7	117	50	317	8	9	355	37	1013
12:45 PM	12	4	10	58	9	109	40	373	9	7	360	36	1027
TOTAL VOLUMES :	33	29	97	578	51	853	357	2300	76	75	2551	302	7302
APPROACH %'s :	20.75%	18.24%	61.01%	39.00%	3.44%	57.56%	13.06%	84.16%	2.78%	2.56%	87.12%	10.31%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	26	16	55	280	28	449	193	1256	40	43	1310	142	3838
PEAK HR FACTOR :	0.713			0.932			0.882			0.927			0.934

CONTROL :

ITM Peak Hour Summary

Prepared by:



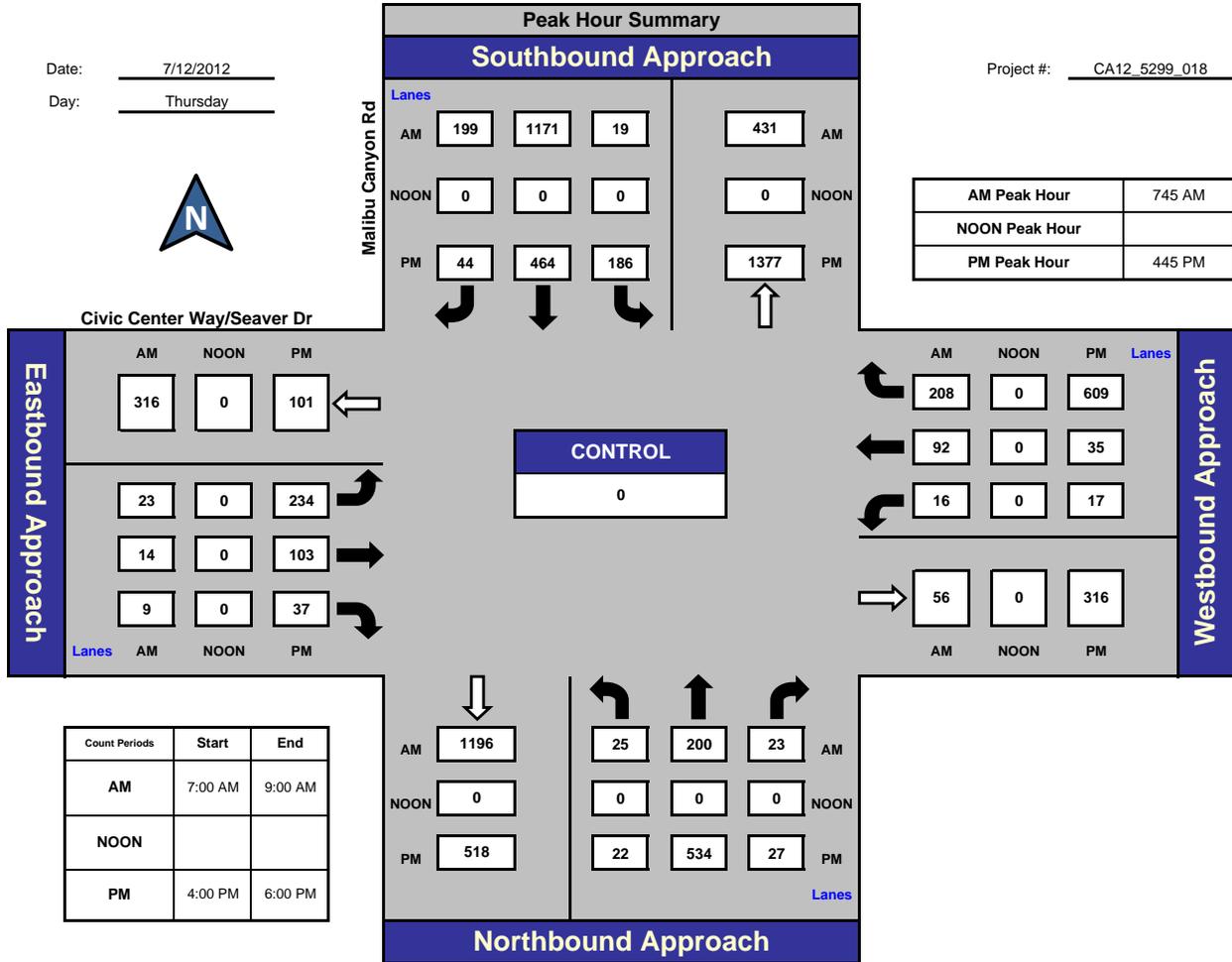
National Data & Surveying Services

Malibu Canyon Rd and Civic Center Way/Seaver Dr., City of Malibu

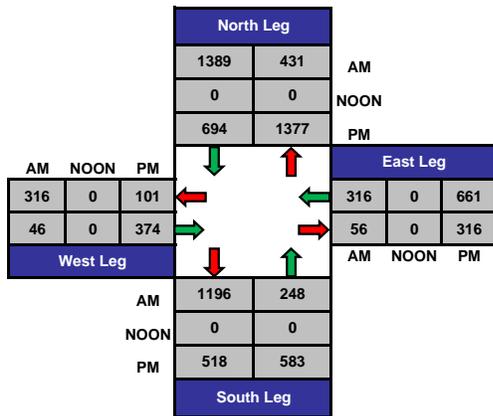
Date: 7/12/2012

Day: Thursday

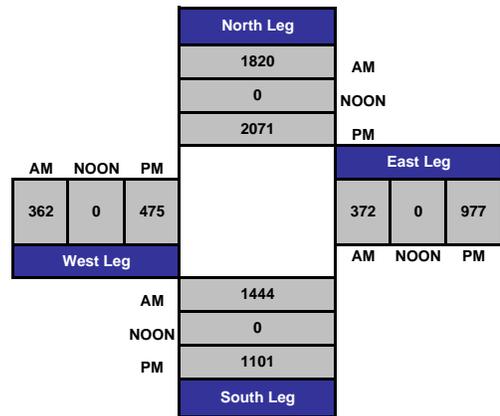
Project #: CA12_5299_018



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Civic Center Way/Seaver Dr			Civic Center Way/Seaver Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	28	1	1	309	17	4	6	0	2	8	25	402
7:15 AM	5	30	6	2	233	19	2	2	1	2	7	32	341
7:30 AM	6	43	12	7	294	40	5	2	0	6	18	45	478
7:45 AM	12	39	6	2	263	61	6	6	2	3	43	40	483
8:00 AM	6	61	9	4	314	59	4	1	3	2	22	50	535
8:15 AM	5	45	4	4	261	48	8	3	2	3	11	65	459
8:30 AM	2	55	4	9	333	31	5	4	2	8	16	53	522
8:45 AM	3	74	5	12	253	30	4	10	6	4	15	53	469
TOTAL VOLUMES :	40	375	47	41	2260	305	38	34	16	30	140	363	3689
APPROACH %'s :	8.66%	81.17%	10.17%	1.57%	86.72%	11.70%	43.18%	38.64%	18.18%	5.63%	26.27%	68.11%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	25	200	23	19	1171	199	23	14	9	16	92	208	1999
PEAK HR FACTOR :	0.816		0.921			0.821			0.919			0.934	

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Civic Center Way/Seaver Dr			Civic Center Way/Seaver Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	3	120	9	37	99	5	25	13	10	4	18	131	474
4:15 PM	10	133	6	40	122	9	15	7	8	7	13	124	494
4:30 PM	4	117	3	37	93	6	20	11	7	4	5	146	453
4:45 PM	6	160	10	52	102	9	42	17	6	2	7	144	557
5:00 PM	6	131	7	45	115	8	91	43	9	9	8	173	645
5:15 PM	8	116	4	46	129	9	50	30	10	4	8	143	557
5:30 PM	2	127	6	43	118	18	51	13	12	2	12	149	553
5:45 PM	8	124	6	64	104	18	29	14	6	4	10	144	531
TOTAL VOLUMES :	47	1028	51	364	882	82	323	148	68	36	81	1154	4264
APPROACH %'s :	4.17%	91.30%	4.53%	27.41%	66.42%	6.17%	59.93%	27.46%	12.62%	2.83%	6.37%	90.79%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	22	534	27	186	464	44	234	103	37	17	35	609	2312
PEAK HR FACTOR :	0.828			0.943			0.654			0.870			0.896

CONTROL :

ITM Peak Hour Summary

Prepared by:



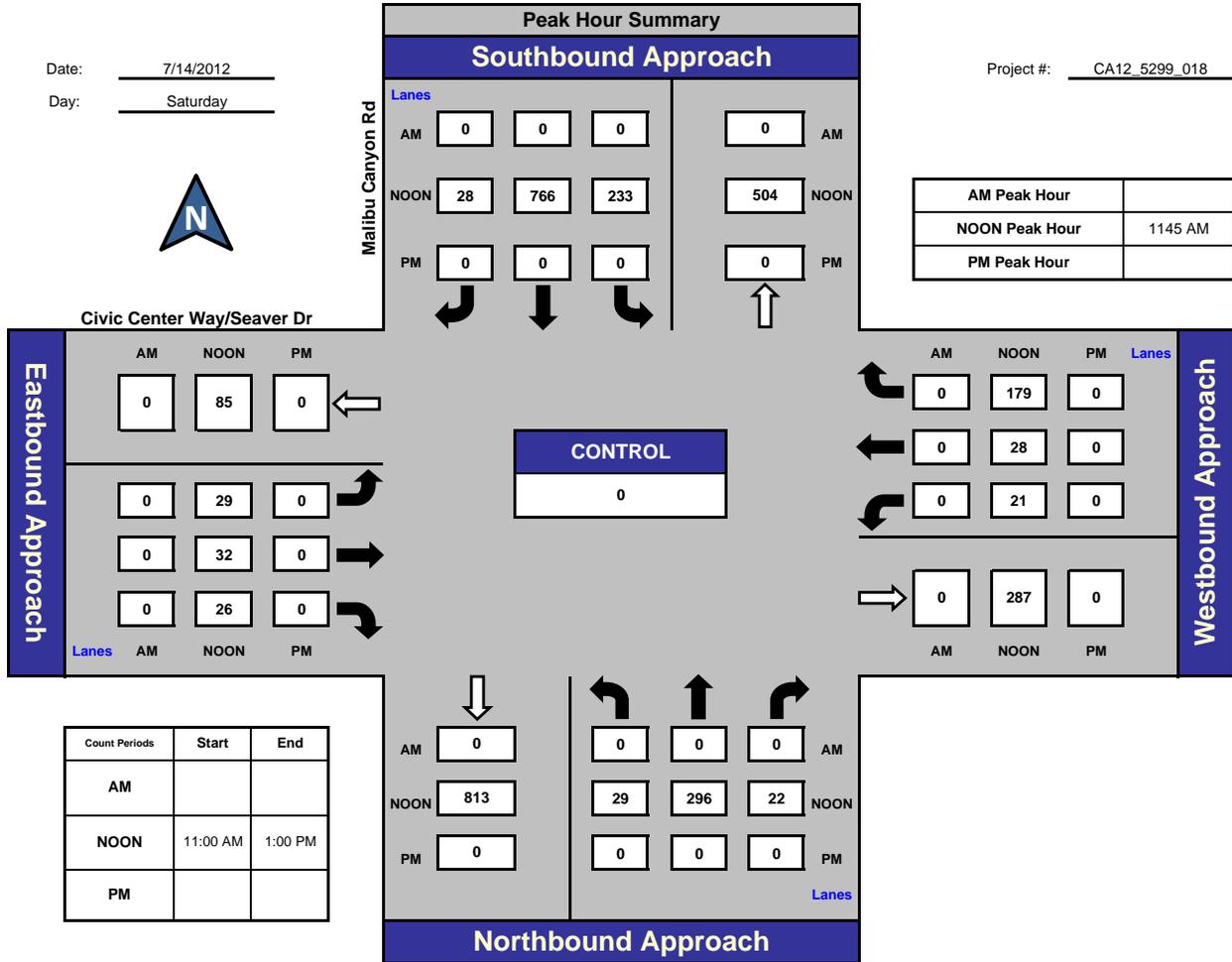
National Data & Surveying Services

Malibu Canyon Rd and Civic Center Way/Seaver Dr., City of Malibu

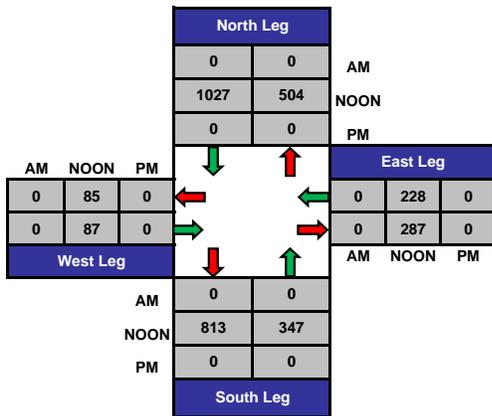
Date: 7/14/2012

Day: Saturday

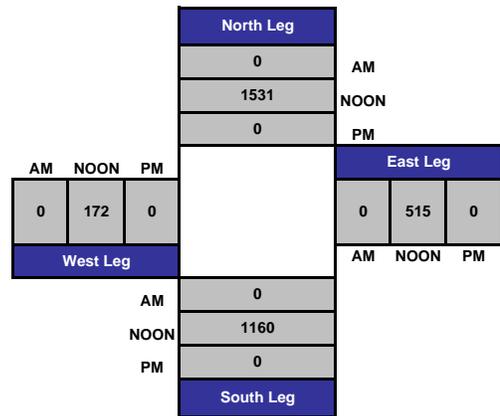
Project #: CA12_5299_018



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Civic Center Way/Seaver Dr			Civic Center Way/Seaver Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	5	71	6	58	165	10	6	1	6	7	7	40	382
11:15 AM	4	69	4	39	179	4	6	6	3	4	6	41	365
11:30 AM	3	94	5	59	185	6	3	1	1	3	6	37	403
11:45 AM	6	69	7	52	195	8	8	7	4	10	4	40	410
12:00 PM	4	70	4	61	172	5	11	15	11	1	9	53	416
12:15 PM	10	84	4	58	209	10	8	4	4	5	6	37	439
12:30 PM	9	73	7	62	190	5	2	6	7	5	9	49	424
12:45 PM	8	79	3	48	184	12	6	7	9	4	7	33	400
TOTAL VOLUMES :	49	609	40	437	1479	60	50	47	45	39	54	330	3239
APPROACH %'s :	7.02%	87.25%	5.73%	22.12%	74.85%	3.04%	35.21%	33.10%	31.69%	9.22%	12.77%	78.01%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	29	296	22	233	766	28	29	32	26	21	28	179	1689
PEAK HR FACTOR :	0.885			0.927			0.588			0.905			0.962

CONTROL :

ITM Peak Hour Summary

Prepared by:



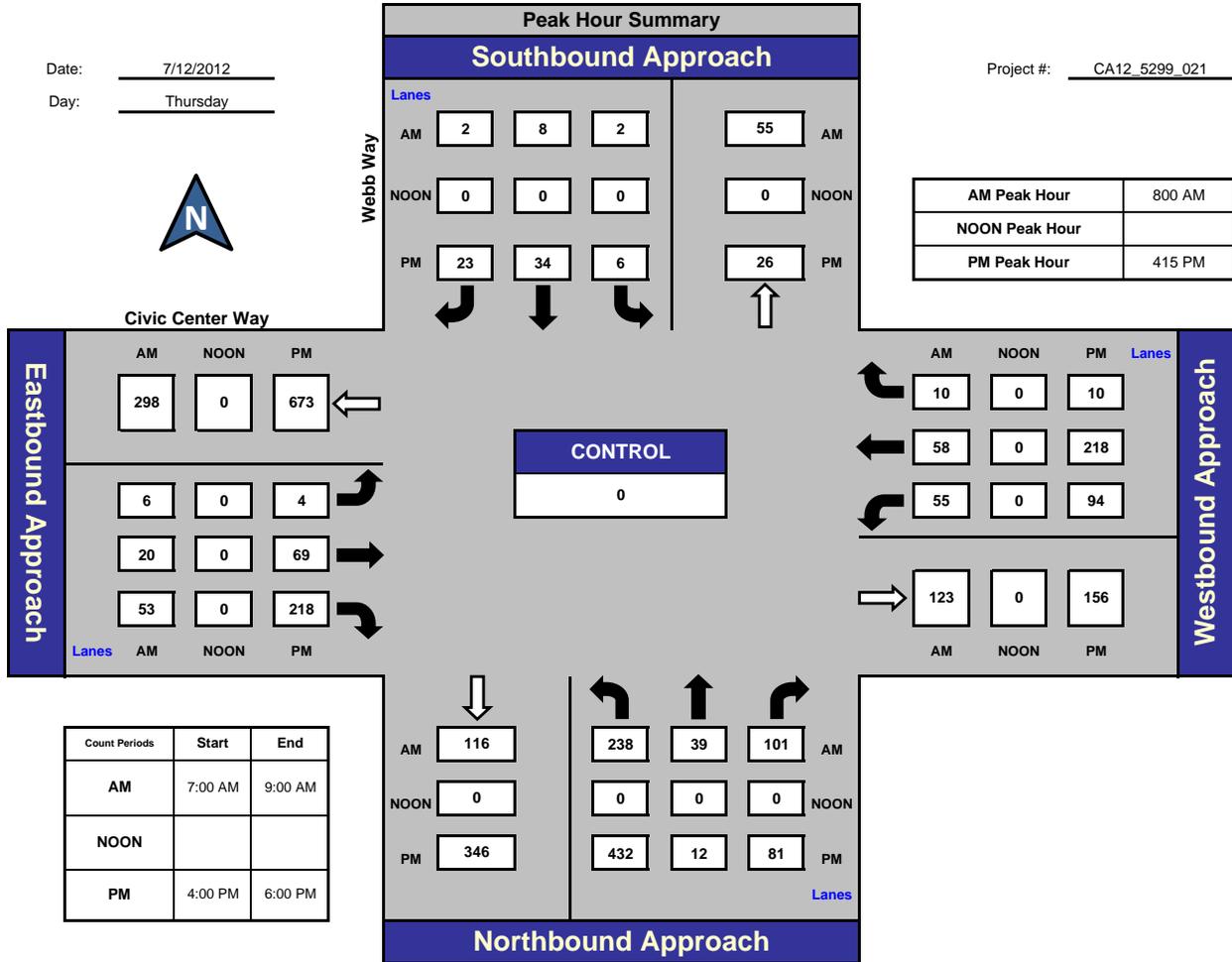
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

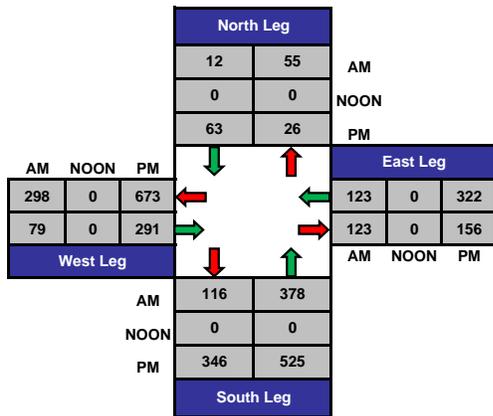
Date: 7/12/2012

Day: Thursday

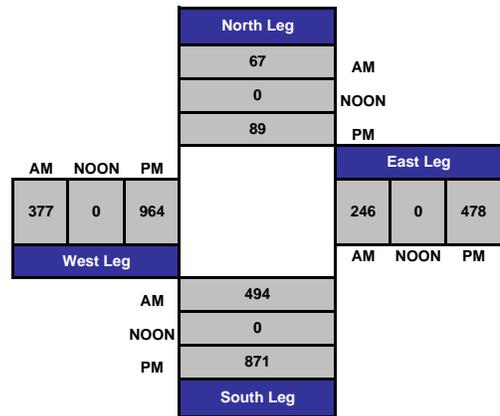
Project #: CA12_5299_021



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Webb Way			Webb Way			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	35	8	14	1	0	0	0	4	5	4	12	0	83
7:15 AM	42	11	19	0	1	0	1	5	9	10	4	0	102
7:30 AM	58	19	17	0	0	0	4	9	11	7	15	3	143
7:45 AM	71	13	27	1	0	0	1	5	7	4	13	1	143
8:00 AM	63	10	17	0	1	0	1	6	12	16	13	3	142
8:15 AM	64	10	30	0	1	2	2	5	12	9	19	2	156
8:30 AM	52	8	25	1	4	0	2	5	13	12	14	2	138
8:45 AM	59	11	29	1	2	0	1	4	16	18	12	3	156
TOTAL VOLUMES :	444	90	178	4	9	2	12	43	85	80	102	14	1063
APPROACH %'s :	62.36%	12.64%	25.00%	26.67%	60.00%	13.33%	8.57%	30.71%	60.71%	40.82%	52.04%	7.14%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	238	39	101	2	8	2	6	20	53	55	58	10	592
PEAK HR FACTOR :	0.909			0.600			0.940			0.932			0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Webb Way			Webb Way			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	90	5	22	1	9	4	3	16	40	25	53	2	270
4:15 PM	112	5	25	3	10	5	0	14	43	29	41	3	290
4:30 PM	95	1	21	1	9	6	0	12	49	20	58	3	275
4:45 PM	106	4	17	0	7	7	3	17	61	27	52	2	303
5:00 PM	119	2	18	2	8	5	1	26	65	18	67	2	333
5:15 PM	103	2	9	2	8	5	1	14	73	15	43	1	276
5:30 PM	112	1	8	2	10	4	1	15	54	16	54	2	279
5:45 PM	109	3	15	0	10	4	0	24	65	13	46	0	289
TOTAL VOLUMES :	846	23	135	11	71	40	9	138	450	163	414	15	2315
APPROACH %'s :	84.26%	2.29%	13.45%	9.02%	58.20%	32.79%	1.51%	23.12%	75.38%	27.53%	69.93%	2.53%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	432	12	81	6	34	23	4	69	218	94	218	10	1201
PEAK HR FACTOR :	0.924			0.875			0.791			0.925			0.902

CONTROL :

ITM Peak Hour Summary

Prepared by:



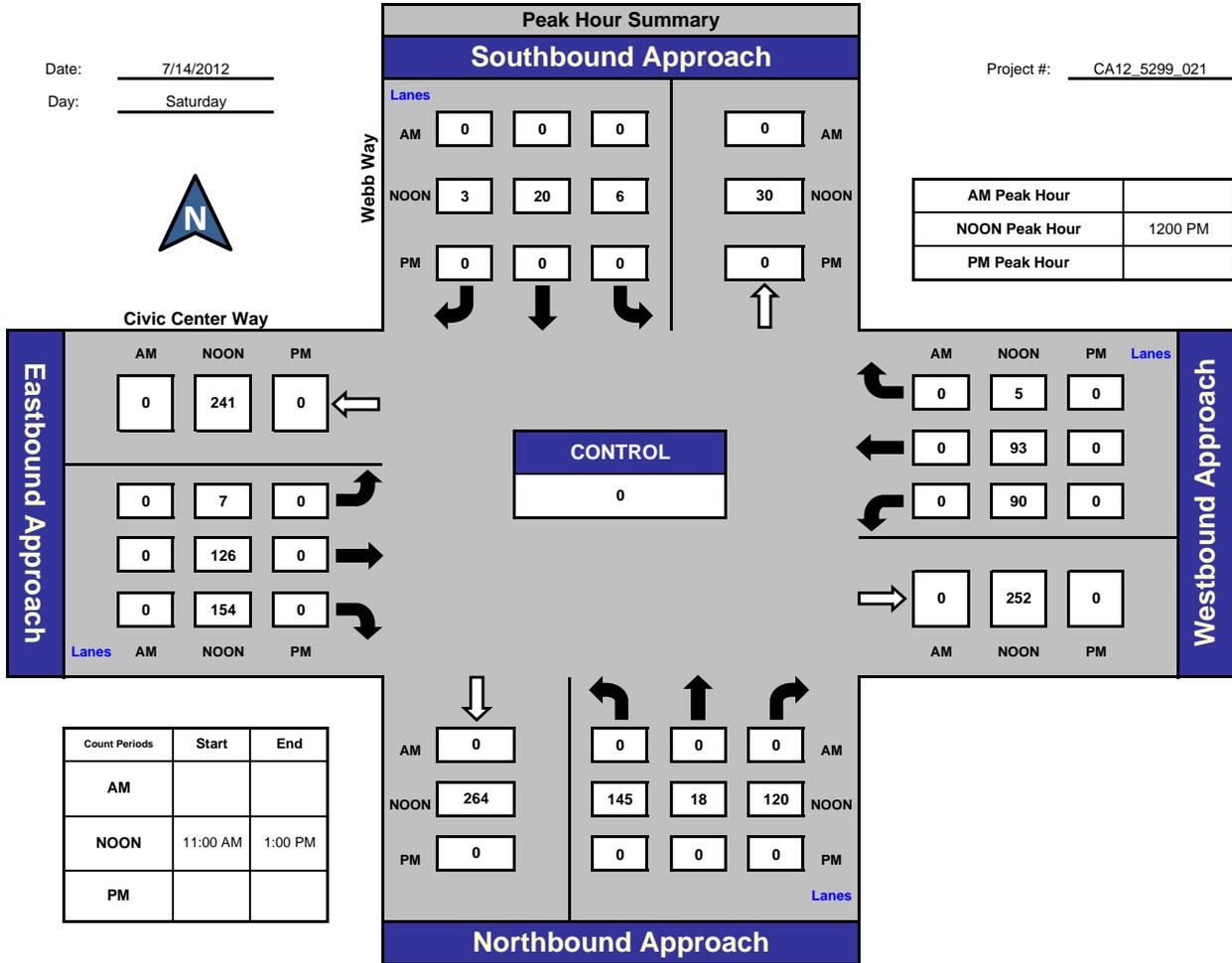
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

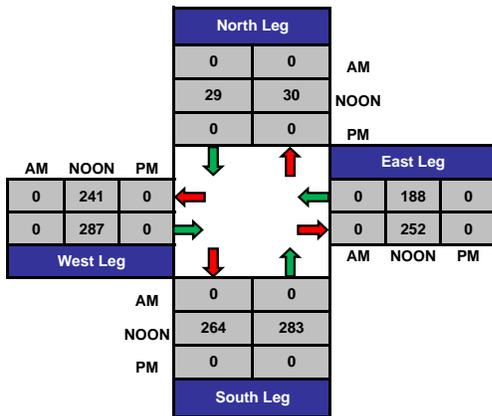
Date: 7/14/2012

Day: Saturday

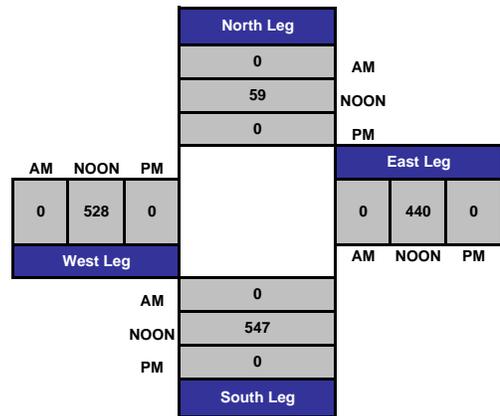
Project #: CA12_5299_021



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Webb Way			Webb Way			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM	30	4	15	0	8	4	0	31	35	25	20	4	176
11:15 AM	38	8	27	1	1	1	0	22	30	17	14	0	159
11:30 AM	34	2	20	1	6	1	2	27	33	26	18	1	171
11:45 AM	34	6	35	0	8	0	1	27	33	18	17	0	179
12:00 PM	42	4	29	2	9	1	3	34	43	21	21	1	210
12:15 PM	30	4	27	3	2	1	3	30	39	23	21	2	185
12:30 PM	33	3	34	0	4	0	0	37	36	17	27	1	192
12:45 PM	40	7	30	1	5	1	1	25	36	29	24	1	200
TOTAL VOLUMES :	281	38	217	8	43	9	10	233	285	176	162	10	1472
APPROACH %'s :	52.43%	7.09%	40.49%	13.33%	71.67%	15.00%	1.89%	44.13%	53.98%	50.57%	46.55%	2.87%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	145	18	120	6	20	3	7	126	154	90	93	5	787
PEAK HR FACTOR :	0.919			0.604			0.897			0.870			0.937

CONTROL :

ITM Peak Hour Summary

Prepared by:



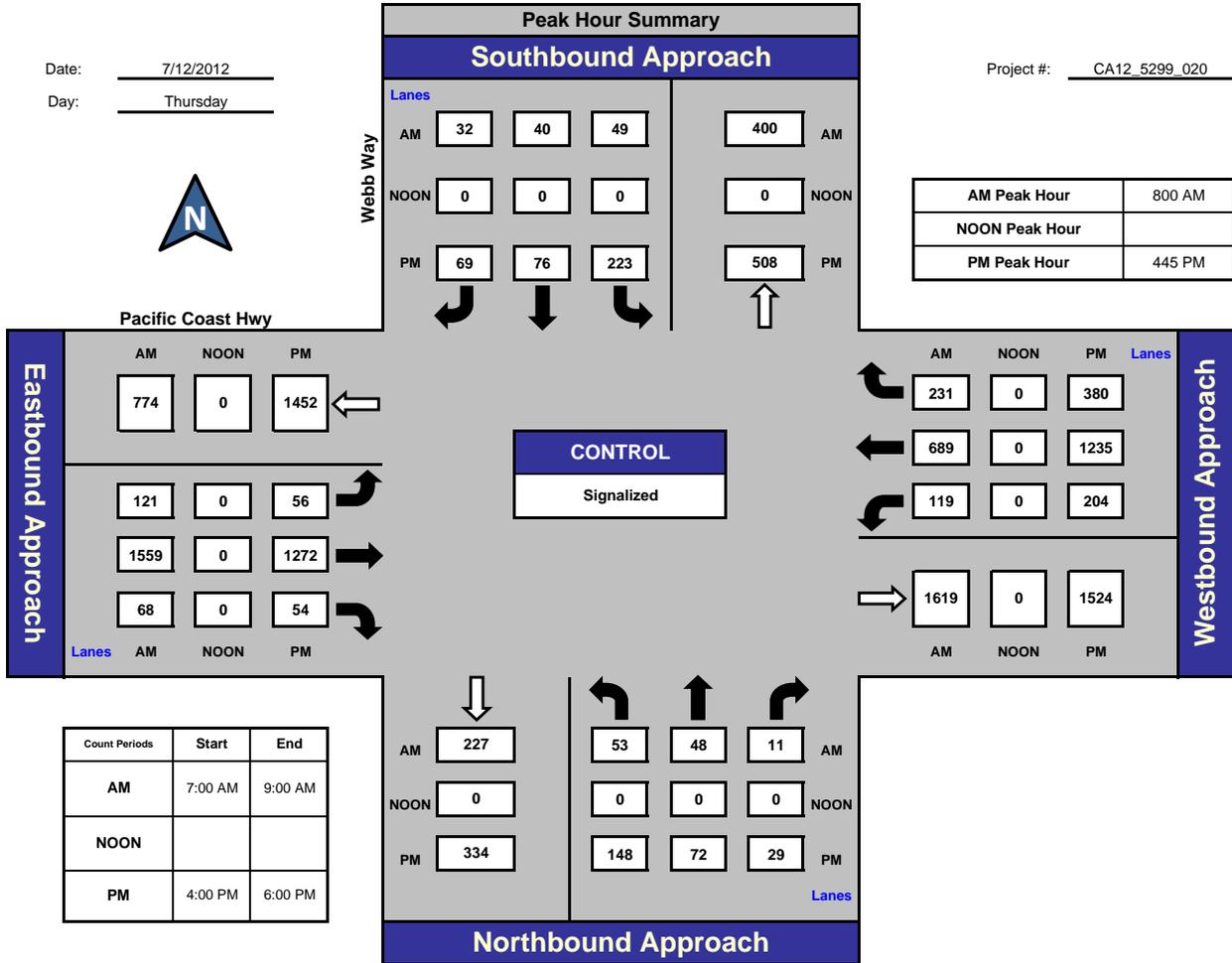
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

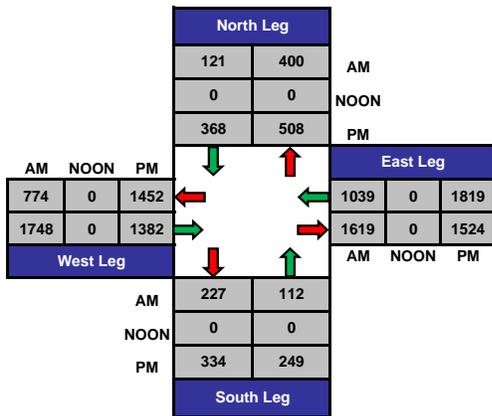
Date: 7/12/2012

Day: Thursday

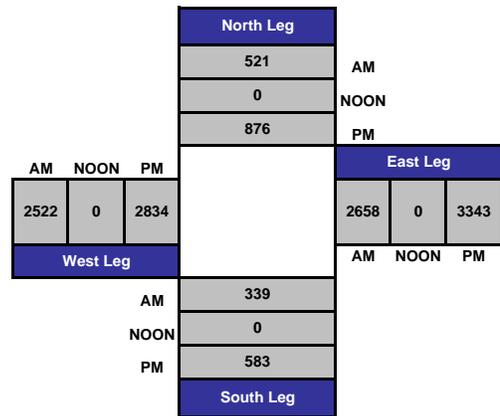
Project #: CA12_5299_020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	7	7	2	4	0	4	23	419	26	18	128	29	667
7:15 AM	4	5	2	7	7	3	28	331	12	23	125	39	586
7:30 AM	12	9	5	10	5	6	30	405	11	21	162	54	730
7:45 AM	16	13	5	8	2	3	29	354	21	36	195	72	754
8:00 AM	10	9	2	12	11	7	23	404	10	26	160	61	735
8:15 AM	11	16	4	13	2	7	30	372	13	30	199	62	759
8:30 AM	17	10	2	11	11	7	31	411	26	34	135	46	741
8:45 AM	15	13	3	13	16	11	37	372	19	29	195	62	785
TOTAL VOLUMES :	92	82	25	78	54	48	231	3068	138	217	1299	425	5757
APPROACH %'s :	46.23%	41.21%	12.56%	43.33%	30.00%	26.67%	6.72%	89.26%	4.02%	11.18%	66.92%	21.90%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	53	48	11	49	40	32	121	1559	68	119	689	231	3020
PEAK HR FACTOR :	0.903			0.756			0.934			0.893			0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	38	22	10	40	20	19	18	306	20	54	260	82	889
4:15 PM	33	12	7	36	24	19	27	336	14	43	292	101	944
4:30 PM	34	21	7	45	22	13	10	291	11	47	298	85	884
4:45 PM	40	21	4	58	24	13	14	329	10	63	306	97	979
5:00 PM	40	25	7	56	21	18	17	314	14	52	314	91	969
5:15 PM	36	11	11	63	15	20	15	328	18	48	319	91	975
5:30 PM	32	15	7	46	16	18	10	301	12	41	296	101	895
5:45 PM	32	17	14	66	17	10	15	300	13	39	290	93	906
TOTAL VOLUMES :	285	144	67	410	159	130	126	2505	112	387	2375	741	7441
APPROACH %'s :	57.46%	29.03%	13.51%	58.66%	22.75%	18.60%	4.59%	91.32%	4.08%	11.05%	67.80%	21.15%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	148	72	29	223	76	69	56	1272	54	204	1235	380	3818
PEAK HR FACTOR :	0.865			0.939			0.957			0.976			0.975

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



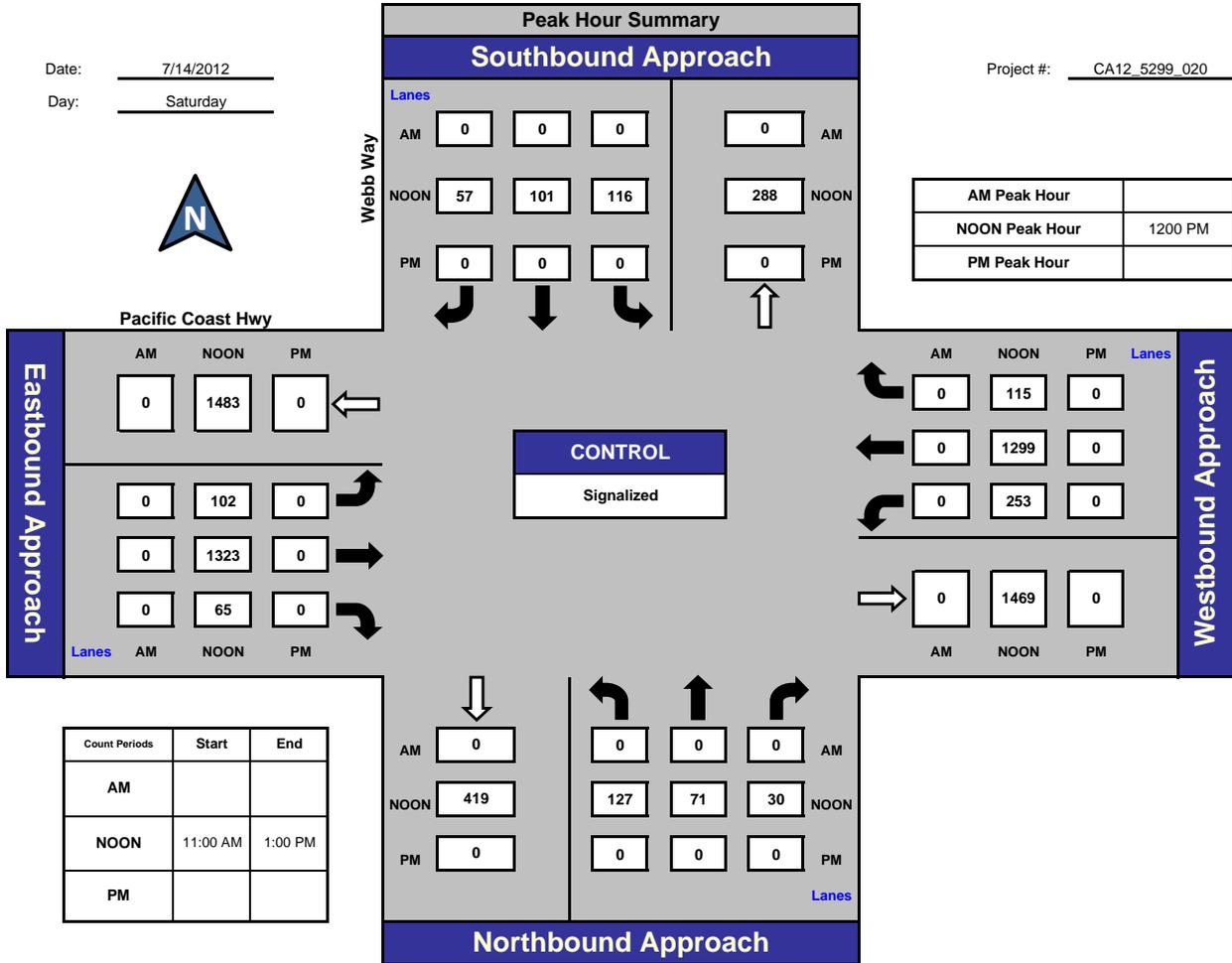
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

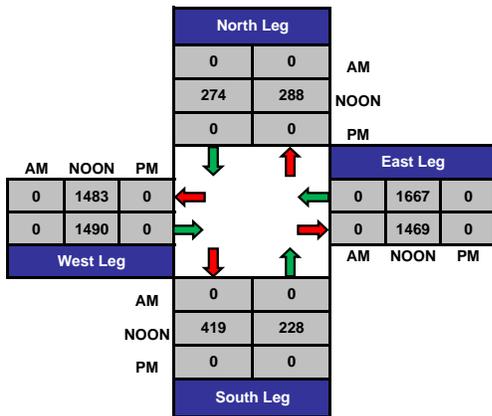
Date: 7/14/2012

Day: Saturday

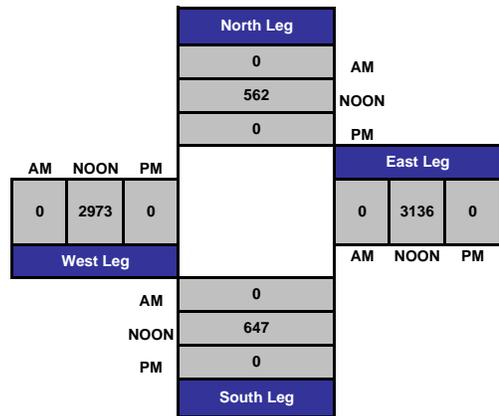
Project #: CA12_5299_020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM	35	7	8	29	23	15	16	266	26	39	316	27	807
11:15 AM	42	22	3	24	18	4	21	261	23	54	265	27	764
11:30 AM	37	23	5	35	22	15	11	273	17	56	344	25	863
11:45 AM	30	21	10	30	19	8	32	289	18	54	290	24	825
12:00 PM	31	18	3	32	36	12	23	299	15	55	302	34	860
12:15 PM	25	16	9	30	14	16	25	329	18	66	336	21	905
12:30 PM	36	20	8	28	19	13	32	349	10	71	299	22	907
12:45 PM	35	17	10	26	32	16	22	346	22	61	362	38	987
TOTAL VOLUMES :	271	144	56	234	183	99	182	2412	149	456	2514	218	6918
APPROACH %'s :	57.54%	30.57%	11.89%	45.35%	35.47%	19.19%	6.64%	87.93%	5.43%	14.30%	78.86%	6.84%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	127	71	30	116	101	57	102	1323	65	253	1299	115	3659
PEAK HR FACTOR :	0.891			0.856			0.953			0.904			0.927

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



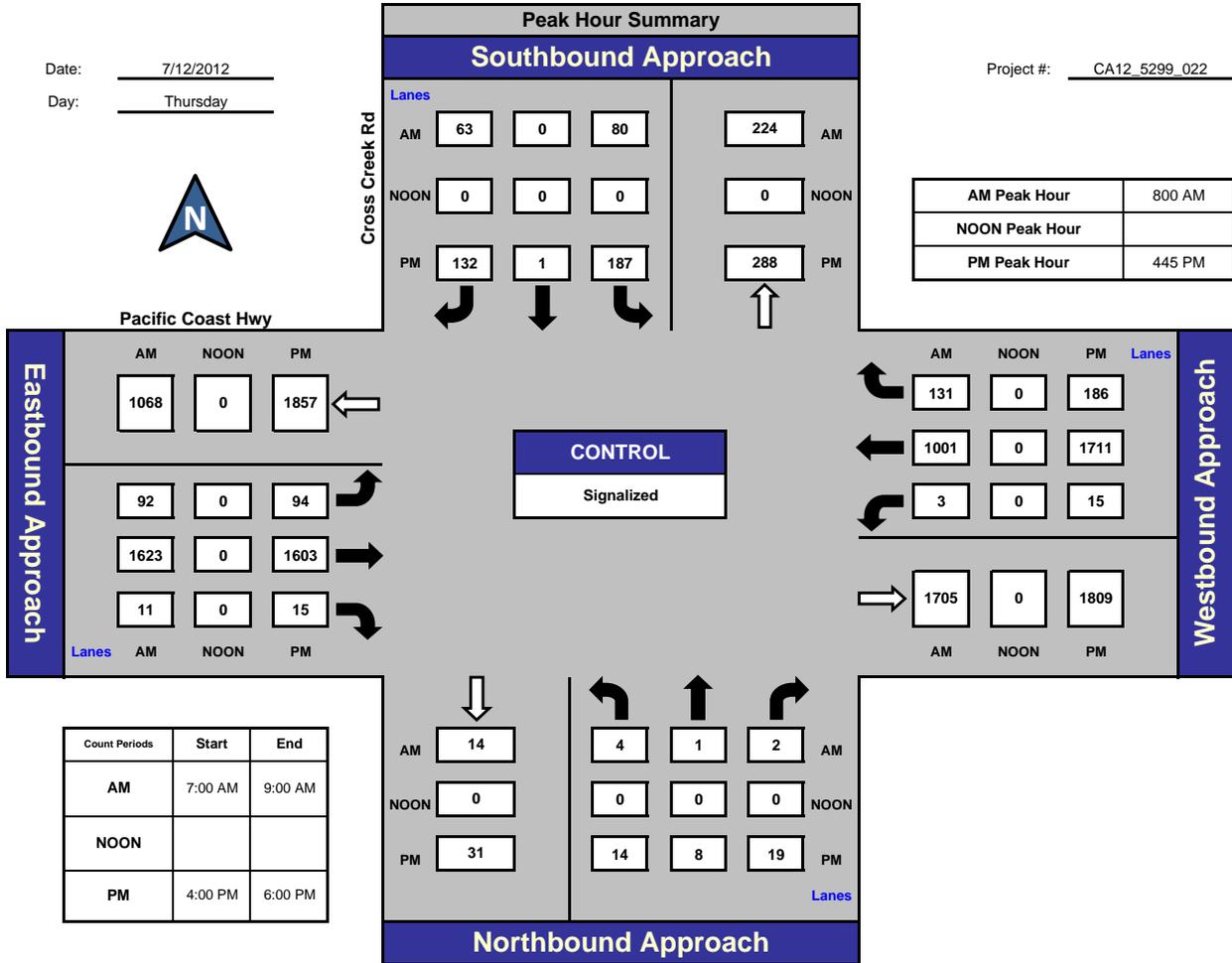
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

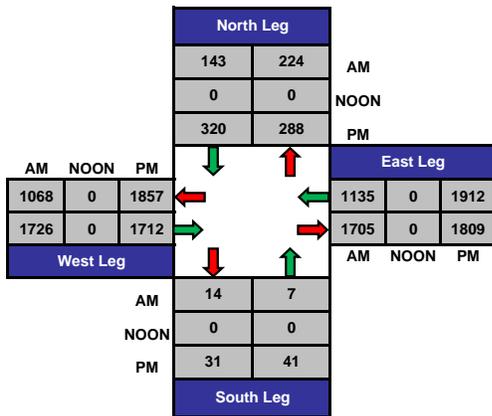
Date: 7/12/2012

Day: Thursday

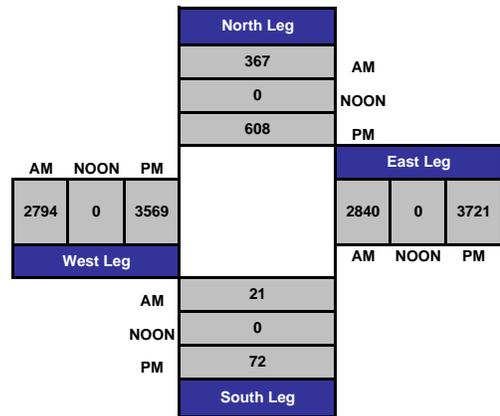
Project #: CA12_5299_022



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	1	1	19	1	9	21	401	2	0	154	17	628
7:15 AM	1	0	2	10	0	10	11	343	2	2	193	24	598
7:30 AM	1	0	0	17	0	8	19	419	1	0	225	35	725
7:45 AM	0	0	0	25	0	18	16	369	0	0	305	37	770
8:00 AM	0	0	1	23	0	15	32	412	2	2	239	32	758
8:15 AM	2	0	0	19	0	9	23	396	3	0	273	30	755
8:30 AM	1	0	1	24	0	18	16	424	2	1	212	28	727
8:45 AM	1	1	0	14	0	21	21	391	4	0	277	41	771
TOTAL VOLUMES :	8	2	5	151	1	108	159	3155	16	5	1878	244	5732
APPROACH %'s :	53.33%	13.33%	33.33%	58.08%	0.38%	41.54%	4.77%	94.74%	0.48%	0.24%	88.29%	11.47%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	4	1	2	80	0	63	92	1623	11	3	1001	131	3011
PEAK HR FACTOR :	0.875			0.851			0.967			0.892			0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	3	1	5	45	1	37	35	400	2	6	407	38	980
4:15 PM	3	1	2	32	0	26	21	412	3	0	410	47	957
4:30 PM	4	0	2	56	1	30	21	350	2	3	383	48	900
4:45 PM	3	3	8	44	1	33	26	389	7	6	453	51	1024
5:00 PM	3	2	2	54	0	37	21	419	2	3	447	47	1037
5:15 PM	5	2	6	53	0	34	26	405	3	3	416	37	990
5:30 PM	3	1	3	36	0	28	21	390	3	3	395	51	934
5:45 PM	1	2	1	34	1	30	25	378	2	1	424	34	933
TOTAL VOLUMES :	NL 25	NT 12	NR 29	SL 354	ST 4	SR 255	EL 196	ET 3143	ER 24	WL 25	WT 3335	WR 353	TOTAL 7755
APPROACH %'s :	37.88%	18.18%	43.94%	57.75%	0.65%	41.60%	5.83%	93.46%	0.71%	0.67%	89.82%	9.51%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	14	8	19	187	1	132	94	1603	15	15	1711	186	3985
PEAK HR FACTOR :	0.732			0.879			0.968			0.937			0.961

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



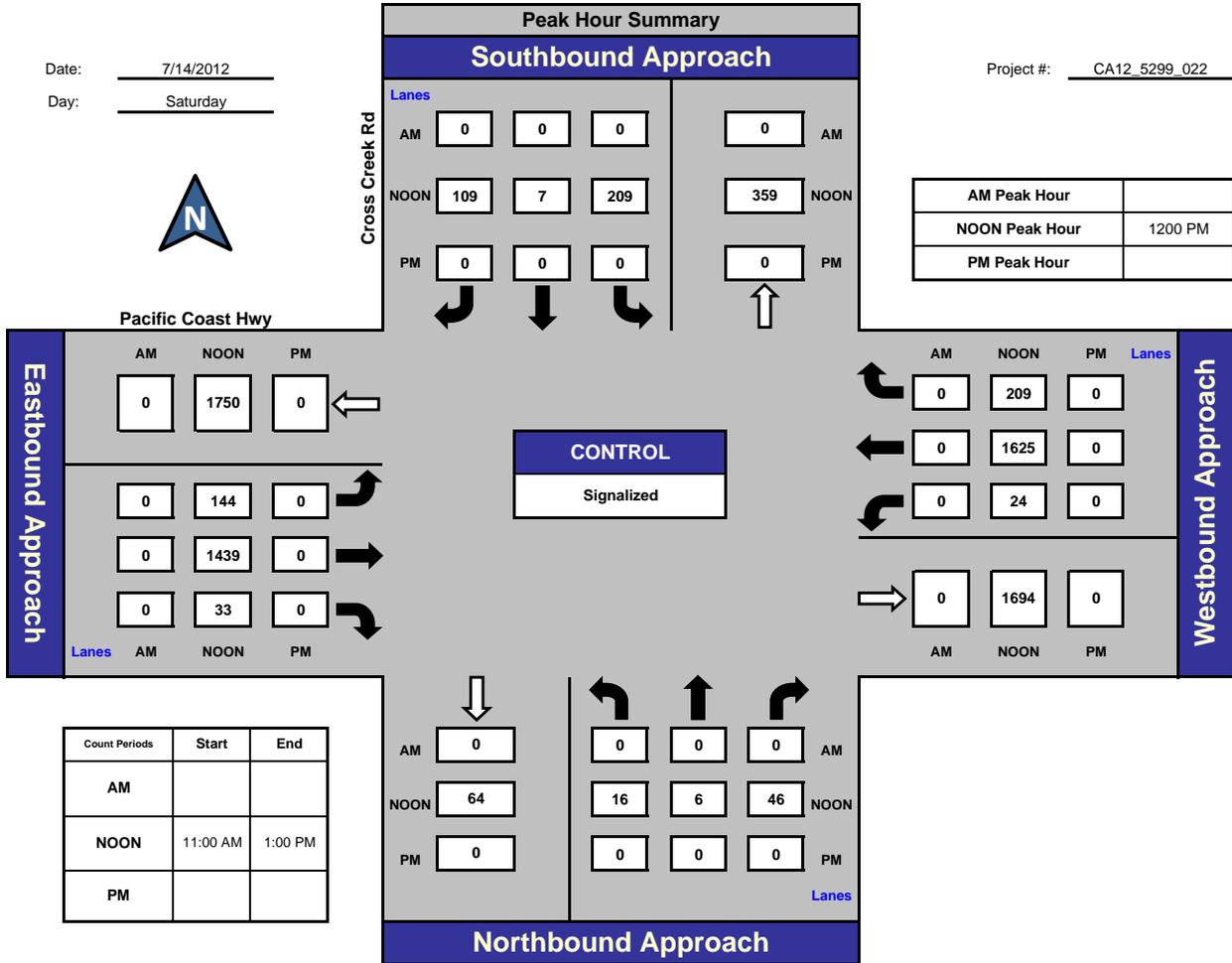
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

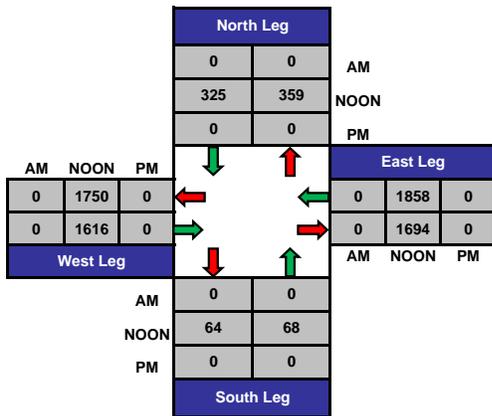
Date: 7/14/2012

Day: Saturday

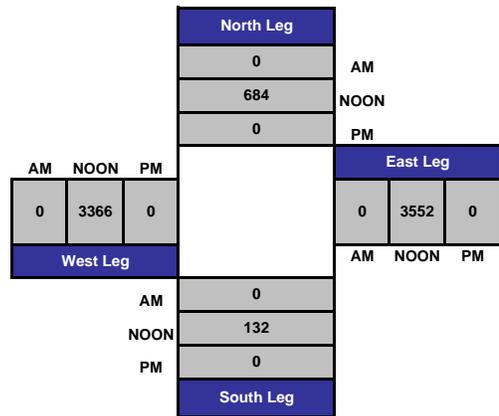
Project #: CA12_5299_022



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM	2	3	5	35	0	27	37	318	4	7	370	40	848
11:15 AM	3	0	5	31	0	24	30	316	3	4	360	43	819
11:30 AM	0	1	13	44	2	24	36	312	8	8	371	52	871
11:45 AM	4	1	5	53	1	27	42	342	5	7	324	35	846
12:00 PM	3	1	8	59	1	28	33	329	13	2	397	50	924
12:15 PM	7	2	13	40	1	26	35	354	8	7	399	59	951
12:30 PM	5	3	11	58	5	29	44	369	6	1	391	57	979
12:45 PM	1	0	14	52	0	26	32	387	6	14	438	43	1013
TOTAL VOLUMES :	NL 25	NT 11	NR 74	SL 372	ST 10	SR 211	EL 289	ET 2727	ER 53	WL 50	WT 3050	WR 379	TOTAL 7251
APPROACH %'s :	22.73%	10.00%	67.27%	62.73%	1.69%	35.58%	9.42%	88.86%	1.73%	1.44%	87.67%	10.89%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	16	6	46	209	7	109	144	1439	33	24	1625	209	3867
PEAK HR FACTOR :	0.773			0.883			0.951			0.938			0.954

CONTROL : [Signalized](#)

ITM Peak Hour Summary

Prepared by:



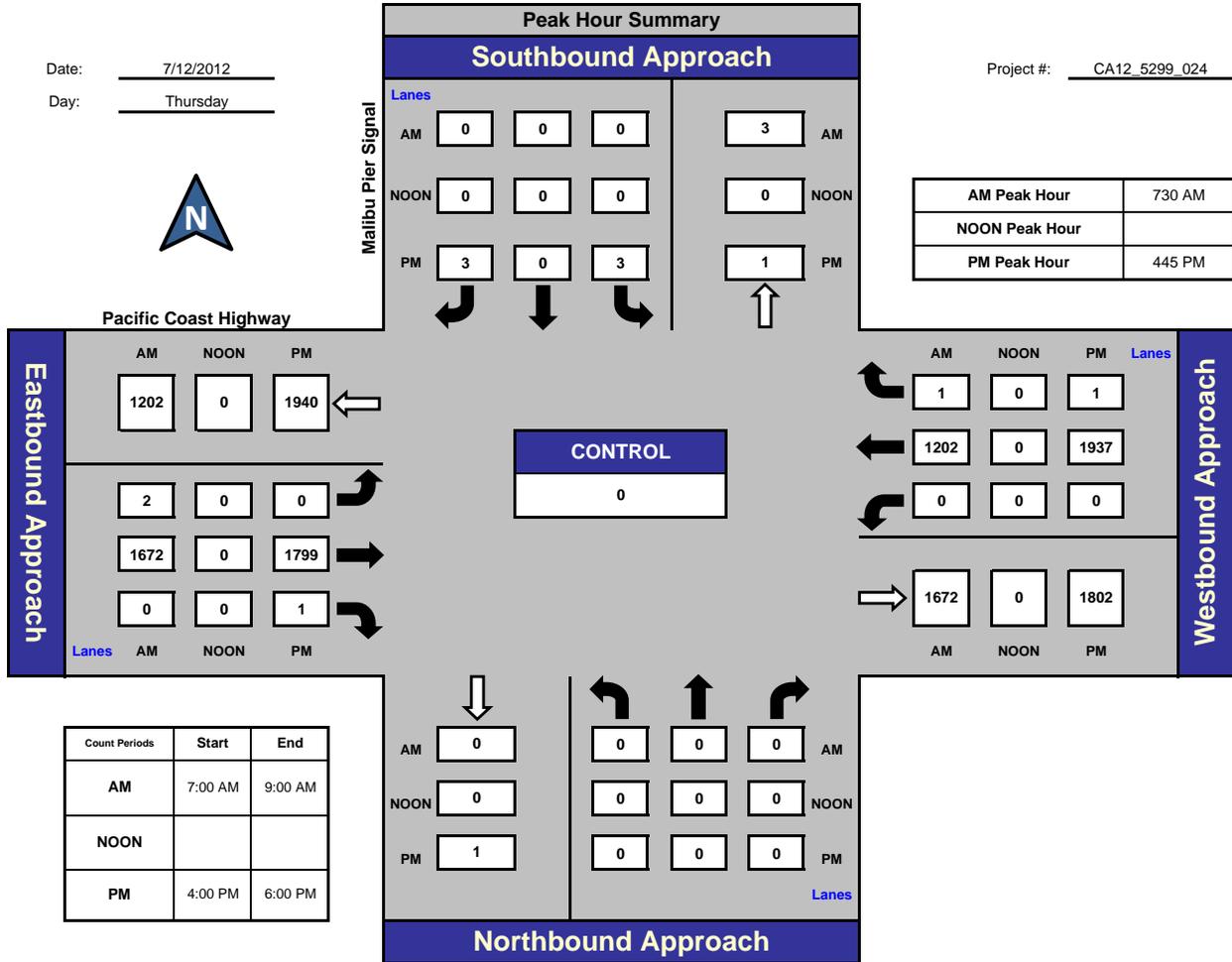
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

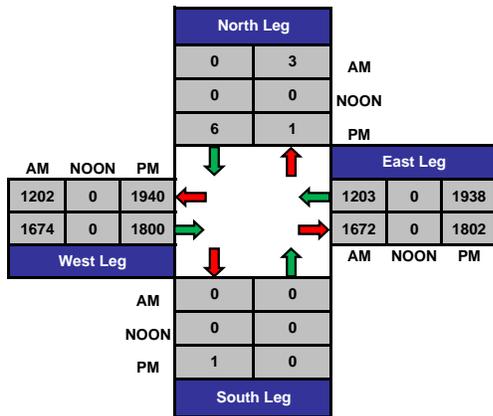
Date: 7/12/2012

Day: Thursday

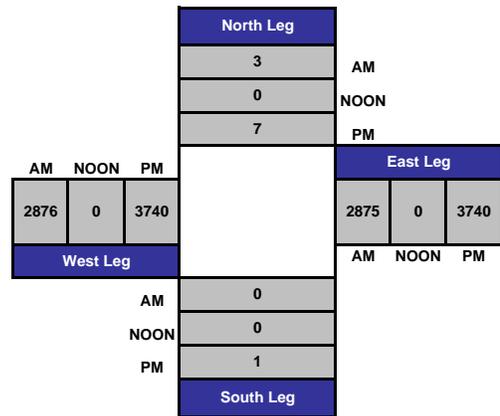
Project #: CA12_5299_024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM							0	414		190	0		604
7:15 AM							0	356		242	0		598
7:30 AM							0	432		279	0		711
7:45 AM							0	376		338	1		715
8:00 AM							0	451		277	0		728
8:15 AM							2	413		308	0		723
8:30 AM							0	428		274	0		702
8:45 AM							1	388		299	0		688
TOTAL VOLUMES :	0	0	0	0	0	0	3	3258	0	0	2207	1	5469
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.09%	99.91%	0.00%	0.00%	99.95%	0.05%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	1672	0	0	1202	1	2877
PEAK HR FACTOR :	0.000			0.000			0.928			0.887			0.988

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
4:00 PM				0		4	0	444	0		418	0	866	
4:15 PM				0		1	0	423	0		453	0	877	
4:30 PM				0		1	0	406	0		467	0	874	
4:45 PM				1		1	0	420	0		518	0	940	
5:00 PM				0		0	0	466	0		484	0	950	
5:15 PM				2		1	0	482	1		464	0	950	
5:30 PM				0		1	0	431	0		471	1	904	
5:45 PM				0		1	1	404	0		421	1	828	
TOTAL VOLUMES :	0	0	0	3	0	10	1	3476	1	0	3696	2	7189	
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	23.08%	0.00%	76.92%	0.03%	99.94%	0.03%	0.00%	99.95%	0.05%		
PEAK HR START TIME :	445 PM												TOTAL	
PEAK HR VOL :	0	0	0	3	0	3	0	1799	1	0	1937	1	3744	
PEAK HR FACTOR :				0.000			0.500			0.932			0.935	0.985

CONTROL :

ITM Peak Hour Summary

Prepared by:



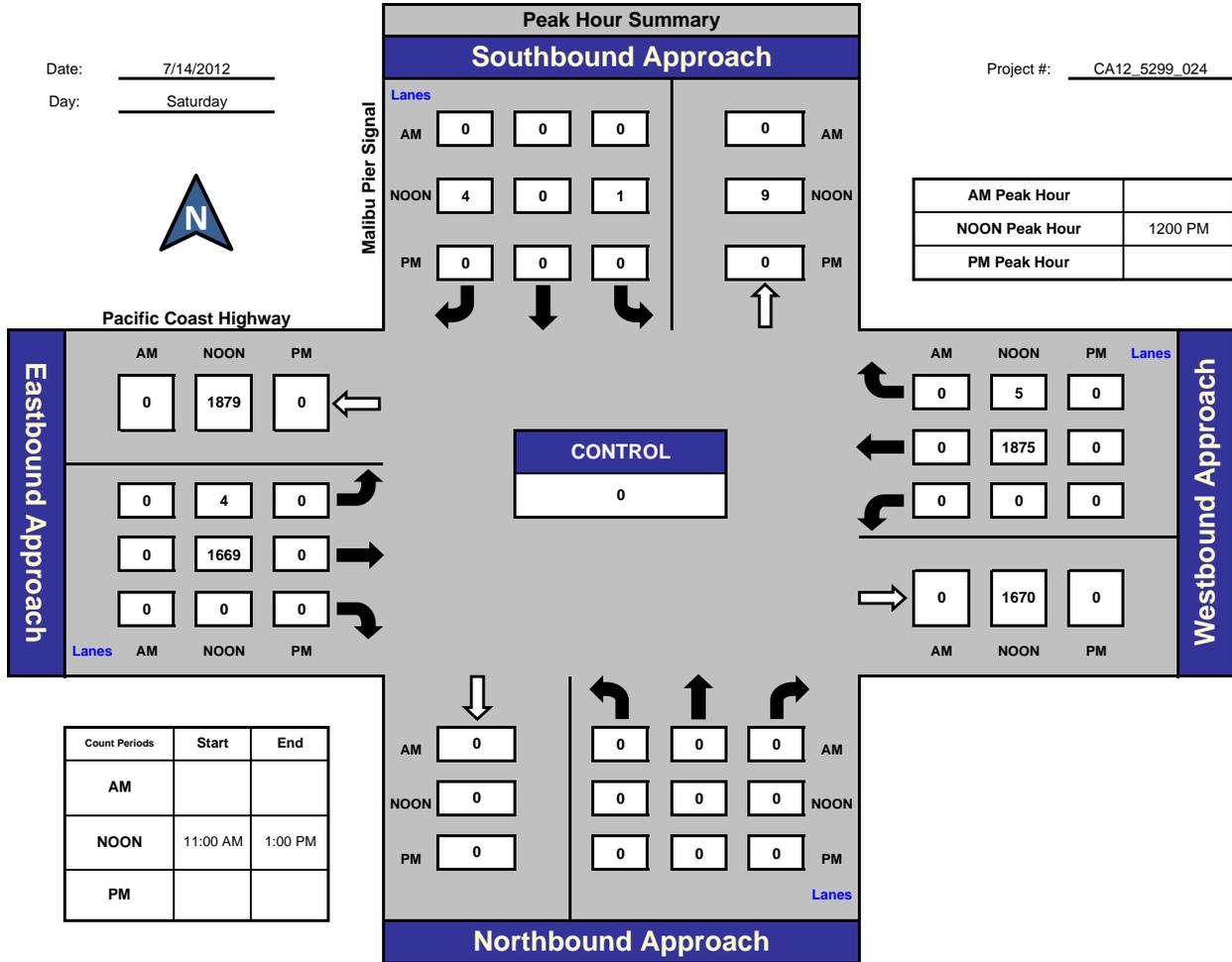
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

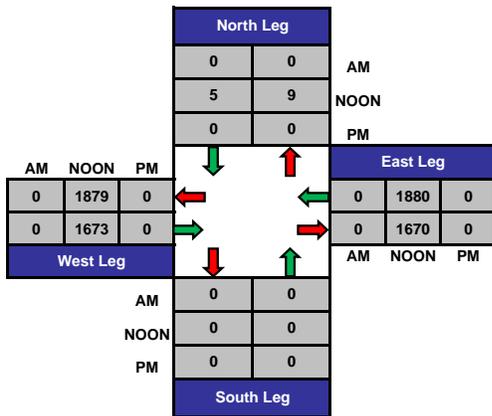
Date: 7/14/2012

Day: Saturday

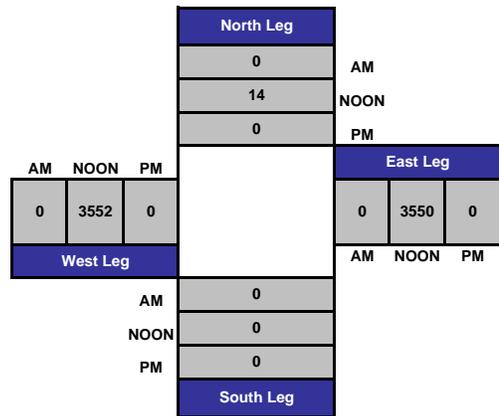
Project #: CA12_5299_024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM				0		0	0	343			453	1	797
11:15 AM				0		0	7	351			408	11	777
11:30 AM				1		0	2	313			447	5	768
11:45 AM				2		0	3	408			438	0	851
12:00 PM				0		2	1	370			435	2	810
12:15 PM				1		1	2	417			471	1	893
12:30 PM				0		0	0	416			486	2	904
12:45 PM				0		1	1	466			483	0	951
TOTAL VOLUMES :	0	0	0	4	0	4	16	3084	0	0	3621	22	6751
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	50.00%	0.00%	50.00%	0.52%	99.48%	0.00%	0.00%	99.40%	0.60%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	1	0	4	4	1669	0	0	1875	5	3558
PEAK HR FACTOR :	0.000			0.625			0.896			0.963			0.935

CONTROL :

ITM Peak Hour Summary

Prepared by:



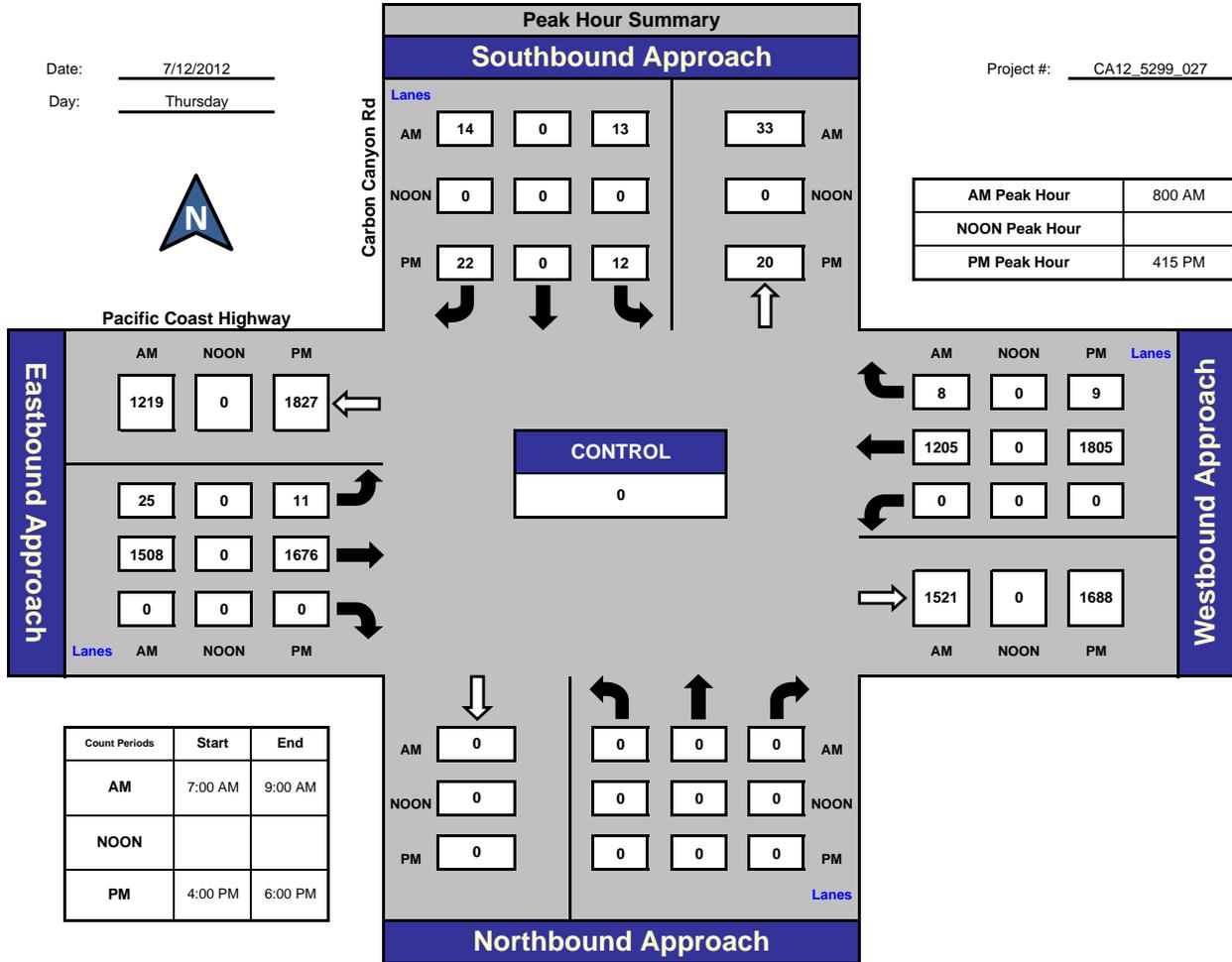
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

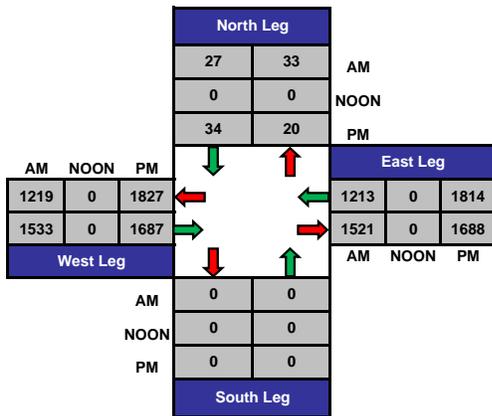
Date: 7/12/2012

Day: Thursday

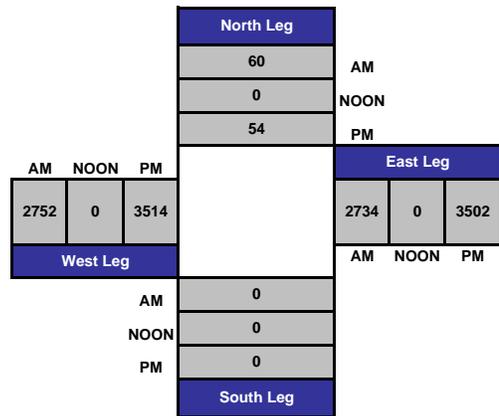
Project #: CA12_5299_027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM				3		1	7	364		223	2		600
7:15 AM				2		1	3	353		219	1		579
7:30 AM				3		1	4	391		286	6		691
7:45 AM				1		5	4	361		332	3		706
8:00 AM				2		3	6	391		304	3		709
8:15 AM				4		2	7	348		286	3		650
8:30 AM				5		7	5	379		306	0		702
8:45 AM				2		2	7	390		309	2		712
TOTAL VOLUMES :	0	0	0	22	0	22	43	2977	0	0	2265	20	5349
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	50.00%	0.00%	50.00%	1.42%	98.58%	0.00%	0.00%	99.12%	0.88%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	13	0	14	25	1508	0	0	1205	8	2773
PEAK HR FACTOR :	0.000			0.563			0.965			0.975			0.974

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
4:00 PM				4		2	2	447				394	2	851
4:15 PM				2		7	3	433				419	3	867
4:30 PM				4		5	3	399				487	3	901
4:45 PM				6		7	0	414				419	1	847
5:00 PM				0		3	5	430				480	2	920
5:15 PM				2		3	3	453				374	0	835
5:30 PM				3		2	1	467				450	6	929
5:45 PM				0		4	2	406				397	2	811
TOTAL VOLUMES :	0	0	0	21	0	33	19	3449	0	0	3420	19	6961	
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	38.89%	0.00%	61.11%	0.55%	99.45%	0.00%	0.00%	99.45%	0.55%		
PEAK HR START TIME :	415 PM												TOTAL	
PEAK HR VOL :	0	0	0	12	0	22	11	1676	0	0	1805	9	3535	
PEAK HR FACTOR :	0.000			0.654			0.967			0.926			0.961	

CONTROL :

ITM Peak Hour Summary

Prepared by:



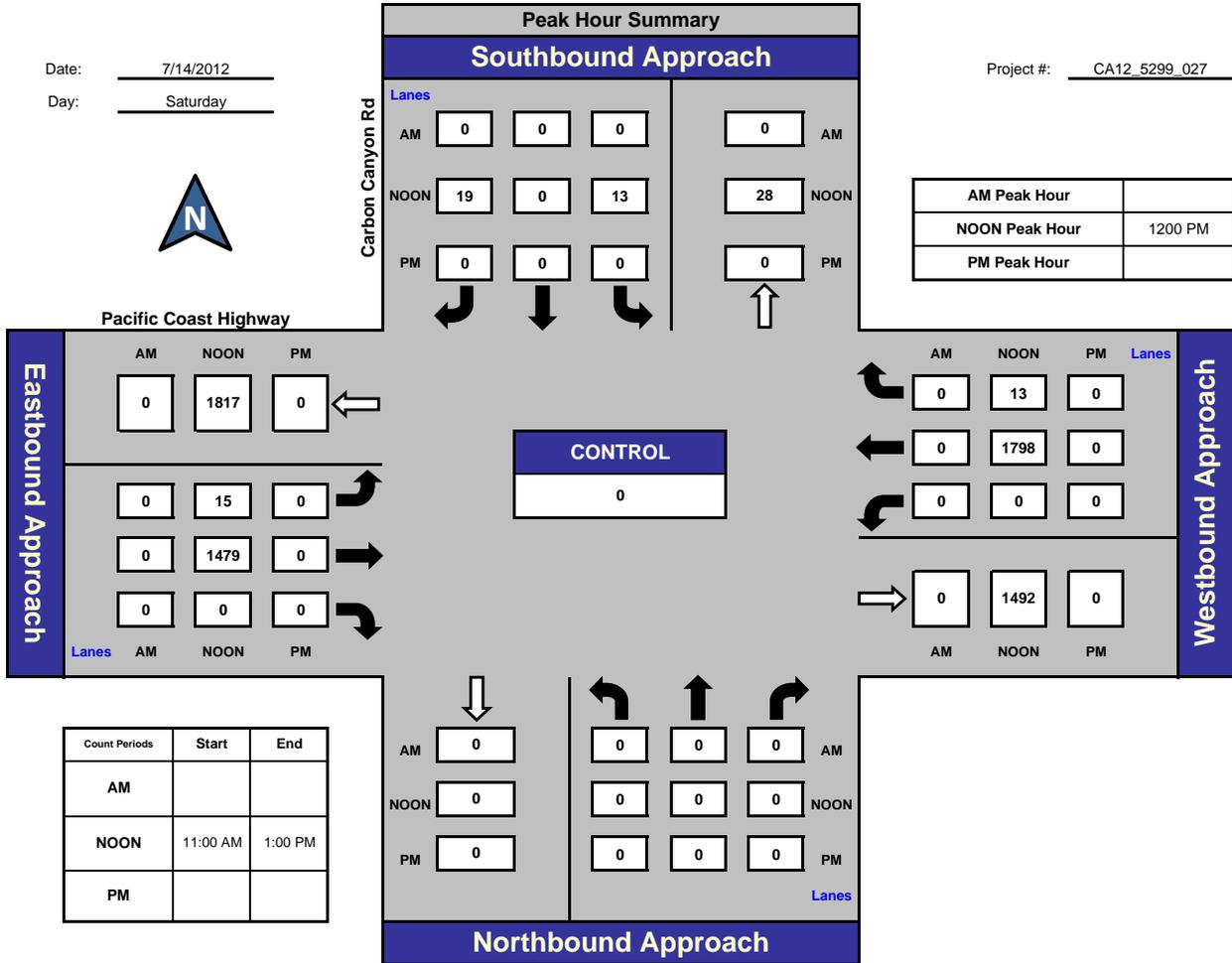
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

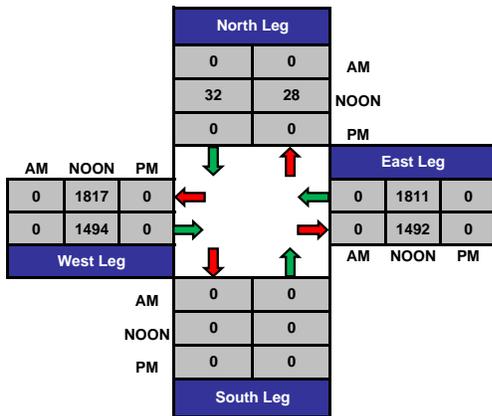
Date: 7/14/2012

Day: Saturday

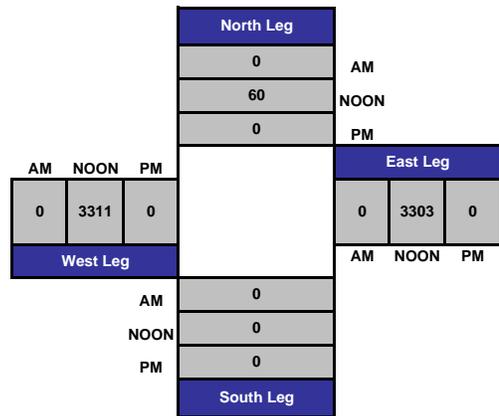
Project #: CA12_5299_027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM				6		3	0	314			432	5	760
11:15 AM				1		2	3	322			421	2	751
11:30 AM				2		1	0	342			393	3	741
11:45 AM				2		2	2	334			428	4	772
12:00 PM				3		5	4	375			452	2	841
12:15 PM				2		5	5	356			434	4	806
12:30 PM				4		4	3	352			454	4	821
12:45 PM				4		5	3	396			458	3	869
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	24	0	27	20	2791	0	0	3472	27	6361
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	47.06%	0.00%	52.94%	0.71%	99.29%	0.00%	0.00%	99.23%	0.77%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	13	0	19	15	1479	0	0	1798	13	3337
PEAK HR FACTOR :	0.000			0.889			0.936			0.982			0.960

CONTROL :

ITM Peak Hour Summary

Prepared by:



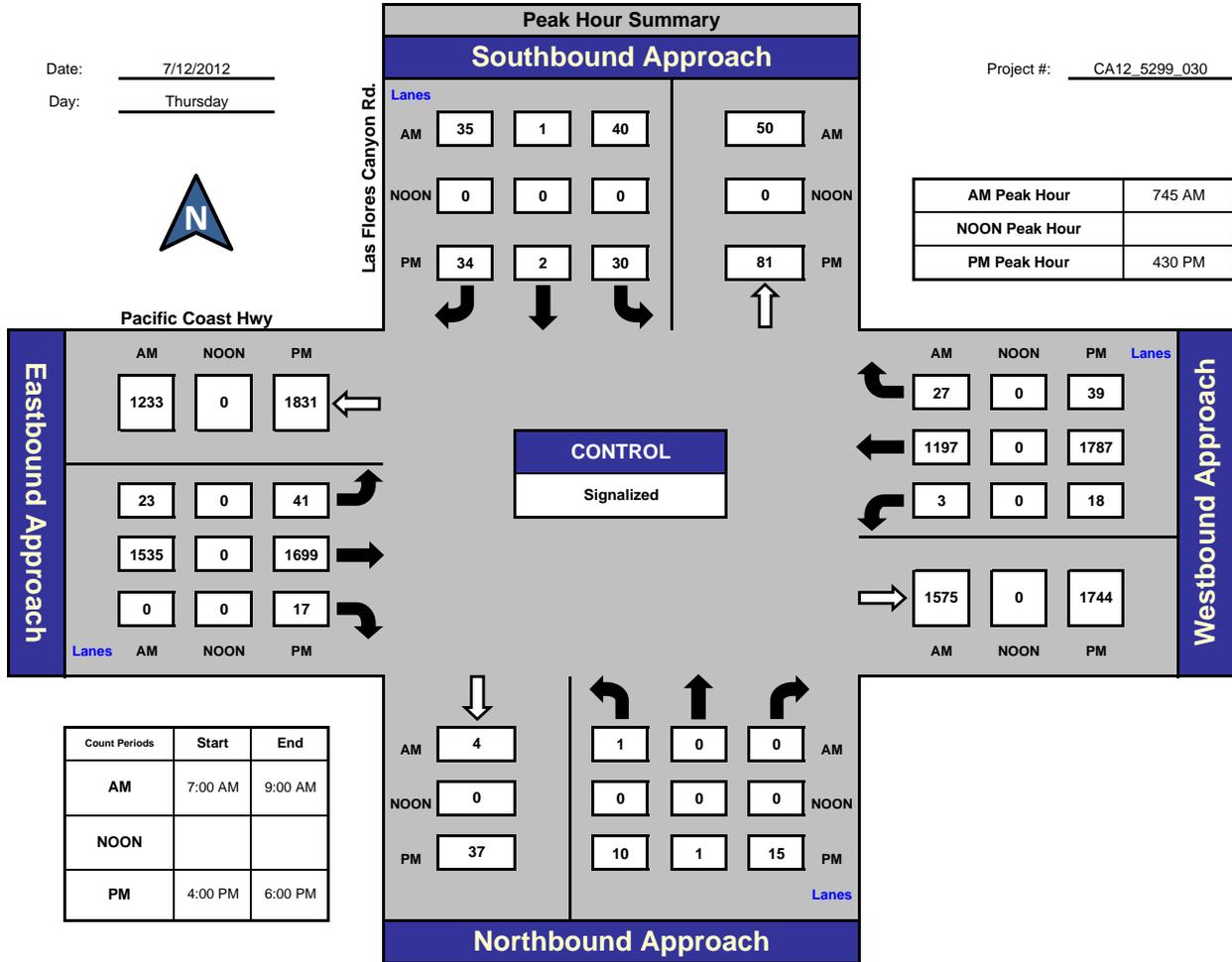
National Data & Surveying Services

Las Flores Canyon Rd. and Pacific Coast Hwy., City of Malibu

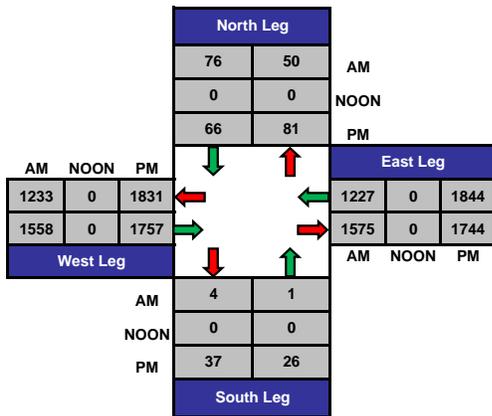
Date: 7/12/2012

Day: Thursday

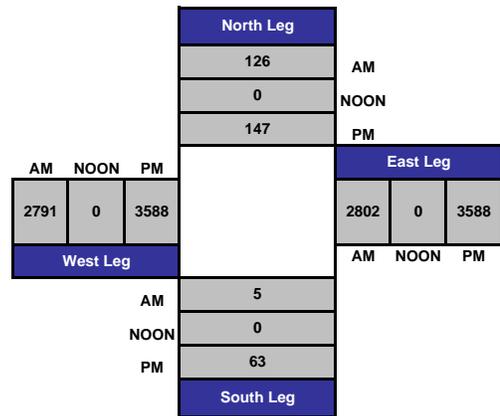
Project #: CA12_5299_030



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Las Flores Canyon Rd.			Las Flores Canyon Rd.			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	1	16	0	3	2	372	0	0	206	8	608
7:15 AM	1	0	0	9	0	7	5	362	0	0	259	8	651
7:30 AM	1	0	0	13	0	4	6	380	0	2	257	8	671
7:45 AM	1	0	0	15	0	12	4	407	0	0	323	7	769
8:00 AM	0	0	0	6	0	9	7	375	0	0	286	6	689
8:15 AM	0	0	0	6	1	7	6	380	0	1	270	7	678
8:30 AM	0	0	0	13	0	7	6	373	0	2	318	7	726
8:45 AM	3	1	2	5	0	12	4	364	3	2	307	7	710
TOTAL VOLUMES :	6	1	3	83	1	61	40	3013	3	7	2226	58	5502
APPROACH %'s :	60.00%	10.00%	30.00%	57.24%	0.69%	42.07%	1.31%	98.59%	0.10%	0.31%	97.16%	2.53%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	0	0	40	1	35	23	1535	0	3	1197	27	2862
PEAK HR FACTOR :	0.250			0.704			0.948			0.930			0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Las Flores Canyon Rd.		Las Flores Canyon Rd.			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	1	0	2	9	0	9	10	466	2	3	396	7	905
4:15 PM	3	1	6	10	0	9	7	397	6	3	399	5	846
4:30 PM	4	0	4	7	1	10	6	438	5	1	511	12	999
4:45 PM	0	0	4	5	1	9	9	399	3	5	420	10	865
5:00 PM	2	0	7	9	0	8	14	402	2	8	452	8	912
5:15 PM	4	1	0	9	0	7	12	460	7	4	404	9	917
5:30 PM	4	1	4	1	0	13	9	474	8	4	416	10	944
5:45 PM	1	0	2	8	0	8	12	393	6	2	370	15	817
TOTAL VOLUMES :	19	3	29	58	2	73	79	3429	39	30	3368	76	7205
APPROACH %'s :	37.25%	5.88%	56.86%	43.61%	1.50%	54.89%	2.23%	96.67%	1.10%	0.86%	96.95%	2.19%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	10	1	15	30	2	34	41	1699	17	18	1787	39	3693
PEAK HR FACTOR :	0.722			0.917			0.917			0.880			0.924

CONTROL : [Signalized](#)

ITM Peak Hour Summary

Prepared by:



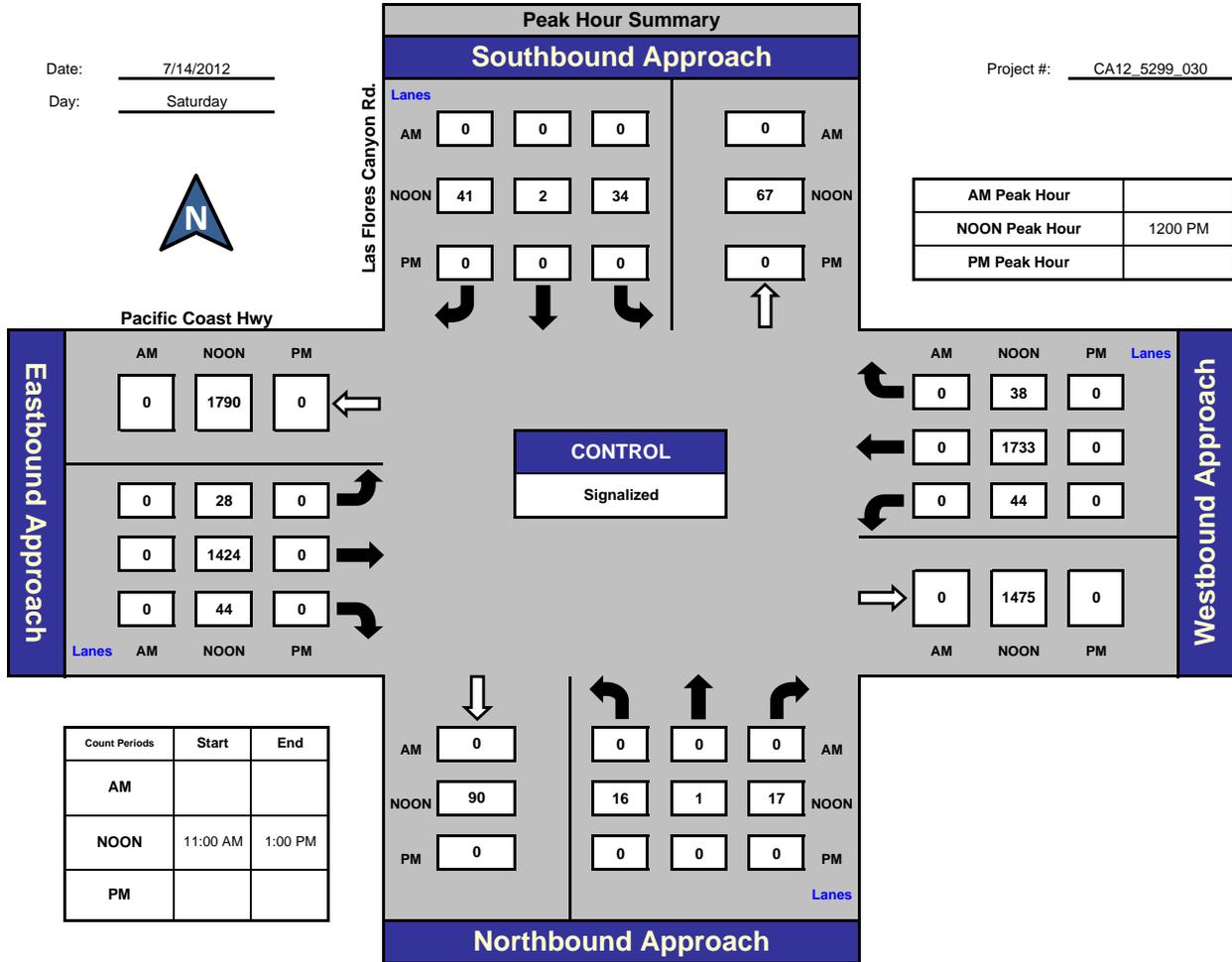
National Data & Surveying Services

Las Flores Canyon Rd. and Pacific Coast Hwy., City of Malibu

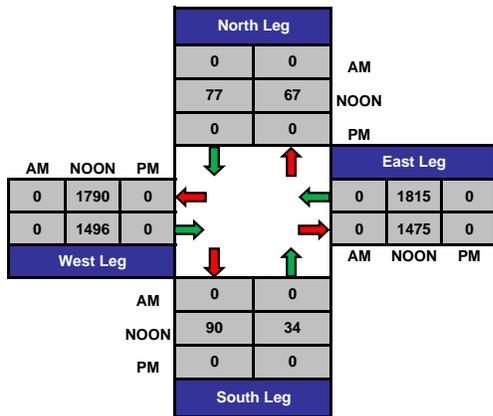
Date: 7/14/2012

Day: Saturday

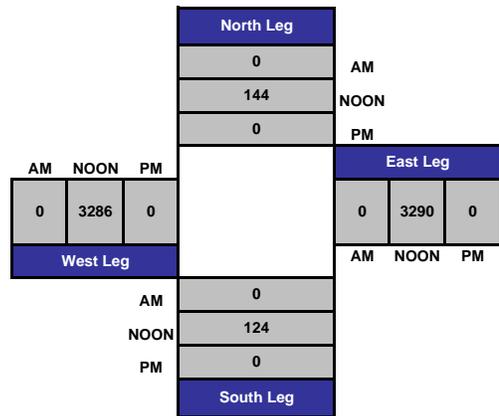
Project #: CA12_5299_030



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Las Flores Canyon Rd.			Las Flores Canyon Rd.			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM	2	0	3	7	12	3	10	305	15	3	434	9	803
11:15 AM	1	0	2	14	0	10	6	294	5	7	406	9	754
11:30 AM	2	0	2	6	1	15	6	338	7	4	402	6	789
11:45 AM	2	0	2	6	0	16	8	321	8	15	419	4	801
12:00 PM	1	0	1	12	2	11	7	373	10	5	451	15	888
12:15 PM	1	0	3	7	0	13	9	341	10	9	422	5	820
12:30 PM	9	1	5	9	0	7	7	325	12	11	434	9	829
12:45 PM	5	0	8	6	0	10	5	385	12	19	426	9	885
TOTAL VOLUMES :	23	1	26	67	15	85	58	2682	79	73	3394	66	6569
APPROACH %'s :	46.00%	2.00%	52.00%	40.12%	8.98%	50.90%	2.06%	95.14%	2.80%	2.07%	96.07%	1.87%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	16	1	17	34	2	41	28	1424	44	44	1733	38	3422
PEAK HR FACTOR :	0.567			0.770			0.930			0.963			0.963

CONTROL : Signalized

VOLUME

Pacific Coast Hwy btwn Malibu Canyon Rd & John Tyler Dr

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	21,151	21,244	42,395		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			35	57	92	12:00			337	404	741
00:15			44	35	79	12:15			344	409	753
00:30			18	48	66	12:30			364	473	837
00:45			21	118	41	12:45			406	1451	1761
01:00			33	26	59	13:00			365	465	830
01:15			15	26	41	13:15			397	472	869
01:30			17	26	43	13:30			344	499	843
01:45			12	77	37	13:45			343	1449	1877
02:00			16	21	37	14:00			431	482	913
02:15			5	24	29	14:15			382	446	828
02:30			11	15	26	14:30			381	453	834
02:45			5	37	15	14:45			403	1597	1839
03:00			9	9	18	15:00			386	432	818
03:15			9	14	23	15:15			364	441	805
03:30			10	9	19	15:30			424	461	885
03:45			13	41	13	15:45			469	1643	2112
04:00			6	3	9	16:00			456	408	864
04:15			12	5	17	16:15			464	408	872
04:30			10	11	21	16:30			477	376	853
04:45			12	40	27	16:45			470	1867	2337
05:00			18	25	43	17:00			502	329	831
05:15			22	24	46	17:15			505	347	852
05:30			30	39	69	17:30			468	382	850
05:45			28	98	58	17:45			493	1968	2461
06:00			42	64	106	18:00			502	319	821
06:15			53	90	143	18:15			452	280	732
06:30			58	124	182	18:30			426	297	723
06:45			63	216	135	18:45			429	1809	2238
07:00			79	162	241	19:00			372	289	661
07:15			108	184	292	19:15			334	235	569
07:30			96	213	309	19:30			333	256	589
07:45			112	395	245	19:45			294	1333	1627
08:00			131	233	364	20:00			305	194	499
08:15			164	202	366	20:15			296	170	466
08:30			150	218	368	20:30			306	176	482
08:45			180	625	221	20:45			277	1184	1461
09:00			206	245	451	21:00			279	133	412
09:15			216	227	443	21:15			207	135	342
09:30			211	279	490	21:30			225	142	367
09:45			220	853	298	21:45			189	900	1089
10:00			264	323	587	22:00			170	145	315
10:15			272	354	626	22:15			146	129	275
10:30			243	341	584	22:30			166	125	291
10:45			310	1089	389	22:45			165	647	812
11:00			301	424	725	23:00			135	102	237
11:15			321	397	718	23:15			111	92	203
11:30			300	437	737	23:30			109	88	197
11:45			355	1277	426	23:45			82	437	519
TOTALS			4866	6839	11705	TOTALS			16285	14405	30690
SPLIT %			41.6%	58.4%	27.6%	SPLIT %			53.1%	46.9%	72.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	21,151	21,244	42,395

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			17:00	12:45	15:30
AM Pk Volume			1400	1712	3112	PM Pk Volume			1968	1911	3517
Pk Hr Factor			0.962	0.905	0.930	Pk Hr Factor			0.974	0.957	0.981
7 - 9 Volume	0	0	1020	1678	2698	4 - 6 Volume	0	0	3835	2903	6738
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			17:00	16:00	16:00
7 - 9 Pk Volume	0	0	625	898	1499	4 - 6 Pk Volume	0	0	1968	1581	3448
Pk Hr Factor	0.000	0.000	0.868	0.916	0.935	Pk Hr Factor	0.000	0.000	0.974	0.969	0.989

VOLUME

Pacific Coast Hwy e/o Cross Creek Rd

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_007

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	23,014	23,378	46,392					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			27	47	74	12:00			371	382	753			
00:15			22	32	54	12:15			381	382	763			
00:30			20	37	57	12:30			378	361	739			
00:45			15	84	32	12:45			404	1534	419	1544	823	3078
01:00			10	25	35	13:00			381	396	777			
01:15			16	26	42	13:15			386	388	774			
01:30			13	16	29	13:30			371	411	782			
01:45			11	50	15	13:45			390	1528	408	1603	798	3131
02:00			8	14	22	14:00			388	369	757			
02:15			11	10	21	14:15			385	434	819			
02:30			8	11	19	14:30			356	468	824			
02:45			17	44	11	14:45			368	1497	473	1744	841	3241
03:00			6	10	16	15:00			363	432	795			
03:15			9	9	18	15:15			456	462	918			
03:30			9	11	20	15:30			455	483	938			
03:45			6	30	10	15:45			409	1683	473	1850	882	3533
04:00			21	6	27	16:00			442	444	886			
04:15			28	10	38	16:15			420	477	897			
04:30			23	12	35	16:30			384	465	849			
04:45			27	99	28	16:45			423	1669	492	1878	915	3547
05:00			40	37	77	17:00			461	533	994			
05:15			48	44	92	17:15			438	484	922			
05:30			91	65	156	17:30			418	436	854			
05:45			110	289	97	17:45			398	1715	472	1925	870	3640
06:00			150	119	269	18:00			369	466	835			
06:15			217	145	362	18:15			358	473	831			
06:30			287	206	493	18:30			376	408	784			
06:45			348	1002	236	18:45			324	1427	447	1794	771	3221
07:00			415	179	594	19:00			256	392	648			
07:15			354	213	567	19:15			258	385	643			
07:30			419	280	699	19:30			233	298	531			
07:45			378	1566	348	19:45			191	938	237	1312	428	2250
08:00			429	286	715	20:00			164	241	405			
08:15			404	312	716	20:15			174	228	402			
08:30			437	253	690	20:30			144	218	362			
08:45			391	1661	327	20:45			162	644	212	899	374	1543
09:00			387	275	662	21:00			152	187	339			
09:15			390	295	685	21:15			139	165	304			
09:30			374	294	668	21:30			132	137	269			
09:45			358	1509	295	21:45			144	567	151	640	295	1207
10:00			406	286	692	22:00			111	129	240			
10:15			370	271	641	22:15			103	126	229			
10:30			317	368	685	22:30			91	96	187			
10:45			334	1427	325	22:45			84	389	76	427	160	816
11:00			341	385	726	23:00			62	90	152			
11:15			345	385	730	23:15			58	54	112			
11:30			384	389	773	23:30			28	71	99			
11:45			406	1476	404	23:45			38	186	56	271	94	457
TOTALS			9237	7491	16728	TOTALS			13777	15887	29664			
SPLIT %			55.2%	44.8%	36.1%	SPLIT %			46.4%	53.6%	63.9%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	23,014	23,378	46,392

AM Peak Hour			08:00	11:00	11:30	PM Peak Hour			15:15	16:30	16:45
AM Pk Volume			1661	1563	3099	PM Pk Volume			1762	1974	3685
Pk Hr Factor			0.950	0.967	0.956	Pk Hr Factor			0.966	0.926	0.927
7 - 9 Volume	0	0	3227	2198	5425	4 - 6 Volume	0	0	3384	3803	7187
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			16:45	16:30	16:45
7 - 9 Pk Volume	0	0	1661	1226	2856	4 - 6 Pk Volume	0	0	1740	1974	3685
Pk Hr Factor	0.000	0.000	0.950	0.881	0.983	Pk Hr Factor	0.000	0.000	0.944	0.926	0.927

VOLUME

Pacific Coast Hwy e/o Cross Creek Rd

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_007

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	23,049	23,741	46,790

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			49	66	115	12:00			396	432	828			
00:15			54	55	109	12:15			419	479	898			
00:30			31	54	85	12:30			427	447	874			
00:45			29	163	49	224	12:45		443	1685	498	1856	941	3541
01:00			39	39	78	13:00			396	443	839			
01:15			22	41	63	13:15			405	442	847			
01:30			18	27	45	13:30			380	490	870			
01:45			15	94	45	152	13:45		415	1596	433	1808	848	3404
02:00			10	32	42	14:00			456	479	935			
02:15			8	34	42	14:15			474	439	913			
02:30			9	22	31	14:30			431	442	873			
02:45			6	33	15	103	14:45		428	1789	498	1858	926	3647
03:00			16	16	32	15:00			431	450	881			
03:15			11	13	24	15:15			421	485	906			
03:30			10	12	22	15:30			463	438	901			
03:45			12	49	13	54	15:45		469	1784	479	1852	948	3636
04:00			5	8	13	16:00			461	422	883			
04:15			11	9	20	16:15			466	484	950			
04:30			9	12	21	16:30			498	425	923			
04:45			17	42	29	58	16:45		467	1892	460	1791	927	3683
05:00			27	30	57	17:00			518	408	926			
05:15			41	27	68	17:15			489	414	903			
05:30			49	32	81	17:30			447	419	866			
05:45			35	152	47	136	17:45		457	1911	387	1628	844	3539
06:00			65	55	120	18:00			477	339	816			
06:15			59	64	123	18:15			469	368	837			
06:30			67	82	149	18:30			446	333	779			
06:45			79	270	133	334	18:45		417	1809	365	1405	782	3214
07:00			98	183	281	19:00			386	386	772			
07:15			109	175	284	19:15			380	318	698			
07:30			124	252	376	19:30			356	280	636			
07:45			138	469	245	855	19:45		328	1450	250	1234	578	2684
08:00			156	297	453	20:00			301	241	542			
08:15			155	248	403	20:15			272	208	480			
08:30			182	345	527	20:30			325	213	538			
08:45			181	674	311	1201	20:45		294	1192	166	828	460	2020
09:00			239	271	510	21:00			275	190	465			
09:15			273	277	550	21:15			246	183	429			
09:30			242	323	565	21:30			226	156	382			
09:45			270	1024	395	1266	21:45		195	942	154	683	349	1625
10:00			296	381	677	22:00			200	170	370			
10:15			309	386	695	22:15			183	127	310			
10:30			306	415	721	22:30			153	144	297			
10:45			375	1286	450	1632	22:45		203	739	151	592	354	1331
11:00			369	434	803	23:00			148	129	277			
11:15			366	422	788	23:15			125	118	243			
11:30			354	452	806	23:30			141	123	264			
11:45			415	1504	398	1706	23:45		86	500	115	485	201	985
TOTALS			5760	7721	13481	TOTALS			17289	16020	33309			
SPLIT %			42.7%	57.3%	28.8%	SPLIT %			51.9%	48.1%	71.2%			

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	23,049	23,741	46,790

AM Peak Hour		11:45	11:30	11:45	PM Peak Hour		16:30	14:30	16:15		
AM Pk Volume		1657	1761	3413	PM Pk Volume		1972	1875	3726		
Pk Hr Factor		0.970	0.919	0.950	Pk Hr Factor		0.952	0.941	0.981		
7 - 9 Volume	0	0	1143	2056	3199	4 - 6 Volume	0	0	3803	3419	7222
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:00	16:15
7 - 9 Pk Volume	0	0	674	1201	1875	4 - 6 Pk Volume	0	0	1972	1791	3726
Pk Hr Factor	0.000	0.000	0.926	0.870	0.889	Pk Hr Factor	0.000	0.000	0.952	0.925	0.981

VOLUME

Malibu Canyon Rd n/o Civic Center Way

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,983	12,026	0	0	23,009		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	21	10			31	12:00	122	191			313
00:15	8	9			17	12:15	132	208			340
00:30	14	7			21	12:30	137	211			348
00:45	10	53	7	33	17 86	12:45	129	520	192	802	321 1322
01:00	9	9			18	13:00	148	176			324
01:15	8	6			14	13:15	168	161			329
01:30	5	3			8	13:30	176	168			344
01:45	10	32	2	20	12 52	13:45	174	666	173	678	347 1344
02:00	5	5			10	14:00	166	137			303
02:15	2	6			8	14:15	181	134			315
02:30	2	4			6	14:30	201	149			350
02:45	0	9	3	18	3 27	14:45	240	788	141	561	381 1349
03:00	3	2			5	15:00	247	135			382
03:15	10	2			12	15:15	228	150			378
03:30	1	3			4	15:30	271	152			423
03:45	3	17	7	14	10 31	15:45	292	1038	138	575	430 1613
04:00	2	4			6	16:00	295	149			444
04:15	3	6			9	16:15	286	162			448
04:30	6	9			15	16:30	310	136			446
04:45	3	14	13	32	16 46	16:45	318	1209	185	632	503 1841
05:00	11	14			25	17:00	324	151			475
05:15	8	21			29	17:15	354	185			539
05:30	12	49			61	17:30	358	183			541
05:45	21	52	77	161	98 213	17:45	338	1374	180	699	518 2073
06:00	19	110			129	18:00	290	177			467
06:15	32	163			195	18:15	304	181			485
06:30	33	247			280	18:30	273	175			448
06:45	61	145	344	864	405 1009	18:45	240	1107	121	654	361 1761
07:00	54	306			360	19:00	231	102			333
07:15	68	282			350	19:15	225	89			314
07:30	93	330			423	19:30	180	72			252
07:45	88	303	347	1265	435 1568	19:45	125	761	67	330	192 1091
08:00	116	368			484	20:00	119	60			179
08:15	125	332			457	20:15	137	58			195
08:30	110	361			471	20:30	132	49			181
08:45	135	486	314	1375	449 1861	20:45	98	486	45	212	143 698
09:00	107	309			416	21:00	90	47			137
09:15	96	264			360	21:15	100	30			130
09:30	104	227			331	21:30	75	43			118
09:45	108	415	280	1080	388 1495	21:45	64	329	42	162	106 491
10:00	100	202			302	22:00	72	20			92
10:15	104	218			322	22:15	65	42			107
10:30	110	177			287	22:30	47	28			75
10:45	97	411	235	832	332 1243	22:45	37	221	21	111	58 332
11:00	93	206			299	23:00	44	18			62
11:15	82	209			291	23:15	38	19			57
11:30	116	234			350	23:30	27	15			42
11:45	125	416	204	853	329 1269	23:45	22	131	11	63	33 194
TOTALS	2353	6547			8900	TOTALS	8630	5479			14109
SPLIT %	26.4%	73.6%			38.7%	SPLIT %	61.2%	38.8%			61.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,983	12,026	0	0	23,009

AM Peak Hour	11:45	07:45			08:00	PM Peak Hour	17:00	12:00			17:00
AM Pk Volume	516	1408			1861	PM Pk Volume	1374	802			2073
Pk Hr Factor	0.942	0.957			0.961	Pk Hr Factor	0.959	0.950			0.958
7 - 9 Volume	789	2640	0	0	3429	4 - 6 Volume	2583	1331	0	0	3914
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	486	1408	0	0	1861	4 - 6 Pk Volume	1374	704	0	0	2073
Pk Hr Factor	0.900	0.957	0.000	0.000	0.961	Pk Hr Factor	0.959	0.951	0.000	0.000	0.958

VOLUME

Malibu Canyon Rd n/o Civic Center Way

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,888	10,680	0	0	20,568		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	29	15			44	12:00	132	231			363
00:15	29	14			43	12:15	133	265			398
00:30	14	12			26	12:30	126	286			412
00:45	21	93	18	59	39	12:45	129	520	255	1037	384
01:00	19	6			25	13:00	150	275			425
01:15	16	10			26	13:15	160	266			426
01:30	8	5			13	13:30	160	241			401
01:45	13	56	6	27	19	13:45	154	624	272	1054	426
02:00	16	11			27	14:00	166	242			408
02:15	12	6			18	14:15	170	219			389
02:30	13	3			16	14:30	163	212			375
02:45	2	43	8	28	10	14:45	192	691	234	907	426
03:00	8	6			14	15:00	180	200			380
03:15	5	4			9	15:15	205	204			409
03:30	5	5			10	15:30	211	238			449
03:45	3	21	3	18	6	15:45	224	820	231	873	455
04:00	5	2			7	16:00	219	181			400
04:15	2	0			2	16:15	233	180			413
04:30	3	4			7	16:30	251	189			440
04:45	2	12	13	19	15	16:45	218	921	163	713	381
05:00	4	12			16	17:00	260	162			422
05:15	8	22			30	17:15	221	168			389
05:30	6	24			30	17:30	234	171			405
05:45	7	25	37	95	44	17:45	248	963	156	657	404
06:00	14	44			58	18:00	262	148			410
06:15	13	40			53	18:15	239	152			391
06:30	22	52			74	18:30	232	134			366
06:45	21	70	74	210	95	18:45	212	945	155	589	367
07:00	39	89			128	19:00	184	123			307
07:15	33	99			132	19:15	198	123			321
07:30	35	120			155	19:30	189	119			308
07:45	41	148	113	421	154	19:45	169	740	84	449	253
08:00	45	108			153	20:00	184	66			250
08:15	57	105			162	20:15	181	61			242
08:30	62	118			180	20:30	140	73			213
08:45	61	225	131	462	192	20:45	146	651	54	254	200
09:00	66	146			212	21:00	134	48			182
09:15	67	146			213	21:15	114	47			161
09:30	96	143			239	21:30	118	67			185
09:45	93	322	177	612	270	21:45	91	457	43	205	134
10:00	94	167			261	22:00	108	44			152
10:15	97	159			256	22:15	90	49			139
10:30	88	201			289	22:30	97	33			130
10:45	106	385	237	764	343	22:45	88	383	44	170	132
11:00	114	242			356	23:00	81	22			103
11:15	116	220			336	23:15	78	17			95
11:30	136	264			400	23:30	71	19			90
11:45	116	482	255	981	371	23:45	61	291	18	76	79
TOTALS	1882	3696			5578	TOTALS	8006	6984			14990
SPLIT %	33.7%	66.3%			27.1%	SPLIT %	53.4%	46.6%			72.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,888	10,680	0	0	20,568

AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	17:30	12:30			15:30
AM Pk Volume	517	1037			1544	PM Pk Volume	983	1082			1717
Pk Hr Factor	0.950	0.906			0.937	Pk Hr Factor	0.938	0.946			0.943
7 - 9 Volume	373	883	0	0	1256	4 - 6 Volume	1884	1370	0	0	3254
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:00			16:15
7 - 9 Pk Volume	225	462	0	0	687	4 - 6 Pk Volume	963	713	0	0	1656
Pk Hr Factor	0.907	0.882	0.000	0.000	0.895	Pk Hr Factor	0.926	0.943	0.000	0.000	0.941

VOLUME

Pacific Coast Hwy btwn Malibu Canyon Rd & John Tyler Dr

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_004

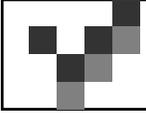
DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	18,096	17,562	35,658		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			29	40	69	12:00			355	336	691
00:15			11	27	38	12:15			309	309	618
00:30			11	28	39	12:30			321	354	675
00:45		60	9	22	31	12:45		1295	310	300	610
01:00			9	16	25	13:00			359	312	671
01:15			9	29	38	13:15			349	299	648
01:30			8	15	23	13:30			336	314	650
01:45		41	15	11	26	13:45		1409	365	335	700
02:00			7	13	20	14:00			333	321	654
02:15			9	11	20	14:15			363	352	715
02:30			6	5	11	14:30			292	355	647
02:45		31	9	8	17	14:45		1380	317	352	669
03:00			5	6	11	15:00			365	357	722
03:15			10	5	15	15:15			387	382	769
03:30			5	8	13	15:30			455	304	759
03:45		23	3	8	11	15:45		1395	367	352	719
04:00			29	3	32	16:00			362	311	673
04:15			18	10	28	16:15			397	342	739
04:30			21	6	27	16:30			340	334	674
04:45		88	20	15	35	16:45		1338	397	351	748
05:00			25	12	37	17:00			381	358	739
05:15			35	24	59	17:15			340	339	679
05:30			68	35	103	17:30			324	340	664
05:45		225	97	73	170	17:45		1328	297	291	588
06:00			93	102	195	18:00			284	279	563
06:15			129	117	246	18:15			278	288	566
06:30			155	145	300	18:30			280	283	563
06:45		586	209	181	390	18:45		1114	241	264	505
07:00			195	174	369	19:00			229	268	497
07:15			216	161	377	19:15			201	230	431
07:30			252	203	455	19:30			199	192	391
07:45		881	218	234	452	19:45		869	156	785	335
08:00			279	200	479	20:00			151	170	321
08:15			229	218	447	20:15			153	162	315
08:30			253	201	454	20:30			133	157	290
08:45		1038	277	252	529	20:45		634	121	558	266
09:00			275	230	505	21:00			112	144	256
09:15			289	218	507	21:15			107	134	241
09:30			280	216	496	21:30			88	111	199
09:45		1124	280	237	517	21:45		527	99	406	237
10:00			315	239	554	22:00			85	106	191
10:15			272	238	510	22:15			60	98	158
10:30			281	278	559	22:30			72	93	165
10:45		1137	269	297	566	22:45		362	45	262	110
11:00			266	296	562	23:00			50	73	123
11:15			302	312	614	23:15			42	37	79
11:30			299	338	637	23:30			28	47	75
11:45		1199	332	334	666	23:45		205	28	148	76
TOTALS			6433	5851	12284	TOTALS			11663	11711	23374
SPLIT %			52.4%	47.6%	34.4%	SPLIT %			49.9%	50.1%	65.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	18,096	17,562	35,658

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			15:30	14:30	15:00
AM Pk Volume			1317	1333	2650	PM Pk Volume			1581	1446	2969
Pk Hr Factor			0.927	0.941	0.959	Pk Hr Factor			0.869	0.946	0.965
7 - 9 Volume	0	0	1919	1643	3562	4 - 6 Volume	0	0	2838	2666	5504
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:45	16:15
7 - 9 Pk Volume	0	0	1038	871	1909	4 - 6 Pk Volume	0	0	1515	1388	2900
Pk Hr Factor	0.000	0.000	0.930	0.864	0.902	Pk Hr Factor	0.000	0.000	0.954	0.969	0.969



APPENDIX E
LEVEL OF SERVICE WORKSHEETS
Existing / Existing + Project
Future Cumulative + Project



Overland Traffic Consultants, Inc.

EXISTING / EXISTING + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2012, WITH PROJECT				
North/South Street:	Capacity: vphpl 1600					<u>In</u>	<u>Out</u>	<u>Total</u>
Kanan Dume Road	Dual 2880			AM	6	4	10	
East/West Street:				PM	10	19	29	
Pacific Coast Highway								
WEEKDAY								
AM Peak: 8:00 AM	Counts					= Total		
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C
Northbound	↪ Left	0	0.000	0%	0	0	0	0.000
	↪ Lt-Th	0	0.000	0%	0	0	0	0.000
	↑ Thru	0	0.000	0%	0	0	0	0.000
	↪ Th-Rt	0	0.000	0%	0	0	0	0.000
	↪ Right	0	0.000	0%	0	0	0	0.000
↕ Shared	0	0.000	0%	0	0	0	0.000	
Southbound	↪ Left	199	2 0.069	4%	0	199	2	0.069
	↪ Lt-Th	0	0.000	0%	0	0	0	0.000
	↓ Thru	0	0.000	0%	0	0	0	0.000
	↪ Th-Rt	0	0.000	0%	0	0	0	0.000
	↪ Right	250	1 0.069	0%	0	250	1	0.069
↕ Shared	0	0.000	0%	0	0	0	0.000	
Eastbound	↪ Left	139	1 0.087	0%	0	139	1	0.087
	↪ Lt-Th	0	0.000	0%	0	0	0	0.000
	→ Thru	672	2 0.210	10%	1	673	2	0.210
	↪ Th-Rt	0	0.000	0%	0	0	0	0.000
	↪ Right	0	0.000	0%	0	0	0	0.000
↕ Shared	0	0.000	0%	0	0	0	0.000	
Westbound	↪ Left	0	0.000	0%	0	0	0	0.000
	↪ Lt-Th	0	0.000	0%	0	0	0	0.000
	↑ Thru	601	2 0.188	(10%)	1	602	2	0.188
	↪ Th-Rt	0	0.000	0%	0	0	0	0.000
	↪ Right	106	1 0.066	(4%)	0	106	1	0.066
↕ Shared	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.069		North-South:	0.069			
	East-West:	0.275		East-West:	0.275			
	Loss Time:	0.050		LossTime:	0.050			
Volume/capacity (v/c) ratio:	0.394			0.394				
Level of Service (LOS):	A			A				
PROJECT IMPACT								
Change in v/c due to project:							0.000	
Significantly impacted?							NO	

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2012, WITH PROJECT					
North/South Street:	Capacity: vphpl 1600					In	Out	Total	
Kanan Dume Road	Dual 2880					AM	6	4	10
East/West Street:						PM	10	19	29
Pacific Coast Highway									
WEEKDAY									
PM Peak: 4:00 PM	Counts					Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0.000	0%	0	0	0.000	
	↵ Lt-Th	0	0	0.000	0%	0	0	0.000	
	↑ Thru	0	0	0.000	0%	0	0	0.000	
	↗ Th-Rt	0	0	0.000	0%	0	0	0.000	
	↘ Right	0	0	0.000	0%	0	0	0.000	
↕ Shared	0	0	0.000	0%	0	0	0.000		
Southbound	↵ Left	155	2	0.054	4%	1	156	2	0.054
	↵ Lt-Th	0	0	0.000	0%	0	0	0.000	
	↓ Thru	0	0	0.000	0%	0	0	0.000	
	↘ Th-Rt	0	0	0.000	0%	0	0	0.000	
	↘ Right	194	1	0.000	0%	0	194	1	0.000
↕ Shared	0	0	0.000	0%	0	0	0.000		
Eastbound	↵ Left	344	1	0.215	0%	0	344	1	0.215
	↵ Lt-Th	0	0	0.000	0%	0	0	0.000	
	→ Thru	972	2	0.304	10%	1	973	2	0.304
	↗ Th-Rt	0	0	0.000	0%	0	0	0.000	
	↘ Right	0	0	0.000	0%	0	0	0.000	
↕ Shared	0	0	0.000	0%	0	0	0.000		
Westbound	↵ Left	0	0	0.000	0%	0	0	0.000	
	↵ Lt-Th	0	0	0.000	0%	0	0	0.000	
	↑ Thru	1006	2	0.314	(10%)	2	1008	2	0.315
	↗ Th-Rt	0	0	0.000	0%	0	0	0.000	
	↘ Right	247	1	0.154	(4%)	1	248	1	0.155
↕ Shared	0	0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.054		North-South: 0.054					
	East-West:	0.529		East-West: 0.530					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.633			0.634					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
Change in v/c due to project:							0.001		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No. 1		2012, EXISTING			2012, WITH PROJECT																							
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880																										
East/West Street: Pacific Coast Highway					<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2"></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td colspan="2" style="text-align: center;"><u>Total</u></td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">Trip</td> <td style="text-align: center;">Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">67</td> <td style="text-align: center;">52</td> <td colspan="2" style="text-align: center;">119</td> <td colspan="3"></td> </tr> </table>							<u>In</u>	<u>Out</u>	<u>Total</u>					Trip	Gen 1	PM	67	52	119				
		<u>In</u>	<u>Out</u>	<u>Total</u>																								
Trip	Gen 1	PM	67	52	119																							
WEEKEND																												
PM Peak: 12:00 PM																												
		Counts			Total																							
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C																				
Northbound	↵ Left	0	0	0.000	0%	0	0	0	0.000																			
	↵ Lt-Th	0	0	0.000	0%	0	0	0	0.000																			
	↑ Thru	0	0	0.000	0%	0	0	0	0.000																			
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																			
	↘ Right	0	0	0.000	0%	0	0	0	0.000																			
	↕ Shared	0	0	0.000	0%	0	0	0	0.000																			
Southbound	↵ Left	284	2	0.099	4%	3	287	2	0.100																			
	↵ Lt-Th	0	0	0.000	0%	0	0	0	0.000																			
	↓ Thru	0	0	0.000	0%	0	0	0	0.000																			
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																			
	↘ Right	586	1	0.178	0%	0	586	1	0.178																			
	↕ Shared	0	0	0.000	0%	0	0	0	0.000																			
Eastbound	↵ Left	302	1	0.105	0%	0	302	1	0.105																			
	↵ Lt-Th	0	0	0.000	0%	0	0	0	0.000																			
	→ Thru	1028	2	0.321	10%	7	1035	2	0.323																			
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																			
	↘ Right	0	0	0.000	0%	0	0	0	0.000																			
	↕ Shared	0	0	0.000	0%	0	0	0	0.000																			
Westbound	↵ Left	0	0	0.000	0%	0	0	0	0.000																			
	↵ Lt-Th	0	0	0.000	0%	0	0	0	0.000																			
	↑ Thru	1221	2	0.382	(10%)	5	1226	2	0.383																			
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																			
	↘ Right	172	1	0.108	(4%)	2	174	1	0.109																			
	↕ Shared	0	0	0.000	0%	0	0	0	0.000																			
Critical Volumes:		North-South: 0.178			North-South: 0.178																							
		East-West: 0.487			East-West: 0.488																							
		Loss Time: 0.050			Loss Time: 0.050																							
Volume/capacity (v/c) ratio:		0.715			0.716																							
Level of Service (LOS):		C			C																							
PROJECT IMPACT																												
								Change in v/c due to project: 0.001																				
								Significantly impacted? NO																				

Intersection Capacity Utilization (ICU)

Intersection No. 2		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
WEEKDAY AM Peak: 8:00 AM					PM	10	19	29	
		Counts			= Total				
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↶ Left	3	0	0.000	0%	0	3	0	0.000
	↷ Lt-Th	7	1	0.005	0%	0	7	1	0.005
	↑ Thru	7	0	0.000	0%	0	7	0	0.000
	↷ Th-Rt	7	1	0.005	0%	0	7	1	0.005
	↶ Right	7	0	0.000	0%	0	7	0	0.000
↕ Shared	7	0	0.000	0%	0	7	0	0.000	
Southbound	↶ Left	956	1	0.337	0%	0	956	1	0.337
	↷ Lt-Th	15	0	0.000	0%	0	15	0	0.000
	↓ Thru	15	0	0.000	0%	0	15	0	0.000
	↷ Th-Rt	216	1	0.093	0%	0	216	1	0.093
	↶ Right	216	0	0.000	0%	0	216	0	0.000
↕ Shared	216	0	0.000	0%	0	216	0	0.000	
Eastbound	↶ Left	135	2	0.048	24%	1	136	2	0.049
	↷ Lt-Th	884	0	0.000	0%	0	884	0	0.000
	→ Thru	884	1	0.279	0%	0	884	1	0.279
	↷ Th-Rt	8	1	0.279	0%	0	8	1	0.279
	↶ Right	8	0	0.000	0%	0	8	0	0.000
↕ Shared	8	0	0.000	0%	0	8	0	0.000	
Westbound	↶ Left	4	1	0.003	0%	0	4	1	0.003
	↷ Lt-Th	651	0	0.000	0%	0	651	0	0.000
	↑ Thru	651	2	0.203	(24%)	1	652	2	0.204
	↷ Th-Rt	123	0	0.000	0%	1	126	0	0.000
	↶ Right	123	1	0.000	46%	3	126	1	0.000
↕ Shared	123	0	0.000	0%	3	126	0	0.000	
Critical Volumes:		North-South: 0.342			North-South: 0.342				
		East-West: 0.282			East-West: 0.282				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.674			0.674				
Level of Service (LOS):		B			B				
					PROJECT IMPACT				
					Change in v/c due to project:		0.000		
					Significantly impacted?		NO		

Intersection Capacity Utilization (ICU)

Intersection No. 2		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
WEEKDAY PM Peak: 4:45 PM					PM	10	19	29	
		Counts				Total			
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↷ Left	9	0	0.000	0%	0	9	0	0.000
	↷ Lt-Th	4	1	0.009	0%	0	4	1	0.009
	↑ Thru	17	0	0.000	0%	0	17	0	0.000
	↶ Th-Rt	1	1	0.009	0%	0	1	1	0.009
	↶ Right	0	0	0.000	0%	0	0	0	0.000
	↷ Shared	0	0	0.000	0%	0	0	0	0.000
Southbound	↷ Left	320	1	0.116	0%	0	320	1	0.116
	↷ Lt-Th	14	0	0.000	0%	0	14	0	0.000
	↓ Thru	183	1	0.015	0%	0	183	1	0.014
	↶ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↶ Right	0	0	0.000	0%	0	0	0	0.000
	↷ Shared	0	0	0.000	0%	0	0	0	0.000
Eastbound	↷ Left	318	2	0.110	25%	2	320	2	0.111
	↷ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	→ Thru	1128	1	0.359	0%	0	1128	1	0.359
	↷ Th-Rt	21	1	0.359	0%	0	21	1	0.359
	↷ Right	0	0	0.000	0%	0	0	0	0.000
	↷ Shared	0	0	0.000	0%	0	0	0.000	
Westbound	↷ Left	15	1	0.009	0%	0	15	1	0.009
	↷ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	← Thru	1229	2	0.384	(25%)	4	1233	2	0.385
	↶ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↶ Right	260	1	0.063	45%	5	265	1	0.066
	↷ Shared	0	0	0.000	0%	0	0	0.000	
Critical Volumes:		North-South: 0.125			North-South: 0.125				
		East-West: 0.494			East-West: 0.496				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.669			0.671				
Level of Service (LOS):		B			B				
					PROJECT IMPACT				
					Change in v/c due to project:		0.002		
					Significantly impacted?		NO		

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT																					
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">East/West Street: Pacific Coast Highway</td> <td style="text-align: center;">Trip Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">67</td> <td style="text-align: center;">52</td> <td style="text-align: center;">119</td> <td colspan="3"></td> </tr> </table>							<u>In</u>	<u>Out</u>	<u>Total</u>				East/West Street: Pacific Coast Highway	Trip Gen 1	PM	67	52	119			
		<u>In</u>	<u>Out</u>	<u>Total</u>																					
East/West Street: Pacific Coast Highway	Trip Gen 1	PM	67	52	119																				
WEEKEND PM Peak: 12:00 PM	Counts Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C																		
Northbound	↶ Left	26	0	0.000	0%	0	26	0	0.000																
	↶ Lt-Th		1	0.030	0%	0	26	1	0.030																
	↑ Thru	16	0	0.000	0%	0	16	0	0.000																
	↷ Th-Rt		1	0.030	0%	0	16	1	0.030																
	↷ Right	55	0	0.000	0%	0	55	0	0.000																
↷ Shared		0	0.000	0%	0	55	0	0.000																	
Southbound	↷ Left	280	1	0.107	0%	0	280	1	0.107																
	↷ Lt-Th		1	0.110	0%	0	280	1	0.110																
	↓ Thru	28	0	0.000	0%	0	28	0	0.000																
	↶ Th-Rt		0	0.000	0%	0	28	0	0.000																
	↷ Right	256	1	0.160	0%	0	256	1	0.160																
↷ Shared		0	0.000	0%	0	256	0	0.000																	
Eastbound	↶ Left	193	2	0.067	25%	17	210	2	0.073																
	↶ Lt-Th		0	0.000	0%	0	210	0	0.000																
	→ Thru	1256	1	0.405	0%	0	1256	1	0.405																
	↶ Th-Rt		1	0.405	0%	0	1256	1	0.405																
	↷ Right	40	0	0.000	0%	0	40	0	0.000																
↷ Shared		0	0.000	0%	0	40	0	0.000																	
Westbound	↶ Left	43	1	0.027	0%	0	43	1	0.027																
	↶ Lt-Th		0	0.000	0%	0	43	0	0.000																
	↑ Thru	1310	2	0.409	(25%)	13	1323	2	0.413																
	↶ Th-Rt		0	0.000	0%	0	1323	0	0.000																
	↷ Right	142	1	0.001	45%	30	172	1	0.020																
↷ Shared		0	0.000	0%	0	172	0	0.000																	
Critical Volumes:	North-South: 0.190			North-South: 0.190																					
	East-West: 0.476			East-West: 0.486																					
	Loss Time: 0.050			Loss Time: 0.050																					
Volume/capacity (v/c) ratio:	0.716			0.726																					
Level of Service (LOS):	C			C																					
PROJECT IMPACT																									
								Change in v/c due to project:	0.010																
								Significantly impacted?	NO																

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. RD & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2012		
Analysis Time Period	AM PEAK HOUR						
Project Description <i>EXISTING + PROJECT</i>							
East/West Street: <i>MEMORIAL DRIVEWAY</i>				North/South Street: <i>MALIBU CANYON ROAD</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		265	4	2	1187		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	265	4	2	1187	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	4	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		
v (veh/h)		2			4		
C (m) (veh/h)		1306			920		
v/c		0.00			0.00		
95% queue length		0.00			0.01		
Control Delay (s/veh)		7.8			8.9		
LOS		A			A		
Approach Delay (s/veh)	--	--	8.9				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. RD & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2012		
Analysis Time Period	PM PEAK HOUR						
Project Description <i>EXISTING + PROJECT</i>							
East/West Street: <i>MEMORIAL DRIVEWAY</i>				North/South Street: <i>MALIBU CANYON ROAD</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		582	7	3	517		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	582	7	3	517	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						19	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	19	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		
v (veh/h)		3			19		
C (m) (veh/h)		996			750		
v/c		0.00			0.03		
95% queue length		0.01			0.08		
Control Delay (s/veh)		8.6			9.9		
LOS		A			A		
Approach Delay (s/veh)	--	--	9.9				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. & MEMEORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2012		
Analysis Time Period	SAT MID-DAY PEAK HOUR						
Project Description <i>EXISTING + PROJECT</i>							
East/West Street: <i>MEMORIAL DRIVEWAY</i>				North/South Street: <i>MALIBU CANYON ROAD</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		351	47	20	757		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	351	47	20	757	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						52	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	52	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		
v (veh/h)		20			52		
C (m) (veh/h)		1172			847		
v/c		0.02			0.06		
95% queue length		0.05			0.20		
Control Delay (s/veh)		8.1			9.5		
LOS		A			A		
Approach Delay (s/veh)	--	--	9.5				
Approach LOS	--	--	A				

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Civic Center Way	east-west split					AM	4	10
						PM	19	29
WEEKDAY AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Project Volume		= Total	Lanes	V / C
	Volume					Volume		
Northbound								
↪ Left	25	1	0.016	0%	0	25	1	0.016
↪ Lt-Th	0	0	0.000	0%	0	0	0	0.000
↑ Thru	200	2	0.063	(25%)	1	201	2	0.063
↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
↪ Right	23	1	0.000	(75%)	3	26	1	0.000
↔ Shared	0	0	0.000	0%	0	0	0	0.000
Southbound								
↪ Left	19	1	0.012	0%	0	19	1	0.012
↪ Lt-Th	0	0	0.000	0%	0	0	0	0.000
↓ Thru	1171	2	0.366	25%	2	1173	2	0.367
↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
↪ Right	199	1	0.000	0%	0	199	1	0.000
↔ Shared	0	0	0.000	0%	0	0	0	0.000
Eastbound								
↪ Left	23	1	0.013	0%	0	23	1	0.013
↪ Lt-Th	0	1	0.013	0%	0	0	1	0.013
→ Thru	14	0	0.000	0%	0	14	0	0.000
↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
↪ Right	9	1	0.000	0%	0	9	1	0.000
↔ Shared	0	0	0.000	0%	0	0	0	0.000
Westbound								
↪ Left	16	1	0.010	5%	0	16	1	0.010
↪ Lt-Th	0	0	0.000	0%	0	0	0	0.000
↑ Thru	92	1	0.058	0%	0	92	1	0.058
↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
↪ Right	208	1	0.000	0%	0	208	1	0.000
↔ Shared	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South: 0.382			North-South: 0.382				
	East-West: 0.071			East-West: 0.071				
	Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.503			0.503				
Level of Service (LOS):	A			A				
PROJECT IMPACT								
Change in v/c due to project:							0.000	
Significantly impacted?							NO	

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Civic Center Way	east-west split			AM	6	4	10	
				PM	10	19	29	
WEEKDAY PM Peak: 4:45 PM	Counts	Lanes	V / C	+ Project Volume	Total Volume		Lanes	V / C
Northbound	↶ Left	22	1 0.014	0%	0	22	1	0.014
	↶ Lt-Th	0	0.000	0%	0	0	0	0.000
	↑ Thru	534	2 0.167	(25%)	5	539	2	0.168
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000
	↷ Right	27	1 0.000	(75%)	14	41	1	0.000
↕ Shared	0	0.000	0%	0	0	0	0.000	
Southbound	↶ Left	186	1 0.116	0%	0	186	1	0.116
	↶ Lt-Th	0	0.000	0%	0	0	0	0.000
	↓ Thru	464	2 0.145	25%	3	467	2	0.146
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000
	↷ Right	44	1 0.000	0%	0	44	1	0.000
↕ Shared	0	0.000	0%	0	0	0	0.000	
Eastbound	↶ Left	234	1 0.117	0%	0	234	1	0.117
	↶ Lt-Th	1	0.117	0%	0	1	1	0.117
	↓ Thru	103	0 0.000	0%	0	103	0	0.000
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000
	↷ Right	37	1 0.000	0%	0	37	1	0.000
↕ Shared	0	0.000	0%	0	0	0	0.000	
Westbound	↶ Left	17	1 0.011	5%	0	17	1	0.011
	↶ Lt-Th	0	0.000	0%	0	0	0	0.000
	↑ Thru	35	1 0.022	0%	0	35	1	0.022
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000
	↷ Right	609	1 0.000	0%	0	609	1	0.000
↕ Shared	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South: 0.283			North-South: 0.285				
	East-West: 0.139			East-West: 0.139				
	Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.472			0.474				
Level of Service (LOS):	A			A				
PROJECT IMPACT								
Change in v/c due to project:							0.002	
Significantly impacted?							NO	

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			In Out Total					
East/West Street: Civic Center Way	east-west split			Trip Gen 1	PM	67	52	119	
WEEKEND PM Peak: 11:45 PM	Counts	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	↵ Left	29	1	0.018	0%	0	29	1	0.018
	↵ Lt-Th		0	0	0%		0	0	0
	↑ Thru	296	2	0.093	(25%)	13	309	2	0.097
	↘ Th-Rt		0	0	0%		0	0	0
	↘ Right	22	1	0.014	(75%)	39	61	1	0.038
↔ Shared		0	0	0%		0	0	0	
Southbound	↵ Left	233	1	0.146	0%	0	233	1	0.146
	↵ Lt-Th		0	0	0%		0	0	0
	↓ Thru	766	2	0.239	25%	17	783	2	0.245
	↘ Th-Rt		0	0	0%		0	0	0
	↘ Right	28	1	0.018	0%	0	28	1	0.018
↔ Shared		0	0	0%		0	0	0	
Eastbound	↵ Left	29	1	0.021	0%	0	29	1	0.021
	↵ Lt-Th		1	0.021	0%		0	1	0.021
	→ Thru	32	0	0	0%	0	32	0	0
	↘ Th-Rt		0	0	0%		0	0	0
	↘ Right	26	1	0.016	0%	0	26	1	0.016
↔ Shared		0	0	0%		0	0	0	
Westbound	↵ Left	21	1	0.013	5%	3	24	1	0.015
	↵ Lt-Th		0	0	0%		0	0	0
	← Thru	28	1	0.018	0%	0	28	1	0.018
	↘ Th-Rt		0	0	0%		0	0	0
	↘ Right	179	1	0.112	0%	0	179	1	0.112
↔ Shared		0	0	0%		0	0	0	
Critical Volumes:	North-South:	0.258		North-South: 0.262					
	East-West:	0.039		East-West: 0.039					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.347			0.351					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
Change in v/c due to project:							0.004		
Significantly impacted?							NO		

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2012 + PROJECT		
Analysis Time Period	AM PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	22	56		55	58	10	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	238	39	101		2	8	2	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	28	56	55	68	277	101	12	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.05	0.05	0.06	0.25	0.09	0.01	
hd, final value (s)	5.78	4.97	6.12	5.51	5.49	4.37	5.43	
x, final value	0.04	0.08	0.09	0.10	0.42	0.12	0.02	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.5	2.7	3.8	3.2	3.2	2.1	3.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	306	305	318	527	351	262	
Delay (s/veh)	8.76	8.09	9.45	8.85	12.15	7.67	8.23	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.31		9.12		10.96		8.23	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.15							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2012 + PROJECT		
Analysis Time Period	PM PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	4	70	231		94	218	10	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	432	12	81		6	34	23	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	74	231	94	228	444	81	63	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	1.0	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.5	-0.7	-0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.07	0.21	0.08	0.20	0.39	0.07	0.06	
hd, final value (s)	7.14	6.40	7.55	7.01	6.98	5.79	7.23	
x, final value	0.15	0.41	0.20	0.44	0.86	0.13	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.8	4.1	5.2	4.7	4.7	3.5	4.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	324	481	344	478	511	331	313	
Delay (s/veh)	11.07	13.50	12.09	15.18	39.06	9.35	10.97	
LOS	B	B	B	C	E	A	B	
Approach: Delay (s/veh)	12.91		14.28		34.48		10.97	
LOS	B		B		D		B	
Intersection Delay (s/veh)	22.49							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2012 + PROJECT		
Analysis Time Period	SAT MID PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	7	129	190		90	96	5	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	145	18	120		6	20	3	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	136	190	90	101	163	120	29	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.4	-0.7	-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.12	0.17	0.08	0.09	0.14	0.11	0.03	
hd, final value (s)	5.67	4.94	6.28	5.74	6.27	5.12	6.16	
x, final value	0.21	0.26	0.16	0.16	0.28	0.17	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.4	2.6	4.0	3.4	4.0	2.8	3.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	386	440	340	351	413	370	279	
Delay (s/veh)	9.91	9.38	10.14	9.54	11.43	8.87	9.18	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.60		9.82		10.35		9.18	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.89							
Intersection LOS	A							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2012, WITH PROJECT				
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway				AM	6	4	10	
				PM	10	19	29	
WEEKDAY AM Peak: 8:00 AM	Counts					= Total		
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C
Northbound								
↪ Left	53	1	0.033	0%	0	53	1	0.033
↪ Lt-Th	0	0	0	0%	0	0	0	0
↑ Thru	48	0	0	0%	0	48	0	0
↪ Th-Rt	11	1	0.037	0%	0	48	1	0.037
↪ Right	0	0	0	0%	0	0	0	0
↔ Shared	0	0	0	0%	0	11	0	0
Southbound								
↪ Left	49	1	0.031	(45%)	2	51	1	0.032
↪ Lt-Th	0	1	0.031	0%	0	0	1	0.032
↓ Thru	40	0	0.000	0%	0	40	0	0.000
↪ Th-Rt	0	0	0.000	0%	0	40	0	0.000
↪ Right	32	1	0.020	(25%)	1	33	1	0.021
↔ Shared	0	0	0.000	0%	0	0	0	0.000
Eastbound								
↪ Left	130	1	0.081	0%	0	130	1	0.081
↪ Lt-Th	0	0	0	0%	0	0	0	0.000
→ Thru	1559	3	0.325	0%	0	1559	3	0.325
↪ Th-Rt	0	0	0	0%	0	0	0	0
↪ Right	68	1	0.043	0%	0	68	1	0.043
↔ Shared	0	0	0	0%	0	0	0	0
Westbound								
↪ Left	132	1	0.083	0%	0	132	1	0.083
↪ Lt-Th	0	0	0	0%	0	0	0	0
← Thru	689	2	0.215	45%	3	692	2	0.216
↪ Th-Rt	0	0	0	0%	0	0	0	0
↪ Right	231	1	0.144	0%	0	231	1	0.144
↔ Shared	0	0	0	0%	0	0	0	0
Critical Volumes:	North-South:		0.068			North-South:		0.069
	East-West:		0.408			East-West:		0.408
	Loss Time:		0.050			LossTime:		0.050
Volume/capacity (v/c) ratio:			0.526					0.527
Level of Service (LOS):			A					A
PROJECT IMPACT								
Change in v/c due to project:							0.001	
Significantly impacted?							NO	

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2012, WITH PROJECT				
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880				In	Out	Total	
East/West Street: Pacific Coast Highway				AM	6	4	10	
				PM	10	19	29	
WEEKDAY PM Peak: 4:45 PM	Counts				Total			
	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↷ Left	148	1 0.093	0%	0	148	1	0.093
	↷ Lt-Th		0 0	0%	0	0	0	0
	↑ Thru	72	0 0	0%	0	72	0	0
	↶ Th-Rt		1 0.063	0%	0	72	1	0.063
	↶ Right	29	0 0	0%	0	29	0	0
↕ Shared		0 0	0%	0	0	0	0	
Southbound	↷ Left	223	1 0.104	(45%)	9	232	1	0.107
	↷ Lt-Th		1 0.104	0%	0	0	1	0.107
	↓ Thru	76	0 0.000	0%	0	76	0	0.000
	↶ Th-Rt		0 0.000	0%	0	0	0	0.000
	↶ Right	69	1 0.043	(25%)	4	73	1	0.046
↕ Shared		0 0.000	0%	0	0	0	0.000	
Eastbound	↷ Left	93	1 0.058	0%	0	93	1	0.058
	↷ Lt-Th		0 0	0%	0	0	0	0
	→ Thru	1272	3 0.265	0%	0	1272	3	0.265
	↷ Th-Rt		0 0	0%	0	0	0	0
	↷ Right	54	1 0.034	0%	0	54	1	0.034
↕ Shared		0 0	0%	0	0	0	0	
Westbound	↷ Left	225	1 0.141	0%	0	225	1	0.141
	↷ Lt-Th		0 0	0%	0	0	0	0
	← Thru	1235	2 0.386	45%	5	1240	2	0.388
	↶ Th-Rt		0 0	0%	0	0	0	0
	↶ Right	380	1 0.168	0%	0	380	1	0.165
↕ Shared		0 0	0%	0	0	0	0	
Critical Volumes:	North-South: 0.167			North-South: 0.170				
	East-West: 0.444			East-West: 0.446				
	Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.661			0.666				
Level of Service (LOS):	B			B				
PROJECT IMPACT								
Change in v/c due to project:						0.005		
Significantly impacted?						NO		

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION			
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			In Out Total					Critical Phases: 1600			
East/West Street: Pacific Coast Highway				Trip					Capacity: 0			
WEEKEND				Gen 1 PM 67 52 119					FALSE 0 0%			
PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound	↵ Left	1	0.079	0%	0	1	0.079	0	127	1	0.079	
	↵ Lt-Th	0	0	0%	0	0	0	0	0	0	0	
	↑ Thru	0	0	0%	0	0	0	0	71	0	0	
	↗ Th-Rt	1	0.063	0%	0	1	0.063	0	71	1	0.063	
	↘ Right	0	0	0%	0	0	0	0	30	0	0	
↕ Shared	0	0	0%	0	0	0	0	0	0	0		
Southbound	↘ Left	1	0.075	(45%)	23	1	0.083	0	139	1	0.083	
	↘ Lt-Th	1	0.075	0%	0	1	0.083	0	139	1	0.083	
	↓ Thru	0	0	0%	0	0	0	0	101	0	0	
	↖ Th-Rt	0	0	0%	0	0	0	0	101	0	0	
	↙ Right	1	0	(25%)	13	1	0	0	70	1	0	
↕ Shared	0	0	0%	0	0	0	0	0	0	0		
Eastbound	↘ Left	1	0.093	0%	0	1	0.093	0	149	2	0.052	
	↘ Lt-Th	0	0	0%	0	0	0	0	149	0	0	
	→ Thru	3	0.276	0%	0	3	0.276	0	1323	3	0.276	
	↖ Th-Rt	0	0	0%	0	0	0	0	1323	0	0	
	↙ Right	1	0.041	0%	0	1	0.041	0	65	1	0.041	
↕ Shared	0	0	0%	0	0	0	0	0	0	0		
Westbound	↘ Left	1	0.179	0%	0	1	0.179	0	287	1	0.179	
	↘ Lt-Th	0	0	0%	0	0	0	0	287	0	0	
	← Thru	2	0.406	45%	30	2	0.415	0	1329	2	0.415	
	↗ Th-Rt	0	0	0%	0	0	0	0	1329	0	0	
	↙ Right	1	0.036	0%	0	1	0.028	0	115	1	0.028	
↕ Shared	0	0	0%	0	0	0	0	0	0	0		
Critical Volumes:	North-South:	0.154			North-South:	0.163			North-South:	0.163		
	East-West:	0.499			East-West:	0.508			East-West:	0.467		
	Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.703				0.721				0.680		
Level of Service (LOS):		C				C				B		
PROJECT IMPACT												
Change in v/c due to project:					0.018	Δv/c after mitigation:			-0.024			
Significantly impacted?					NO	Fully mitigated?			N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway	north-south split					AM	6	4	10
WEEKDAY AM Peak: 8:00 AM								PM	10
	Counts					= Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↪ Left	4	0	0.000	0%	0	4	0	0.000
	↪ Lt-Th	1	1	0.003	0%	0	1	1	0.003
	↑ Thru	1	0	0.000	0%	0	1	0	0.000
	↪ Th-Rt	2	1	0.000	0%	0	2	1	0.000
	↪ Right	2	0	0.000	0%	0	2	0	0.000
↪ Shared									
Southbound	↪ Left	80	1	0.028	0%	0	80	1	0.028
	↪ Lt-Th	1	1	0.028	0%	0	1	1	0.028
	↓ Thru	0	0	0.000	0%	0	0	0	0.000
	↪ Th-Rt	63	1	0.000	0%	0	63	1	0.000
	↪ Right	63	0	0.000	0%	0	63	0	0.000
↪ Shared									
Eastbound	↪ Left	92	1	0.058	0%	0	92	1	0.058
	↪ Lt-Th	1	0	0.000	0%	0	1	0	0.000
	→ Thru	1623	1	0.511	(45%)	2	1625	1	0.511
	↪ Th-Rt	11	1	0.511	0%	0	11	1	0.511
	↪ Right	11	0	0.000	0%	0	11	0	0.000
↪ Shared									
Westbound	↪ Left	3	1	0.002	0%	0	3	1	0.002
	↪ Lt-Th	1	0	0.000	0%	0	1	0	0.000
	↑ Thru	1001	1	0.354	45%	3	1004	1	0.355
	↪ Th-Rt	131	1	0.354	0%	0	131	1	0.355
	↪ Right	131	0	0.000	0%	0	131	0	0.000
↪ Shared									
Critical Volumes:	North-South:	0.031		North-South: 0.031					
	East-West:	0.513		East-West: 0.514					
	Loss Time:	0.050		LossTime: 0.050					
Volume/capacity (v/c) ratio:	0.594			0.595					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
Change in v/c due to project:							0.001		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway	north-south split					AM	PM		
WEEKDAY PM Peak: 4:45 PM	Counts								
	Volume	Lanes	V / C	+ Project Volume		Total Volume	Lanes	V / C	
Northbound	↵ Left	14	0	0.000	0%	0	14	0	0.000
	↵ Lt-Th		1	0.014	0%	0	14	1	0.014
	↑ Thru	8	0	0.000	0%	0	8	0	0.000
	↵ Th-Rt		0	0.000	0%	0	8	0	0.000
	↵ Right	19	1	0.000	0%	0	19	1	0.000
↵ Shared		0	0.000	0%	0	19	0	0.000	
Southbound	↵ Left	187	1	0.065	0%	0	187	1	0.065
	↵ Lt-Th		1	0.065	0%	0	187	1	0.065
	↓ Thru	1	0	0.000	0%	0	1	0	0.000
	↓ Th-Rt		0	0.000	0%	0	1	0	0.000
	↵ Right	132	1	0.000	0%	0	132	1	0.000
↵ Shared		0	0.000	0%	0	132	0	0.000	
Eastbound	↵ Left	94	1	0.059	0%	0	94	1	0.059
	↵ Lt-Th		0	0.000	0%	0	94	0	0.000
	→ Thru	1603	1	0.506	(45%)	9	1612	1	0.508
	↵ Th-Rt		1	0.506	0%	9	1612	1	0.508
	↵ Right	15	0	0.000	0%	0	15	0	0.000
↵ Shared		0	0.000	0%	0	15	0	0.000	
Westbound	↵ Left	15	1	0.009	0%	0	15	1	0.009
	↵ Lt-Th		0	0.000	0%	0	15	0	0.000
	↑ Thru	1711	1	0.593	45%	5	1716	1	0.594
	↵ Th-Rt		1	0.593	0%	5	1716	1	0.594
	↵ Right	186	0	0.000	0%	0	186	0	0.000
↵ Shared		0	0.000	0%	0	186	0	0.000	
Critical Volumes:	North-South:	0.079				North-South:	0.079		
	East-West:	0.652				East-West:	0.654		
	Loss Time:	0.050				Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.781					0.783		
Level of Service (LOS):		C					C		
PROJECT IMPACT									
							Change in v/c due to project:	0.002	
							Significantly impacted?	NO	

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION			
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			In Out Total					Critical Phases: 1600			
East/West Street: Pacific Coast Highway	north-south split			Gen 1	PM	67	52	119	Capacity: 0			
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Project	Volume	Total	Lanes	V / C	Adjusted	Total	Lanes	V / C
	Volume			Volume	Volume				Volume	Volume		
Northbound	↵ Left	0	0.000	0%	0	16	0	0.000	0	16	0	0.000
	↵ Lt-Th	16	1 0.014	0%	0	16	1	0.014	0	16	1	0.014
	↑ Thru	6	0 0.000	0%	0	6	0	0.000	0	6	0	0.000
	↗ Th-Rt	6	0 0.000	0%	0	6	0	0.000	0	6	0	0.000
	↘ Right	46	1 0.000	0%	0	46	1	0.000	0	46	1	0.000
↔ Shared	0	0 0.000	0%	0	0	0	0.000	0	0	0	0.000	
Southbound	↵ Left	0	0.000	0%	0	209	1	0.073	0	209	1	0.073
	↵ Lt-Th	209	1 0.073	0%	0	209	1	0.073	0	209	1	0.073
	↓ Thru	7	0 0.000	0%	0	7	0	0.000	0	7	0	0.000
	↘ Th-Rt	7	0 0.000	0%	0	7	0	0.000	0	7	0	0.000
	↘ Right	109	1 0.000	0%	0	109	1	0.000	0	109	1	0.000
↔ Shared	0	0 0.000	0%	0	0	0	0.000	0	0	0	0.000	
Eastbound	↵ Left	0	0.000	0%	0	144	1	0.090	0	144	1	0.090
	↵ Lt-Th	144	1 0.090	0%	0	144	1	0.090	0	144	1	0.090
	→ Thru	1439	1 0.460	(45%)	23	1462	1	0.467	0	1462	1	0.467
	↗ Th-Rt	1439	1 0.460	0%	0	1462	1	0.467	0	1462	1	0.467
	↘ Right	33	0 0.000	0%	0	33	0	0.000	0	33	0	0.000
↔ Shared	0	0 0.000	0%	0	0	0	0.000	0	0	0	0.000	
Westbound	↵ Left	0	0.000	0%	0	24	1	0.015	0	24	1	0.015
	↵ Lt-Th	24	1 0.015	0%	0	24	1	0.015	0	24	1	0.015
	↑ Thru	1625	1 0.573	45%	30	1655	1	0.583	0	1655	2	0.517
	↗ Th-Rt	1625	1 0.573	0%	0	1655	1	0.583	0	1655	0	0.000
	↘ Right	209	0 0.000	0%	0	209	0	0.000	0	209	1	0.131
↔ Shared	0	0 0.000	0%	0	0	0	0.000	0	0	0	0.000	
Critical Volumes:	North-South:	0.087			North-South:	0.087			North-South:	0.087		
	East-West:	0.663			East-West:	0.673			East-West:	0.607		
	Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.800				0.810				0.744		
Level of Service (LOS):		C				D				C		
PROJECT IMPACT												
Change in v/c due to project:								0.010	Δv/c after mitigation:		-0.056	
Significantly impacted?								NO	Fully mitigated?		N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 8									
		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway		Dual 2880			AM	6	4	10	
WEEKDAY					PM	10	19	29	
AM Peak: 7:30 AM		Counts			= Total				
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0	0%	0	0	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↗ Th-Rt	0	0	0	0%	0	0	0	0
	↘ Right	0	0	0	0%	0	0	0	0
	↔ Shared	0	0	0	0%	0	0	0	0
Southbound	↘ Left <small>not part of signal</small>	0	0	0	0%	0	0	0	0
	↘ Lt-Th	0	0	0	0%	0	0	0	0
	↓ Thru	0	0	0	0%	0	0	0	0
	↙ Th-Rt	0	0	0	0%	0	0	0	0
	↘ Right	0	0	0	0%	0	0	0	0
	↔ Shared	0	1	0	0%	0	0	1	0
Eastbound	↘ Left	2	1	0.001	0%	0	2	1	0.001
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	→ Thru	1672	2	0.523	(45%)	2	1674	2	0.523
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0	0.000
	↔ Shared	0	0	0.000	0%	0	0	0	0.000
Westbound	↘ Left	5	1	0.003	0%	0	5	1	0.003
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1202	2	0.376	45%	3	1205	2	0.377
	↗ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	1	1	0.001	0%	0	1	1	0.001
	↔ Shared	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:		North-South: 0.000			North-South: 0.000				
		East-West: 0.526			East-West: 0.526				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.576			0.576				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:							0.000		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No. 8		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
WEEKDAY PM Peak: 4:45 PM		Counts							
		Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↪ Left	0	0	0	0%	0	0	0	0
	↪ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↪ Th-Rt	0	0	0	0%	0	0	0	0
	↪ Right	0	0	0	0%	0	0	0	0
	↔ Shared	0	0	0	0%	0	0	0	0
Southbound	↪ Left <small>not part of signal</small>	3	0	0	0%	0	3	0	0
	↪ Lt-Th	0	0	0	0%	0	0	0	0
	↓ Thru	0	0	0	0%	0	0	0	0
	↪ Th-Rt	0	0	0	0%	0	0	0	0
	↪ Right	3	0	0	0%	0	3	0	0
	↔ Shared	3	1	0.000	0%	0	3	1	0.000
Eastbound	↪ Left	0	1	0.000	0%	0	0	1	0.000
	↪ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↓ Thru	1799	2	0.562	(45%)	9	1808	2	0.565
	↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↪ Right	0	0	0.000	0%	0	0	0	0.000
	↔ Shared	0	0	0.000	0%	0	0	0	0.000
Westbound	↪ Left	13	1	0.008	0%	0	13	1	0.008
	↪ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1937	2	0.605	45%	5	1942	2	0.607
	↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↪ Right	1	1	0.001	0%	0	1	1	0.001
	↔ Shared	0	0	0.000	0%	0	0	0.000	
Critical Volumes:		North-South: 0.000			North-South: 0.000				
		East-West: 0.605			East-West: 0.607				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.655			0.657				
Level of Service (LOS):		B			B				
PROJECT IMPACT									
Change in v/c due to project:								0.002	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No.8	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway				Trip	AM	0	0	0	
WEEKEND				Gen 1	PM	67	52	119	
PM Peak: 12:00 PM	Counts			+ Project		Total			
	Volume	Lanes	V / C	Volume		Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0%	0	0	0	0	
	↵ Lt-Th	0	0	0%	0	0	0	0	
	↑ Thru	0	0	0%	0	0	0	0	
	↗ Th-Rt	0	0	0%	0	0	0	0	
	↘ Right	0	0	0%	0	0	0	0	
	↔ Shared	0	0	0%	0	0	0	0	
Southbound	↘ Left <small>not part of signal</small>	1	0	0%	0	1	0	0	
	↘ Lt-Th	0	0	0%	0	0	0	0	
	↓ Thru	0	0	0%	0	0	0	0	
	↙ Th-Rt	0	0	0%	0	0	0	0	
	↘ Right	4	0	0%	0	4	0	0	
	↔ Shared	4	1	0.000	0%	0	4	1	0
Eastbound	↘ Left	4	1	0.003	0%	0	4	1	0.003
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1669	2	0.522	(45%)	23	1692	2	0.529
	↗ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0	0.000
	↔ Shared	0	0	0.000	0%	0	0	0	0.000
Westbound	↘ Left	17	1	0.011	0%	0	17	1	0.011
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1875	2	0.586	45%	30	1905	2	0.595
	↗ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	5	1	0.003	0%	0	5	1	0.003
	↔ Shared	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South:	0.000		North-South:	0.000				
	East-West:	0.588		East-West:	0.595				
	Loss Time:	0.050		Loss Time:	0.050				
Volume/capacity (v/c) ratio:	0.638			0.645					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
change in v/c due to project:							0.007		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No.9		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
					PM	10	19	29	
WEEKDAY									
AM Peak: 8:00 AM		Counts							
		Volume	Lanes	V / C	+ Project Volume	= Total Volume		Lanes	V / C
Northbound	↪ Left	0	0	0	0%	0	0	0	0
	↪ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↪ Th-Rt	0	0	0	0%	0	0	0	0
	↪ Right	0	0	0	0%	0	0	0	0
	↕ Shared	0	0	0	0%	0	0	0	0
Southbound	↪ Left	13	0	0	0%	0	13	0	0
	↪ Lt-Th	0	0	0	0%	0	0	0	0
	↓ Thru	0	0	0	0%	0	0	0	0
	↪ Th-Rt	0	0	0	0%	0	0	0	0
	↪ Right	14	0	0	0%	0	14	0	0
	↕ Shared	1	1	0.017	0%	0	14	1	0.017
Eastbound	↪ Left	28	1	0.018	0%	0	28	1	0.018
	↪ Lt-Th	0	0	0	0%	0	0	0	0
	→ Thru	1508	2	0.471	(45%)	2	1510	2	0.472
	↪ Th-Rt	0	0	0	0%	0	0	0	0
	↪ Right	0	0	0	0%	0	0	0	0
	↕ Shared	0	0	0	0%	0	0	0	0
Westbound	↪ Left	1	0	0	0%	0	1	0	0
	↪ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	1205	2	0.377	45%	3	1208	2	0.378
	↪ Th-Rt	0	0	0	0%	0	0	0	0
	↪ Right	8	1	0.005	0%	0	8	1	0.005
	↕ Shared	0	0	0	0%	0	0	0	0
Critical Volumes:		North-South: 0.017			North-South: 0.017				
		East-West: 0.471			East-West: 0.472				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.538							
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:							0.001		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No.9		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
WEEKDAY PM Peak: 4:15 PM					PM	10	19	29	
		Counts			+ Project Volume	Total Volume			
		Volume	Lanes	V / C			Lanes	V / C	
Northbound	↵ Left	0	0	0	0%	0	0	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↗ Th-Rt	0	0	0	0%	0	0	0	0
	↘ Right	0	0	0	0%	0	0	0	0
	↕ Shared	0	0	0	0%	0	0	0	0
Southbound	↵ Left	12	0	0	0%	0	12	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	↓ Thru	0	0	0	0%	0	0	0	0
	↘ Th-Rt	0	0	0	0%	0	0	0	0
	↘ Right	22	0	0	0%	0	22	0	0
	↕ Shared	22	1	0.021	0%	0	22	1	0.021
Eastbound	↵ Left	15	1	0.009	0%	0	15	1	0.009
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	→ Thru	1676	2	0.524	(45%)	9	1685	2	0.527
	↗ Th-Rt	0	0	0	0%	0	0	0	0
	↘ Right	0	0	0	0%	0	0	0	0
	↕ Shared	0	0	0	0%	0	0	0	0
Westbound	↵ Left	0	0	0	0%	0	0	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	1805	2	0.564	45%	5	1810	2	0.566
	↗ Th-Rt	0	0	0	0%	0	0	0	0
	↘ Right	9	1	0.006	0%	0	9	1	0.006
	↕ Shared	9	0	0	0%	0	9	0	0
Critical Volumes:		North-South: 0.021			North-South: 0.021				
		East-West: 0.573			East-West: 0.575				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.644			0.646				
Level of Service (LOS):		B			B				
PROJECT IMPACT									
Change in v/c due to project:							0.002		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No. 9	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			In Out Total					
East/West Street: Pacific Coast Highway				Trip Gen 1	PM	67	52	119	
WEEKEND PM Peak: 12:00 PM	Counts								
	Volume	Lanes	V / C	+ Project Volume		Total Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0	0%	0	0	0	
	↵ Lt-Th	0	0	0	0%	0	0	0	
	↑ Thru	0	0	0	0%	0	0	0	
	↗ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0%	0	0	0	
	↔ Shared	0	0	0	0%	0	0	0	
Southbound	↘ Left	13	0	0	0%	0	13	0	
	↘ Lt-Th	0	0	0	0%	0	0	0	
	↓ Thru	0	0	0	0%	0	0	0	
	↙ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	19	0	0	0%	0	19	0	
	↔ Shared	19	1	0.020	0%	0	19	1	0.020
Eastbound	↘ Left	25	1	0.016	0%	0	25	1	0.016
	↘ Lt-Th	0	0	0	0%	0	0	0	
	→ Thru	1479	2	0.462	(45%)	23	1502	2	0.469
	↘ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0%	0	0	0	
	↔ Shared	0	0	0	0%	0	0	0	
Westbound	↘ Left	0	0	0	0%	0	0	0	
	↘ Lt-Th	0	0	0	0%	0	0	0	
	← Thru	1798	2	0.562	45%	30	1828	2	0.571
	↙ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	13	1	0.008	0%	0	13	1	0.008
	↔ Shared	13	0	0	0%	0	13	0	0
Critical Volumes:	North-South: 0.020			North-South: 0.020					
	East-West: 0.578			East-West: 0.587					
	Loss Time: 0.050			Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.648			0.657					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
Change in v/c due to project:							0.009		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

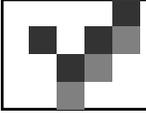
Intersection No.10		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
WEEKDAY AM Peak: 7:45 AM					PM	10	19	29	
		Counts				= Total			
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↶ Left	1	0	0	0%	0	1	0	0
	↷ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↘ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	0	0	0	0%	0	0	0	0
	↔ Shared		1	0.001	0%	0	1	0.001	
Southbound	↷ Left	40	0	0	0%	0	40	0	0
	↶ Lt-Th		0	0	0%	0	0	0	0
	↓ Thru	1	0	0	0%	0	1	0	0
	↘ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	35	0	0	0%	0	35	0	0
	↔ Shared		1	0.048	0%	0	1	0.048	
Eastbound	↶ Left	23	1	0.014	0%	0	23	1	0.014
	↷ Lt-Th		0	0	0%	0	0	0	0
	→ Thru	1535	1	0.480	(45%)	2	1537	1	0.480
	↘ Th-Rt		1	0.480	0%	0	0	1	0.480
	↷ Right	0	0	0	0%	0	0	0	0
	↔ Shared		0	0	0%	0	0	0	
Westbound	↶ Left	3	1	0.002	0%	0	3	1	0.002
	↷ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1197	2	0.374	45%	3	1200	2	0.375
	↘ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	27	1	0.017	0%	0	27	1	0.017
	↔ Shared		0	0	0%	0	0	0	
Critical Volumes:		North-South: 0.048			North-South: 0.048				
		East-West: 0.482			East-West: 0.482				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.580			0.580				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:								0.001	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	6	4	10	
WEEKDAY PM Peak: 4:30 PM					PM	10	19	29	
		Counts				Total			
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↶ Left	10	0	0	0%	0	10	0	0
	↶ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↷ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	15	0	0	0%	0	15	0	0
	↕ Shared		1	0.016	0%	0	1	0.016	
Southbound	↷ Left	30	0	0	0%	0	30	0	0
	↷ Lt-Th		0	0	0%	0	0	0	0
	↓ Thru	2	0	0	0%	0	2	0	0
	↷ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	34	0	0	0%	0	34	0	0
	↕ Shared		1	0.041	0%	0	1	0.041	
Eastbound	↶ Left	41	1	0.026	0%	0	41	1	0.026
	↶ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1699	1	0.531	(45%)	9	1708	1	0.534
	↷ Th-Rt		1	0.531	0%	0	1	0.534	
	↷ Right	17	0	0	0%	0	17	0	0
	↕ Shared		0	0	0%	0	0	0	0
Westbound	↷ Left	18	1	0.011	0%	0	18	1	0.011
	↷ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1787	2	0.558	45%	5	1792	2	0.560
	↷ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	39	1	0.024	0%	0	39	1	0.024
	↕ Shared		0	0	0%	0	0	0	0
Critical Volumes:		North-South: 0.057			North-South: 0.058				
		East-West: 0.584			East-West: 0.586				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.691			0.694				
Level of Service (LOS):		B			B				
PROJECT IMPACT									
Change in v/c due to project:								0.003	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 10	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			In Out Total					
East/West Street: Pacific Coast Highway				Trip Gen 1	PM	67	52	119	
WEEKEND PM Peak: 12:00 PM	Counts					Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↶ Left	16	0	0	0%	0	16	0	0
	↶ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↷ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	17	0	0	0%	0	17	0	0
	↷ Shared		1	0.021	0%	0	1	0.021	
Southbound	↶ Left	34	0	0	0%	0	34	0	0
	↶ Lt-Th		0	0	0%	0	0	0	0
	↓ Thru	2	0	0	0%	0	2	0	0
	↓ Th-Rt		0	0	0%	0	0	0	0
	↷ Right	41	0	0	0%	0	41	0	0
	↷ Shared		1	0.048	0%	0	1	0.048	
Eastbound	↶ Left	28	1	0.018	0%	0	28	1	0.018
	↶ Lt-Th		0	0	0%	0	0	0	0
	→ Thru	1424	1	0.445	(45%)	23	1447	1	0.452
	↷ Th-Rt		1	0.445	0%	0	1	0.452	
	↷ Right	44	0	0	0%	0	44	0	0
	↷ Shared		0	0	0%	0	0	0	0
Westbound	↶ Left	44	1	0.028	0%	0	44	1	0.028
	↶ Lt-Th		0	0	0%	0	0	0	0
	← Thru	1733	2	0.542	45%	30	1763	2	0.551
	← Th-Rt		0	0	0%	0	0	0	0
	↶ Right	38	1	0.024	0%	0	38	1	0.024
	↶ Shared		0	0	0%	0	0	0	0
Critical Volumes:	North-South:	0.069		North-South: 0.069					
	East-West:	0.559		East-West: 0.568					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.678			0.687					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
Change in v/c due to project:							0.009		
Significantly impacted?							NO		



Overland Traffic Consultants, Inc.

FUTURE (2016) CUMULATIVE + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE						2016, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year								<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway										AM	6	4	10	
										PM	10	19	29	
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total				+ Project	= Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound														
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↑ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Southbound														
↵ Left	199	2	0.069	12	16	227	2	0.079	4%	0	227	2	0.079	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↓ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	250	1	0.069	15	17	282	1	0.075	0%	0	282	1	0.075	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Eastbound														
↵ Left	139	1	0.087	9	15	163	1	0.102	0%	0	163	1	0.102	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↓ Thru	672	2	0.210	41	198	911	2	0.285	10%	1	912	2	0.285	
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Westbound														
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↑ Thru	601	2	0.188	37	164	802	2	0.251	(10%)	1	803	2	0.251	
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	106	1	0.066	7	7	120	1	0.075	(4%)	0	120	1	0.075	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.069								North-South:	0.079		North-South: 0.079	
	East-West:	0.275								East-West:	0.352		East-West: 0.352	
	Loss Time:	0.050								Loss Time:	0.050		Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.394									0.481			0.481	
Level of Service (LOS):	A									A			A	
PROJECT IMPACT														
Change in v/c due to project:												0.000		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT															
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					<table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway																								
WEEKDAY PM Peak: 4:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound																								
↙ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↙ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↑ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
Southbound																								
↙ Left	155	2	0.054	10	18	183	2	0.063	4%	1	184	2	0.064											
↙ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↓ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↘ Right	194	1	0.000	12	24	230	1	0.000	0%	0	230	1	0.000											
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
Eastbound																								
↙ Left	344	1	0.215	21	25	390	1	0.244	0%	0	390	1	0.244											
↙ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↓ Thru	972	2	0.304	60	250	1282	2	0.401	10%	1	1283	2	0.401											
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
Westbound																								
↙ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↙ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↑ Thru	1006	2	0.314	62	262	1330	2	0.416	(10%)	2	1332	2	0.416											
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
↘ Right	247	1	0.154	15	25	287	1	0.179	(4%)	1	288	1	0.180											
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
Critical Volumes:	North-South:	0.054		North-South:					0.063		North-South:			0.064										
	East-West:	0.529		East-West:					0.659		East-West:			0.660										
	Loss Time:	0.050		Loss Time:					0.050		Loss Time:			0.050										
Volume/capacity (v/c) ratio:	0.633								0.772					0.774										
Level of Service (LOS):	B								C					C										
PROJECT IMPACT																								
Change in v/c due to project:												0.002												
Significantly impacted?												NO												

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					Trip Gen 1 PM In Out Total 67 52 119				
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↑ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Southbound													
↵ Left	284	2	0.099	17	23	324	2	0.113	4%	3	327	2 0.114	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↓ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	586	1	0.178	36	26	648	1	0.186	0%	0	648	1 0.186	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Eastbound													
↵ Left	302	1	0.105	19	30	351	1	0.122	0%	0	351	1 0.122	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
→ Thru	1028	2	0.321	63	299	1390	2	0.434	10%	7	1397	2 0.437	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Westbound													
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↑ Thru	1221	2	0.382	75	266	1562	2	0.488	(10%)	5	1567	2 0.490	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	172	1	0.108	11	22	205	1	0.128	(4%)	2	207	1 0.129	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Critical Volumes:	North-South:	0.178							North-South:	0.186		North-South:	0.186
	East-West:	0.486							East-West:	0.610		East-West:	0.611
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:	0.050
Volume/capacity (v/c) ratio:	0.714								0.846			0.847	
Level of Service (LOS):	C								D			D	
PROJECT IMPACT													
Change in v/c due to project:										0.001			
Significantly impacted?										NO			

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT															
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					<table style="margin: auto; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway																								
WEEKDAY																								
AM Peak: 8:00 AM	Counts			+ Amb. Growth			+ Area Projects		= Total Volume		= Total Volume													
	Volume	Lanes	V / C	Volume	Lanes	V / C	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C											
Northbound	↷ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000										
	↷ Lt-Th	1	0.005	0	1	4	1	0.007	0%	0	4	1	0.007											
	↑ Thru	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000										
	↷ Th-Rt	1	0.005	0	0	7	1	0.007	0%	0	7	1	0.007											
	↷ Right	7	0	0.000	0	2	9	0	0.000	0%	0	9	0	0.000										
↷ Shared	0	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000												
Southbound	↷ Left	956	1	0.337	59	23	1038	1	0.366	0%	0	1038	1	0.366										
	↷ Lt-Th	1	0.337	59	23	1038	1	0.366	0%	0	1038	1	0.366											
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000										
	↷ Th-Rt	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000											
	↷ Right	216	1	0.093	13	1	230	1	0.103	0%	0	230	1	0.102										
↷ Shared	0	0.000	13	1	230	0	0.000	0%	0	0.000	0	0.000												
Eastbound	↷ Left	135	2	0.047	8	-11	132	2	0.046	25%	1	133	2	0.046										
	↷ Lt-Th	0	0.000	8	-11	132	0	0.000	0%	1	133	0	0.000											
	↑ Thru	884	1	0.279	54	164	1102	1	0.347	0%	0	1102	1	0.347										
	↷ Th-Rt	1	0.279	54	164	1102	1	0.347	0%	0	1102	1	0.347											
	↷ Right	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000										
↷ Shared	0	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000												
Westbound	↷ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003										
	↷ Lt-Th	0	0.000	0	1	5	0	0.000	0%	0	5	0	0.000											
	↑ Thru	651	2	0.203	40	90	781	2	0.244	(25%)	1	782	2	0.244										
	↷ Th-Rt	0	0.000	40	90	781	0	0.000	0%	1	782	0	0.000											
	↷ Right	123	1	0.000	8	-16	115	1	0.000	45%	3	118	1	0.000										
↷ Shared	0	0.000	8	-16	115	0	0.000	0%	3	118	0	0.000												
Critical Volumes:	North-South: 0.342								North-South: 0.373		North-South: 0.373													
	East-West: 0.281								East-West: 0.350		East-West: 0.350													
	Loss Time: 0.050								Loss Time: 0.050		Loss Time: 0.050													
Volume/capacity (v/c) ratio:	0.673								0.773		0.773													
Level of Service (LOS):	B								C		C													
PROJECT IMPACT																								
										Change in v/c due to project:		0.000												
										Significantly impacted?		NO												

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE						2016, WITH PROJECT															
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year						<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
AM	6	4	10																						
PM	10	19	29																						
East/West Street: Pacific Coast Highway																									
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total				+ Project	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Lanes	V / C													
Northbound																									
↪ Left	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000												
↪ Lt-Th		1	0.009				1	0.020	0%	0	24	1	0.020												
↑ Thru	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000												
↪ Th-Rt		1	0.009				1	0.020	0%	0	6	1	0.020												
↪ Right	17	0	0.000	1	16	34	0	0.000	0%	0	34	0	0.000												
↔ Shared		0	0.000				0	0.000	0%	0	34	0	0.000												
Southbound																									
↪ Left	320	1	0.116	20	4	344	1	0.125	0%	0	344	1	0.125												
↪ Lt-Th		1	0.116				1	0.125	0%	0	344	1	0.125												
↓ Thru	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000												
↪ Th-Rt		0	0.000				0	0.000	0%	0	17	0	0.000												
↪ Right	183	1	0.015	11	0	194	1	0.013	0%	0	194	1	0.013												
↔ Shared		0	0.000				0	0.000	0%	0	194	0	0.000												
Eastbound																									
↪ Left	318	2	0.110	20	8	346	2	0.120	25%	2	348	2	0.121												
↪ Lt-Th		0	0.000				0	0.000	0%	0	348	0	0.000												
→ Thru	1128	1	0.359	69	186	1383	1	0.444	0%	0	1383	1	0.444												
↪ Th-Rt		1	0.359				1	0.444	0%	0	1383	1	0.444												
↪ Right	21	0	0.000	1	15	37	0	0.000	0%	0	37	0	0.000												
↔ Shared		0	0.000				0	0.000	0%	0	37	0	0.000												
Westbound																									
↪ Left	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021												
↪ Lt-Th		0	0.000				0	0.000	0%	0	33	0	0.000												
↑ Thru	1229	2	0.384	75	235	1539	2	0.481	(25%)	4	1543	2	0.482												
↪ Th-Rt		0	0.000				0	0.000	0%	4	1543	0	0.000												
↪ Right	260	1	0.000	16	-5	271	1	0.000	45%	5	276	1	0.000												
↔ Shared		0	0.000				0	0.000	0%	5	276	0	0.000												
Critical Volumes:	North-South: 0.125									North-South: 0.145															
	East-West: 0.368									East-West: 0.464															
	Loss Time: 0.050									Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.543									0.659															
Level of Service (LOS):	A									B															
PROJECT IMPACT																									
Change in v/c due to project:										0.000															
Significantly impacted?										NO															

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					In Out Total				
East/West Street: Pacific Coast Highway									Trip Gen 1 PM 67 52 119				
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total							
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project	Total	Lanes	V / C	
Northbound													
↪ Left	26	0	0.000	2	22	50	0	0.000	0%	0	50	0	0.000
↪ Lt-Th		1	0.030				1	0.047	0%	0		1	0.047
↑ Thru	16	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000
↪ Th-Rt		1	0.030				1	0.047	0%	0		1	0.047
↪ Right	55	0	0.000	3	24	82	0	0.000	0%	0	82	0	0.000
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000
Southbound													
↪ Left	280	1	0.107	17	-4	293	1	0.113	0%	0	293	1	0.113
↪ Lt-Th		1	0.110				1	0.116	0%	0		1	0.116
↓ Thru	28	0	0.000	2	2	32	0	0.000	0%	0	32	0	0.000
↪ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000
↪ Right	256	1	0.160	16	7	279	1	0.174	0%	0	279	1	0.174
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000
Eastbound													
↪ Left	193	2	0.067	12	10	215	2	0.075	25%	17	232	2	0.081
↪ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
→ Thru	1256	1	0.405	77	228	1561	1	0.508	0%	0	1561	1	0.508
↪ Th-Rt		1	0.405				1	0.508	0%	0		1	0.508
↪ Right	40	0	0.000	2	22	64	0	0.000	0%	0	64	0	0.000
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000
Westbound													
↪ Left	43	1	0.027	3	25	71	1	0.044	0%	0	71	1	0.044
↪ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
← Thru	1310	2	0.409	80	233	1623	2	0.507	(25%)	13	1636	2	0.511
↪ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000
↪ Right	142	1	0.001	9	-6	145	1	-0.001	46%	30	175	1	0.018
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000
Critical Volumes:	North-South: 0.190			North-South: 0.221					North-South: 0.221				
	East-West: 0.476			East-West: 0.582					East-West: 0.592				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.716			0.853					0.863				
Level of Service (LOS):	C			D					D				
PROJECT IMPACT													
Change in v/c due to project:											0.010		
Significantly impacted?											NO		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. RD & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2016		
Analysis Time Period	AM PEAK HOUR						
Project Description 2016 + PROJECT							
East/West Street: MEMORIAL DRIVEWAY				North/South Street: MALIBU CANYON ROAD			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		270	4	2	1287		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	270	4	2	1287	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	4	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		
v (veh/h)		2			4		
C (m) (veh/h)		1301			917		
v/c		0.00			0.00		
95% queue length		0.00			0.01		
Control Delay (s/veh)		7.8			8.9		
LOS		A			A		
Approach Delay (s/veh)	--	--	8.9				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. RD & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2016		
Analysis Time Period	PM PEAK HOUR						
Project Description 2016 + PROJECT							
East/West Street: MEMORIAL DRIVEWAY				North/South Street: MALIBU CANYON ROAD			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		626	7	3	562		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	626	7	3	562	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)							19
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0	19
Percent Heavy Vehicles	0	0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L			R		
v (veh/h)		3			19		
C (m) (veh/h)		960			729		
v/c		0.00			0.03		
95% queue length		0.01			0.08		
Control Delay (s/veh)		8.8			10.1		
LOS		A			B		
Approach Delay (s/veh)	--	--	10.1				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2016		
Analysis Time Period	SAT MID-DAY PEAK HOUR						
Project Description 2016 + PROJECT							
East/West Street: MEMORIAL DRIVEWAY				North/South Street: MALIBU CANYON ROAD			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		383	47	20	810		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	383	47	20	810	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						52	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	52	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L			R		
v (veh/h)		20			52		
C (m) (veh/h)		1140			830		
v/c		0.02			0.06		
95% queue length		0.05			0.20		
Control Delay (s/veh)		8.2			9.6		
LOS		A			A		
Approach Delay (s/veh)	--	--	9.6				
Approach LOS	--	--	A				

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Civic Center Way	east-west split								AM	6	4	10	
WEEKDAY AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↵ Left	1	0.016	2	-16	11	1	0.007	0%	0	11	1	0.007
	↵ Lt-Th	25	0.000	12	3	215	2	0.067	(25%)	1	216	2	0.068
	↑ Thru	200	0.000	1	0	24	1	0.000	(75%)	3	27	1	0.000
	↗ Th-Rt	23	0.000										
	↘ Shared												
Southbound	↵ Left	19	0.012	1	0	20	1	0.013	0%	0	20	1	0.013
	↵ Lt-Th		0.000	72	51	1294	2	0.404	25%	2	1296	2	0.405
	↓ Thru	1171	0.000	12	-8	203	1	0.000	0%	0	203	1	0.000
	↘ Th-Rt		0.000						0%				
	↘ Shared	199	0.000						0%				
Eastbound	↵ Left	23	0.013	1	-2	22	1	0.012	0%	0	22	1	0.012
	↵ Lt-Th		0.013	1	-4	11	1	0.012	0%	0	11	1	0.012
	→ Thru	14	0.000	1	-4	11	0	0.000	0%	0	11	0	0.000
	↘ Th-Rt		0.000	1	-4	6	1	0.000	0%	0	6	1	0.000
	↘ Shared	9	0.000						0%				
Westbound	↵ Left	16	0.010	1	0	17	1	0.011	5%	0	17	1	0.011
	↵ Lt-Th		0.000	6	-16	82	1	0.051	0%	0	82	1	0.051
	↑ Thru	92	0.000	13	22	243	1	0.000	0%	0	243	1	0.000
	↗ Th-Rt		0.000						0%				
	↗ Shared	208	0.000						0%				
Critical Volumes:	North-South:	0.382				North-South:	0.411			North-South:	0.412		
	East-West:	0.070				East-West:	0.063			East-West:	0.063		
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.502					0.524				0.525		
Level of Service (LOS):		A					A				A		
PROJECT IMPACT													
Change in v/c due to project:											0.002		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT					
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>		
East/West Street: Civic Center Way	east-west split								AM	6	4	10		
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total				
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C		
Northbound	↵ Left	1	0.014	1	-5	18	1	0.011	0%	0	18	1	0.011	
	↵ Lt-Th	22	0	0.000			0	0.000	0%	0	18	0	0.000	
	↵ Thru	534	2	0.167	33	14	581	2	0.181	(25%)	5	586	2	0.183
	↵ Th-Rt	0	0	0.000			0	0.000	0%	0	586	0	0.000	
	↵ Right	27	1	0.000	2	0	29	1	0.000	(75%)	14	43	1	0.000
↵ Shared	0	0	0.000			0	0.000	0%	0	43	0	0.000		
Southbound	↵ Left	186	1	0.116	11	46	243	1	0.152	0%	0	243	1	0.152
	↵ Lt-Th	0	0	0.000			0	0.000	0%	0	243	0	0.000	
	↵ Thru	464	2	0.145	28	11	503	2	0.157	25%	3	506	2	0.158
	↵ Th-Rt	0	0	0.000			0	0.000	0%	0	506	0	0.000	
	↵ Right	44	1	0.000	3	-2	45	1	0.000	0%	0	45	1	0.000
↵ Shared	0	0	0.000			0	0.000	0%	0	45	0	0.000		
Eastbound	↵ Left	234	1	0.117	14	-6	242	1	0.118	0%	0	242	1	0.118
	↵ Lt-Th	1	1	0.117			1	0.118	0%	0	242	1	0.118	
	↵ Thru	103	0	0.000	6	-11	98	0	0.000	0%	0	98	0	0.000
	↵ Th-Rt	0	0	0.000			0	0.000	0%	0	98	0	0.000	
	↵ Right	37	1	0.000	2	-11	28	1	0.000	0%	0	28	1	0.000
↵ Shared	0	0	0.000			0	0.000	0%	0	28	0	0.000		
Westbound	↵ Left	17	1	0.011	1	0	18	1	0.011	5%	0	18	1	0.011
	↵ Lt-Th	0	0	0.000			0	0.000	0%	0	18	0	0.000	
	↵ Thru	35	1	0.022	2	-5	32	1	0.020	0%	0	32	1	0.020
	↵ Th-Rt	0	0	0.000			0	0.000	0%	0	32	0	0.000	
	↵ Right	609	1	0.000	37	63	709	1	0.000	0%	0	709	1	0.000
↵ Shared	0	0	0.000			0	0.000	0%	0	709	0	0.000		
Critical Volumes:	North-South: 0.159			North-South: 0.169					North-South: 0.170					
	East-West: 0.139			East-West: 0.138					East-West: 0.138					
	Total: 0.050			Total: 0.050					Total: 0.050					
Volume/capacity (v/c) ratio:	0.348			0.357					0.358					
Level of Service (LOS):	A			A					A					
PROJECT IMPACT														
Change in v/c due to project:									0.001					
Significantly impacted?									NO					

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT					
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					In Out Total					
East/West Street: Civic Center Way	east-west split								Trip Gen 1 PM 67 52 119					
WEEKEND PM Peak: 11:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	Left	1	0.018	2	-6	25	1	0.015	0%	0	25	1	0.015	
	Lt-Th	29	0	2	18	331	2	0.103	0%	0	25	0	0	
	Thru	296	2	0.093	18	17	331	2	0.103	(25%)	13	344	2	0.108
	Th-Rt	22	0	0	1	0	23	1	0.015	0%	0	23	1	0.015
	Right	22	1	0.014	1	0	23	1	0.015	(75%)	39	62	1	0.039
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Southbound	Left	1	0.146	14	63	310	1	0.194	0%	0	310	1	0.194	
	Lt-Th	233	0	0	14	63	310	1	0.194	0%	0	310	1	0.194
	Thru	766	2	0.239	47	13	826	2	0.258	25%	17	843	2	0.263
	Th-Rt	28	0	0	2	-3	27	1	0.017	0%	0	27	1	0.017
	Right	28	1	0.018	2	-3	27	1	0.017	0%	0	27	1	0.017
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Eastbound	Left	1	0.021	2	-2	29	1	0.020	0%	0	29	1	0.020	
	Lt-Th	29	1	0.021	2	-2	29	1	0.020	0%	0	29	1	0.020
	Thru	32	0	0	2	-4	30	0	0	0%	0	30	0	0
	Th-Rt	32	0	0	2	-4	30	0	0	0%	0	30	0	0
	Right	26	1	0.016	2	-4	24	1	0.015	0%	0	24	1	0.015
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Westbound	Left	1	0.013	1	0	22	1	0.014	5%	3	25	1	0.016	
	Lt-Th	21	0	0	1	0	22	1	0.014	0%	0	22	1	0.014
	Thru	28	1	0.018	2	-6	24	1	0.015	0%	0	24	1	0.015
	Th-Rt	28	0	0	2	-6	24	0	0	0%	0	24	0	0
	Right	179	1	0.112	11	60	250	1	0.156	0%	0	250	1	0.156
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Critical Volumes:	North-South: 0.258			North-South: 0.274					North-South: 0.279					
	East-West: 0.039			East-West: 0.035					East-West: 0.035					
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.347			0.359					0.364					
Level of Service (LOS):	A			A					A					
								PROJECT IMPACT						
								Change in v/c due to project: 0.005						
								Significantly impacted? NO						

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2016 WITH PROJECT		
Analysis Time Period	AM PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	21	57		87	72	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	245	101	206		20	33	13	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	27	57	87	83	346	206	66	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.05	0.08	0.07	0.31	0.18	0.06	
hd, final value (s)	6.44	5.62	6.67	6.08	5.68	4.63	5.81	
x, final value	0.05	0.09	0.16	0.14	0.55	0.26	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.1	3.3	4.4	3.8	3.4	2.3	3.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277	307	337	333	596	456	316	
Delay (s/veh)	9.46	8.86	10.65	9.76	15.01	8.99	9.20	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.06		10.22		12.77		9.20	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.64							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2016 WITH PROJECT		
Analysis Time Period	PM PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	23	95	238		201	285	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	457	58	156		41	85	45	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	118	238	201	296	515	156	171	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.10	0.21	0.18	0.26	0.46	0.14	0.15	
hd, final value (s)	8.50	7.67	8.58	8.04	8.15	6.99	8.41	
x, final value	0.28	0.51	0.48	0.66	1.17	0.30	0.40	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.2	5.4	6.3	5.7	5.8	4.7	6.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	368	460	415	443	515	406	413	
Delay (s/veh)	14.44	18.01	18.94	25.10	123.46	12.70	16.59	
LOS	B	C	C	D	F	B	C	
Approach: Delay (s/veh)	16.83		22.61		97.71		16.59	
LOS	C		C		F		C	
Intersection Delay (s/veh)	50.52							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2016 WITH PROJECT		
Analysis Time Period	SAT MID PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	33	180	213		185	154	5	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	151	79	225		44	75	26	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	213	213	185	159	230	225	145	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.3	-0.7	-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.19	0.19	0.16	0.14	0.20	0.20	0.13	
hd, final value (s)	7.19	6.39	7.70	7.17	7.41	6.38	7.47	
x, final value	0.43	0.38	0.40	0.32	0.47	0.40	0.30	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.1	5.4	4.9	5.1	4.1	5.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	463	463	435	409	469	475	395	
Delay (s/veh)	15.10	12.93	15.36	13.16	16.61	13.24	13.35	
LOS	C	B	C	B	C	B	B	
Approach: Delay (s/veh)	14.02		14.34		14.94		13.35	
LOS	B		B		B		B	
Intersection Delay (s/veh)	14.33							
Intersection LOS	B							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT															
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway																								
WEEKDAY																								
AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↶ Left	1	0.033	3	1	57	1	0.036	0%	0	57	1	0.036											
	↷ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0											
	↑ Thru	0	0	0	0	0	0	0	0%	0	0	0	0											
	↘ Th-Rt	48	1	0.037	3	3	54	1	0.042	0%	0	54	1	0.042										
	↷ Right	11	0	0	1	1	13	0	0	0%	0	13	0	0										
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0											
Southbound	↶ Left	49	1	0.031	3	-2	50	1	0.033	(45%)	2	52	1	0.033										
	↷ Lt-Th	1	1	0.031	0	0	0	1	0.033	0%	0	0	1	0.033										
	↓ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
	↘ Th-Rt	40	0	0.000	2	2	44	0	0.000	0%	0	44	0	0.000										
	↷ Right	32	1	0.020	2	56	90	1	0.056	(25%)	1	91	1	0.057										
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
Eastbound	↶ Left	130	1	0.081	8	148	286	1	0.179	0%	0	286	1	0.179										
	↷ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0										
	↑ Thru	1559	3	0.325	96	67	1722	3	0.359	0%	0	1722	3	0.359										
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0										
	↷ Right	68	1	0.043	4	1	73	1	0.046	0%	0	73	1	0.046										
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0											
Westbound	↶ Left	132	1	0.083	8	7	147	1	0.092	0%	0	147	1	0.092										
	↷ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0										
	↑ Thru	689	2	0.215	42	27	758	2	0.237	45%	3	761	2	0.238										
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0										
	↷ Right	231	1	0.144	14	-8	237	1	0.148	0%	0	237	1	0.148										
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0											
Critical Volumes:	North-South:	0.068							North-South:	0.075				North-South:	0.076									
	East-West:	0.407							East-West:	0.451				East-West:	0.451									
	Loss Time:	0.050							LossTime:	0.050				LossTime:	0.050									
Volume/capacity (v/c) ratio:	0.525								0.576															
Level of Service (LOS):	A								A			A												

PROJECT IMPACT

Change in v/c due to project: 0.001
Significantly impacted? NO

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Webb Way East/West Street: Pacific Coast Highway WEEKDAY PM Peak: 4:45 PM	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					In Out Total AM 6 4 10 PM 10 19 29				
	Counts			+ Amb.	+ Area	= Total				+ Project	Total		
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Lanes	V / C	
Northbound													
↙ Left	148	1	0.093	9	2	159	1	0.099	0%	0	159	1	0.099
↘ Lt-Th		0	0				0	0	0%	0	0	0	0
↑ Thru	72	0	0	4	5	81	0	0	0%	0	81	0	0
↗ Th-Rt		1	0.063				1	0.071	0%	0	0	1	0.071
↖ Right	29	0	0	2	2	33	0	0	0%	0	33	0	0
↕ Shared		0	0				0	0	0%	0	0	0	0
Southbound													
↙ Left	223	1	0.104	14	-6	231	1	0.110	(45%)	9	240	1	0.113
↘ Lt-Th		1	0.104				1	0.110	0%	0	0	1	0.113
↓ Thru	76	0	0.000	5	5	86	0	0.000	0%	0	86	0	0.000
↗ Th-Rt		0	0.000				0	0.000	0%	0	0	0	0.000
↖ Right	69	1	0.043	4	159	232	1	0.145	(25%)	4	236	1	0.148
↕ Shared		0	0.000				0	0.000	0%	0	0	0	0.000
Eastbound													
↙ Left	93	1	0.058	6	102	201	1	0.125	0%	0	201	1	0.125
↘ Lt-Th		0	0				0	0	0%	0	0	0	0
→ Thru	1272	3	0.265	78	98	1448	3	0.302	0%	0	1448	3	0.302
↗ Th-Rt		0	0				0	0	0%	0	0	0	0
↖ Right	54	1	0.034	3	2	59	1	0.037	0%	0	59	1	0.037
↕ Shared		0	0				0	0	0%	0	0	0	0
Westbound													
↙ Left	225	1	0.141	14	9	248	1	0.155	0%	0	248	1	0.155
↘ Lt-Th		0	0				0	0	0%	0	0	0	0
↑ Thru	1235	2	0.386	76	98	1409	2	0.440	45%	5	1414	2	0.442
↗ Th-Rt		0	0				0	0	0%	0	0	0	0
↖ Right	380	1	0.238	23	1	404	1	0.253	0%	0	404	1	0.253
↕ Shared		0	0				0	0	0%	0	0	0	0
Critical Volumes:	North-South: 0.167			North-South: 0.181					North-South: 0.184				
	East-West: 0.406			East-West: 0.457					East-West: 0.457				
	Loss Time: 0.050			LossTime: 0.050					LossTime: 0.050				
Volume/capacity (v/c) ratio:	0.623			0.688					0.691				
Level of Service (LOS):	B			B					B				
PROJECT IMPACT													
Change in v/c due to project:										0.003			
Significantly impacted?										NO			

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					In Out Total				
East/West Street: Pacific Coast Highway	north-south split								Trip Gen 1 PM 67 52 119				
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↵ Left	1	0.079	8	2	137	1	0.085	0%	0	137	1	0.085
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0
	↑ Thru	0	0				0	0	0%	0	0	0	0
	↗ Th-Rt	1	0.063	4	5	80	1	0.071	0%	0	80	1	0.071
	↘ Right	0	0				0	0	0%	0	0	0	0
↕ Shared	0	0				0	0	0%	0	0	0	0	
Southbound	↵ Left	1	0.007	7	-2	121	1	0.008	(45%)	23	144	1	0.009
	↵ Lt-Th	1	0.075				1	0.081	0%	0	0	1	0.089
	↓ Thru	0	0	6	5	112	0	0	0%	0	112	0	0
	↘ Th-Rt	0	0				0	0	0%	0	0	0	0
	↘ Right	1	0	3	154	214	1	0	(25%)	13	227	1	0
↕ Shared	0	0				0	0	0%	0	0	0	0	
Eastbound	↵ Left	1	0.093	9	148	306	1	0.191	0%	0	306	1	0.191
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0
	→ Thru	3	0.276	81	122	1526	3	0.318	0%	0	1526	3	0.318
	↗ Th-Rt	0	0	4	3	72	1	0.045	0%	0	72	1	0.045
	↘ Right	1	0.041				1	0.045	0%	0	0	1	0.045
↕ Shared	0	0				0	0	0%	0	0	0	0	
Westbound	↵ Left	1	0.179	18	6	311	1	0.194	0%	0	311	1	0.194
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0
	← Thru	2	0.406	80	105	1484	2	0.464	45%	30	1514	2	0.473
	↗ Th-Rt	0	0	7	2	124	1	0.040	0%	0	0	0	0
	↘ Right	1	0.036				1	0.040	0%	0	124	1	0.032
↕ Shared	0	0				0	0	0%	0	0	0	0	
Critical Volumes:	North-South: 0.155			North-South: 0.167					North-South: 0.174				
	East-West: 0.499			East-West: 0.655					East-West: 0.664				
	Total: 0.050			Total: 0.050					Total: 0.050				
Volume/capacity (v/c) ratio:	0.704			0.872					0.888				
Level of Service (LOS):	C			D					D				
PROJECT IMPACT													
Change in v/c due to project:											0.016		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT															
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					<table style="margin: auto; border: none;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway	north-south split																							
WEEKDAY AM Peak: 8:00 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C												
Northbound	↶ Left	4	0 0.000	0	0	4	0	0.000	0%	0	4	0 0.000												
	↶ Lt-Th	1	0 0.003	0	0	1	0	0.003	0%	0	1	0 0.003												
	↑ Thru	1	0 0.000	0	0	1	0	0.000	0%	0	1	0 0.000												
	↷ Th-Rt	2	0 0.000	0	0	2	1	0.000	0%	0	2	1 0.000												
	↷ Shared	2	0 0.000	0	0	2	0	0.000	0%	0	2	0 0.000												
Southbound	↶ Left	80	1 0.028	5	78	163	1	0.057	0%	0	163	1 0.057												
	↶ Lt-Th	0	0 0.000	0	0	0	0	0.000	0%	0	0	0 0.000												
	↓ Thru	63	1 0.000	4	8	75	1	0.000	0%	0	75	1 0.000												
	↷ Th-Rt	63	0 0.000	4	8	75	0	0.000	0%	0	75	0 0.000												
	↷ Shared	63	0 0.000	4	8	75	0	0.000	0%	0	75	0 0.000												
Eastbound	↶ Left	92	1 0.058	6	22	120	1	0.075	0%	0	120	1 0.075												
	↶ Lt-Th	1623	0 0.511	100	44	1767	1	0.556	(45%)	2	1769	1 0.556												
	↑ Thru	1623	1 0.511	100	44	1767	1	0.556	0%	2	1769	1 0.556												
	↷ Th-Rt	11	0 0.000	1	0	12	0	0.000	0%	0	12	0 0.000												
	↷ Shared	11	0 0.000	1	0	12	0	0.000	0%	0	12	0 0.000												
Westbound	↶ Left	3	1 0.002	0	0	3	1	0.002	0%	0	3	1 0.002												
	↶ Lt-Th	1001	0 0.000	61	12	1074	1	0.427	45%	3	1077	1 0.428												
	↑ Thru	1001	1 0.354	61	12	1074	1	0.427	0%	3	1077	1 0.428												
	↷ Th-Rt	131	1 0.354	8	154	293	0	0.000	0%	0	293	0 0.000												
	↷ Shared	131	0 0.000	8	154	293	0	0.000	0%	0	293	0 0.000												
Critical Volumes:	North-South:	0.031						North-South:	0.060															
	East-West:	0.513						East-West:	0.558															
	Loss Time:	0.050						Loss Time:	0.050															
Volume/capacity (v/c) ratio:	0.594								0.668			0.668												
Level of Service (LOS):	A								B			B												
PROJECT IMPACT																								
Change in v/c due to project:											FALSE													
Significantly impacted?											NO													

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT															
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					In	Out	Total	AM	6	4	10	PM	10	19	29
	In	Out	Total																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway	north-south split																							
WEEKDAY PM Peak: 4:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C												
Northbound	↶ Left	0	0.000	1	0	15	1	0.000	0%	0	15	0	0.000											
	↶ Lt-Th	14	1	0.014	0	0	8	0	0%	0	8	0	0.000											
	↑ Thru	8	0	0.000	1	0	20	1	0.000	0%	0	20	1	0.000										
	↷ Th-Rt	19	1	0.000	0	0	1	0	0.000	0%	0	1	0.000											
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
Southbound	↶ Left	187	1	0.065	11	201	399	1	0.139	0%	0	399	1	0.139										
	↶ Lt-Th	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000										
	↓ Thru	132	1	0.000	8	33	173	1	0.000	0%	0	173	1	0.000										
	↷ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
Eastbound	↶ Left	94	1	0.059	6	21	121	1	0.075	0%	0	121	1	0.075										
	↶ Lt-Th	0	0	0.000	98	73	1774	1	0.559	(45%)	9	1783	1	0.562										
	↑ Thru	1603	1	0.506	1	0	16	0	0.000	0%	0	16	0	0.000										
	↷ Th-Rt	15	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
Westbound	↶ Left	15	1	0.009	1	2	18	1	0.011	0%	0	18	1	0.011										
	↶ Lt-Th	0	0	0.000	105	63	1879	1	0.701	45%	5	1884	1	0.702										
	↑ Thru	1711	1	0.593	1	0	363	0	0.000	0%	0	363	0	0.000										
	↷ Th-Rt	186	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000											
Critical Volumes:	North-South: 0.079			North-South: 0.154					North-South: 0.154															
	East-West: 0.652			East-West: 0.775					East-West: 0.777															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.781			0.979					0.981															
Level of Service (LOS):	C			E					E															
PROJECT IMPACT																								
Change in v/c due to project:											0.002													
Significantly impacted?											YES													

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT					
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					In Out Total					
East/West Street: Pacific Coast Highway	north-south split								Trip Gen 1 PM 67 52 119					
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total				Total				
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C	
Northbound	↵ Left	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000
	↵ Lt-Th		1	0.014				1	0.015	0%			1	0.015
	↑ Thru	6	0	0.000	0	0	6	0	0.000	0%	0	6	0	0.000
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000
	↵ Right	46	1	0.000	3	0	49	1	0.000	0%	0	49	1	0.000
↕ Shared		0	0.000				0	0.000	0%			0	0.000	
Southbound	↵ Left	209	1	0.073	13	195	417	1	0.145	0%	0	417	1	0.145
	↵ Lt-Th		1	0.073				1	0.145	0%			1	0.145
	↓ Thru	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000
	↵ Right	109	1	0.000	7	23	139	1	0.000	0%	0	139	1	0.000
↕ Shared		0	0.000				0	0.000	0%			0	0.000	
Eastbound	↵ Left	144	1	0.090	9	26	179	1	0.112	0%	0	179	1	0.112
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
	→ Thru	1439	1	0.460	88	96	1623	1	0.518	(45%)	23	1646	1	0.525
	↵ Th-Rt		1	0.460				1	0.518	0%			1	0.525
	↵ Right	33	0	0.000	2	0	35	0	0.000	0%	0	35	0	0.000
↕ Shared		0	0.000				0	0.000	0%			0	0.000	
Westbound	↵ Left	24	1	0.015	1	2	27	1	0.017	0%	0	27	1	0.017
	↵ Lt-Th		0	0.000				0	0.000	0%			0	0.000
	← Thru	1625	1	0.573	100	77	1802	1	0.700	45%	30	1832	1	0.709
	↵ Th-Rt		1	0.573				1	0.700	0%			1	0.709
	↵ Right	209	0	0.000	13	217	439	0	0.000	0%	0	439	0	0.000
↕ Shared		0	0.000				0	0.000	0%			0	0.000	
Critical Volumes:	North-South: 0.086							North-South: 0.159		North-South: 0.159				
	East-West: 0.663							East-West: 0.812		East-West: 0.820				
	Loss Time: 0.050							Loss Time: 0.050		Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.799								1.021			1.029		
Level of Service (LOS):	C								F			F		
PROJECT IMPACT														
Change in v/c due to project:											0.008			
Significantly impacted?											NO			

Intersection Capacity Utilization (ICU)

Intersection No. 8	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY									PM	10	19	29	
AM Peak: 7:30 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound													
↪ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↪ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
↪ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↪ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound													
↪ Left <small>not part of signal</small>	0	0	0	0	0	0	0	0	0%	0	0	0	
↪ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
↪ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↪ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↔ Shared	0	1	0	0	0	0	1	0	0%	0	0	0	
Eastbound													
↪ Left	2	1	0.001	0	0	2	1	0.001	0%	0	1	0.001	
↪ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
→ Thru	1672	2	0.523	103	100	1875	2	0.586	(45%)	2	1877	2 0.586	
↪ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↪ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Westbound													
↪ Left	5	1	0.003	0	0	5	1	0.003	0%	0	5	1 0.003	
↪ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↑ Thru	1202	2	0.376	74	178	1454	2	0.454	45%	3	1457	2 0.455	
↪ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↪ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	1 0.001	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.000		North-South:					0.000	North-South:			0.000
	East-West:	0.526		East-West:					0.589	East-West:			0.590
	Loss Time:	0.050		Loss Time:					0.050	LossTime:			0.050
Volume/capacity (v/c) ratio:	0.576			0.639					0.640				
Level of Service (LOS):	A			B					B				
PROJECT IMPACT													
Change in v/c due to project:												0.001	
Significantly impacted?												NO	

Intersection Capacity Utilization (ICU)

Intersection No. 8	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT			
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway									AM	6	4	10
WEEKDAY									PM	10	19	29
PM Peak: 4:45 PM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</u>			<u>+ Project</u>	<u>Total</u>		
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C
Northbound												
↵ Left		0	0				0	0	0%		0	0
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0
↵ Thru		0	0				0	0	0%		0	0
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0
↵ Right		0	0				0	0	0%		0	0
↵ Shared	0	0	0	0	0	0	0	0	0%	0	0	0
Southbound												
↵ Left <small>not part of signal</small>	3	0	0	0	0	3	0	0	0%	0	3	0
↵ Lt-Th		0	0				0	0	0%		0	0
↵ Thru	0	0	0	0	0	0	0	0	0%	0	0	0
↵ Th-Rt		0	0				0	0	0%		0	0
↵ Right	3	0	0	0	0	3	0	0	0%	0	3	0
↵ Shared	3	1	0.000	0	0	3	1	0.000	0%	0	3	0.000
Eastbound												
↵ Left		1	0.000	0	0	0	1	0.000	0%	0	0	1
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
↵ Thru	1799	2	0.562	110	263	2172	2	0.679	(45%)	9	2181	2
↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000
↵ Right		0	0.000				0	0.000	0%	0	0	0.000
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
Westbound												
↵ Left	13	1	0.008	1	0	14	1	0.009	0%	0	14	1
↵ Lt-Th		0	0.000				0	0.000	0%		0	0.000
↵ Thru	1937	2	0.605	119	230	2286	2	0.714	45%	5	2291	2
↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000
↵ Right		1	0.001	0	0	1	1	0.001	0%	0	1	0.001
↵ Shared	1	0	0.000				0	0.000	0%	0	0	0.000
Critical Volumes:	North-South: 0.000			North-South: 0.000					North-South: 0.000			
	East-West: 0.605			East-West: 0.714					East-West: 0.716			
	Total: 0.050			Total: 0.050					Total: 0.050			
Volume/capacity (v/c) ratio:	0.655			0.764					0.766			
Level of Service (LOS):	B			C					C			
PROJECT IMPACT												
Change in v/c due to project:									0.002			
Significantly impacted?									NO			

Intersection Capacity Utilization (ICU)

Intersection No.8	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Malibu Pier Signal East/West Street: Pacific Coast Highway WEEKEND PM Peak: 12:00 PM	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					Trip <u>In</u> <u>Out</u> <u>Total</u> Gen 1 AM 0 0 0 PM 67 52 119				
	Counts			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↙ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↘ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
→ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
Southbound													
↙ Left <small>not part of signal</small>	1	0	0.000	0	0	1	0	0.000	0%	0	1	0.000	0
↘ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
→ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↘ Right	4	0	0.000	0	0	4	0	0.000	0%	0	4	0.000	0
↔ Shared	4	1	0.000	0	0	4	1	0.000	0%	0	4	0.000	0
Eastbound													
↙ Left	4	1	0.003	0	0	4	1	0.003	0%	0	4	0.003	0
↘ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
→ Thru	1669	2	0.522	102	289	2060	2	0.644	(45%)	23	2083	0.651	2
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
Westbound													
↙ Left	17	1	0.011	1	0	18	1	0.011	0%	0	18	0.011	1
↘ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
→ Thru	1875	2	0.586	115	287	2277	2	0.712	45%	30	2307	0.721	2
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0
↘ Right	5	1	0.003	0	0	5	1	0.003	0%	0	5	0.003	1
↔ Shared	5	0	0.000	0	0	5	0	0.000	0%	0	5	0.000	0
Critical Volumes:	North-South: 0.000			North-South: 0.000					North-South: 0.000				
	East-West: 0.588			East-West: 0.714					East-West: 0.724				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.638			0.764					0.774				
Level of Service (LOS):	B			C					C				
PROJECT IMPACT													
Change in v/c due to project:												0.010	
Significantly impacted?												NO	

Intersection Capacity Utilization (ICU)

Intersection No.9	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY									PM	10	19	29	
AM Peak: 8:00 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
	Volume												
Northbound	↵ Left	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Lt-Th <u>N/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru Existing: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Right	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↵ Left	13	0	0	1	0	14	0	0%	0	14	0	
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	↓ Thru Existing: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Th-Rt Projected: 50%	14	0	0	1	0	15	0	0%	0	15	0	
	↵ Right	14	0	0	1	0	15	1	0.018	0	15	1	
↕ Shared		1	0.017								1	0.018	
Eastbound	↵ Left	28	1	0.018	2	0	30	1	0.019	0%	0	30	1
	↵ Lt-Th <u>E/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	→ Thru Existing: 50%	1508	2	0.471	93	121	1722	2	0.538	(45%)	2	1724	2
	↵ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Right	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0%	0	0	0		
Westbound	↵ Left	1	0	0	0	0	1	0	0	0%	0	1	0
	↵ Lt-Th <u>W/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	← Thru Existing: 50%	1205	2	0.377	74	174	1453	2	0.454	45%	3	1456	2
	↵ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Right	8	1	0.005	0	0	8	1	0.005	0%	0	8	1
↕ Shared	0	0	0	0	0	0	0	0%	0	0	0		
Critical Volumes:	North-South:	0.017				North-South:	0.018				North-South:	0.018	
	East-West:	0.471				East-West:	0.538				East-West:	0.539	
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.538					0.606					0.607	
Level of Service (LOS):		A					B					B	
PROJECT IMPACT													
Change in v/c due to project:											0.001		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No.9	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year							<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY PM Peak: 4:15 PM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</u>			PM	10	19	29	
	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>Growth</u>	<u>Projects</u>	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>+ Project Volume</u>	<u>Total Volume</u>	<u>Lanes</u>	<u>V / C</u>	
Northbound													
↳ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Lt-Th <u>N/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound													
↳ Left	12	0	0	1	0	13	0	0	0%	0	13	0	
↳ Lt-Th <u>S/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Th-Rt Projected: 50%	22	0	0	1	0	23	0	0	0%	0	23	0	
↳ Right	22	1	0.021	1	0	23	1	0.023	0%	0	23	0.023	
↳ Shared													
Eastbound													
↳ Left	15	1	0.009	1	0	16	1	0.010	0%	0	16	0.010	
↳ Lt-Th <u>E/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	1676	2	0.524	103	272	2051	2	0.641	(45%)	9	2060	0.644	
↳ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Westbound													
↳ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Lt-Th <u>W/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	1805	2	0.564	111	241	2157	2	0.674	45%	5	2162	0.676	
↳ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Right	9	1	0.006	1	0	10	1	0.006	0%	0	10	0.006	
↳ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Critical Volumes:	North-South:	0.021							North-South:	0.023		North-South: 0.023	
	East-West:	0.573							East-West:	0.684		East-West: 0.685	
	Loss Time:	0.050							Loss Time:	0.050		Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.644								0.757			0.758	
Level of Service (LOS):	B								C			C	
PROJECT IMPACT													
Change in v/c due to project:										0.001			
Significantly impacted?										NO			

Intersection Capacity Utilization (ICU)

Intersection No. 9	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					Trip Gen 1 PM In Out Total 67 52 119				
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 1:00 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound													
↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound													
↵ Left	13	0	0	1	0	14	0	0	0%	0	14	0	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	19	0	0	1	0	20	0	0	0%	0	20	0	
↕ Shared	1	0.020		1	0	20	1	0.021	0%	0	20	1 0.021	
Eastbound													
↵ Left	25	1	0.016	2	0	27	1	0.017	0%	0	27	1 0.017	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
→ Thru	1479	2	0.462	91	296	1866	2	0.583	(45%)	23	1889	2 0.590	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Westbound													
↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
← Thru	1798	2	0.562	110	304	2212	2	0.691	45%	30	2242	2 0.701	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	13	1	0.008	1	0	14	1	0.009	0%	0	14	1 0.009	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Critical Volumes:	North-South:	0.020				North-South:	0.021				North-South:	0.021	
	East-West:	0.578				East-West:	0.708				East-West:	0.717	
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.648					0.779					0.788	
Level of Service (LOS):		B					C					C	
PROJECT IMPACT													
Change in v/c due to project:											0.009		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

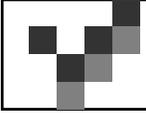
Intersection No.10	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY									PM	10	19	29	
AM Peak: 7:45 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↵ Left		0	0	0	0	1	0	0	0%	0	1	0	
↵ Lt-Th	1	0	0	0	0	1	0	0	0%	0	1	0	
↑ Thru		0	0	0	0	0	0	0	0%	0	0	0	
↗ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↘ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	1	0.001	0	0	0	1	0.001	0%	0	0	0	
Southbound													
↵ Left		0	0	2	0	42	0	0	0%	0	42	0	
↵ Lt-Th	40	0	0	0	0	42	0	0	0%	0	42	0	
↓ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	
↘ Th-Rt		0	0	0	0	1	0	0	0%	0	1	0	
↘ Right		0	0	2	3	40	0	0	0%	0	40	0	
↕ Shared	35	1	0.048	2	3	40	1	0.052	0%	0	40	0.052	
Eastbound													
↵ Left		1	0.014	1	2	26	1	0.017	0%	0	26	0.017	
↵ Lt-Th	23	0	0	1	2	26	0	0	0%	0	26	0	
→ Thru		1	0.480	94	101	1730	1	0.541	(45%)	2	1732	0.541	
↗ Th-Rt	1535	1	0.480	0	0	0	1	0.541	0%	0	0	0	
↘ Right		0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Westbound													
↵ Left		1	0.002	0	0	3	1	0.002	0%	0	3	0.002	
↵ Lt-Th	3	0	0	0	0	3	0	0	0%	0	3	0	
↑ Thru		2	0.374	73	130	1400	2	0.438	45%	3	1403	0.439	
↗ Th-Rt	1197	0	0	2	0	29	0	0	0%	0	29	0	
↘ Right		1	0.017	0	0	0	1	0.018	0%	0	1	0.018	
↕ Shared	27	0	0	0	0	0	0	0	0%	0	0	0	
Critical Volumes:	North-South:	0.048		North-South:				0.053		North-South:			0.053
	East-West:	0.482		East-West:				0.543		East-West:			0.543
	Loss Time:	0.050		Loss Time:				0.050		LossTime:			0.050
Volume/capacity (v/c) ratio:	0.580			0.646					0.646				
Level of Service (LOS):	A			B					B				
PROJECT IMPACT													
Change in v/c due to project:											0.001		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No.10	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY									PM	10	19	29	
PM Peak: 4:30 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↵ Left	10	0	0	1	0	11	0	0	0%	0	11	0	0
↵ Lt-Th		0	0				0	0	0%		0	0	0
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
↘ Th-Rt		0	0				0	0	0%		0	0	0
↘ Right	15	0	0	1	0	16	0	0	0%	0	16	0	0
↔ Shared		1	0.016				1	0.017	0%		1	0.017	
Southbound													
↵ Left	30	0	0	2	0	32	0	0	0%	0	32	0	0
↵ Lt-Th		0	0				0	0	0%		0	0	0
↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0
↘ Th-Rt		0	0				0	0	0%		0	0	0
↘ Right	34	0	0	2	10	46	0	0	0%	0	46	0	0
↔ Shared		1	0.041				1	0.050	0%		1	0.050	
Eastbound													
↵ Left	41	1	0.026	3	10	54	1	0.033	0%	0	54	1	0.033
↵ Lt-Th		0	0				0	0	0%		0	0	0
→ Thru	1699	1	0.531	104	200	2003	1	0.626	(45%)	9	2012	1	0.629
↘ Th-Rt		1	0.531				1	0.626	0%		1	0.629	
↘ Right	17	0	0	1	0	18	0	0	0%	0	18	0	0
↔ Shared		0	0				0	0	0%		0	0	0
Westbound													
↵ Left	18	1	0.011	1	0	19	1	0.012	0%	0	19	1	0.012
↵ Lt-Th		0	0				0	0	0%		0	0	0
← Thru	1787	2	0.558	110	187	2084	2	0.651	45%	4	2088	2	0.652
↘ Th-Rt		0	0				0	0	0%		0	0	0
↘ Right	39	1	0.024	2	0	41	1	0.026	0%	0	41	1	0.026
↔ Shared		0	0				0	0	0%		0	0	0
Critical Volumes:	North-South: 0.058			North-South: 0.067					North-South: 0.067				
	East-West: 0.584			East-West: 0.685					East-West: 0.686				
	Total: 0.050			Total: 0.050					Total: 0.050				
Volume/capacity (v/c) ratio:	0.692			0.802					0.803				
Level of Service (LOS):	B			D					D				
PROJECT IMPACT													
Change in v/c due to project:									0.001				
Significantly impacted?									NO				

Intersection Capacity Utilization (ICU)

Intersection No. 10	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					Trip Gen 1 PM In Out Total 67 52 119				
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound													
↶ Left	16	0	0	1	0	17	0	0	0%	0	17	0	0
↷ Lt-Th		0	0				0	0	0%		0	0	0
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
↶ Th-Rt		0	0				0	0	0%		0	0	0
↷ Right	17	0	0	1	0	18	0	0	0%	0	18	0	0
↕ Shared		1	0.021				1	0.023	0%		1	0.023	
Southbound													
↶ Left	34	0	0	2	0	36	0	0	0%	0	36	0	0
↷ Lt-Th		0	0				0	0	0%		0	0	0
↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0
↶ Th-Rt		0	0				0	0	0%		0	0	0
↷ Right	41	0	0	3	10	54	0	0	0%	1	55	0	0
↕ Shared		1	0.048				1	0.057	0%		1	0.058	
Eastbound													
↶ Left	28	1	0.018	2	10	40	1	0.025	0%	0	40	1	0.025
↷ Lt-Th		0	0				0	0	0%		0	0	0
→ Thru	1424	1	0.445	87	228	1739	1	0.544	(45%)	23	1762	1	0.551
↶ Th-Rt		1	0.445				1	0.544	0%			1	0.551
↷ Right	44	0	0	3	0	47	0	0	0%	0	47	0	0
↕ Shared		0	0				0	0	0%		0	0	0
Westbound													
↶ Left	44	1	0.028	3	0	47	1	0.029	0%	0	47	1	0.029
↷ Lt-Th		0	0				0	0	0%		0	0	0
← Thru	1733	2	0.542	106	231	2070	2	0.647	45%	30	2100	2	0.656
↶ Th-Rt		0	0				0	0	0%		0	0	0
↷ Right	38	1	0.024	2	0	40	1	0.025	0%	0	40	1	0.025
↕ Shared		0	0				0	0	0%		0	0	0
Critical Volumes:	North-South: 0.069								North-South: 0.080			North-South: 0.081	
	East-West: 0.559								East-West: 0.672			East-West: 0.681	
	Loss Time: 0.050								Loss Time: 0.050			Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.678								0.802			0.812	
Level of Service (LOS):	B								D			D	
PROJECT IMPACT													
Change in v/c due to project:											0.010		
Significantly impacted?											NO		



Overland Traffic Consultants, Inc.

FUTURE (2030) CUMULATIVE + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year							<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway										AM	6	4	10	
										PM	10	19	29	
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total				+ Project	= Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound														
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↑ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Southbound														
↵ Left	199	2	0.069	18	16	233	2	0.081	4%	0	233	2	0.081	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↓ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	250	1	0.069	23	17	290	1	0.077	0%	0	290	1	0.077	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Eastbound														
↵ Left	139	1	0.087	13	15	167	1	0.104	0%	0	167	1	0.104	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↓ Thru	672	2	0.210	60	198	930	2	0.291	10%	1	931	2	0.291	
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Westbound														
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↑ Thru	601	2	0.188	54	164	819	2	0.256	(10%)	1	820	2	0.256	
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	106	1	0.066	10	7	123	1	0.077	(4%)	0	123	1	0.077	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.069						North-South:	0.081		North-South:		0.081	
	East-West:	0.275						East-West:	0.360		East-West:		0.360	
	Loss Time:	0.050						Loss Time:	0.050		Loss Time:		0.050	
Volume/capacity (v/c) ratio:	0.394							0.491						
Level of Service (LOS):	A							A						
PROJECT IMPACT														
Change in v/c due to project:										0.000				
Significantly impacted?										NO				

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					AM In Out Total 6 4 10 PM 10 19 29				
East/West Street: Pacific Coast Highway													
WEEKDAY PM Peak: 4:00 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	Volume												
Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Southbound													
Left	155	2	0.054	14	18	187	2	0.065	4%	1	188	2	0.065
Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Right	194	1	0.000	17	24	235	1	0.000	0%	0	235	1	0.000
Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Eastbound													
Left	344	1	0.215	31	25	400	1	0.250	0%	0	400	1	0.250
Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Thru	972	2	0.304	87	250	1309	2	0.409	10%	1	1310	2	0.410
Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Westbound													
Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Thru	1006	2	0.314	91	262	1359	2	0.425	(10%)	2	1361	2	0.425
Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Right	247	1	0.154	22	25	294	1	0.184	(4%)	1	295	1	0.185
Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.054		North-South:					0.065		North-South:	0.065	
	East-West:	0.529		East-West:					0.675		East-West:	0.675	
	Loss Time:	0.050		Loss Time:					0.050		Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.633			0.789					0.789				
Level of Service (LOS):	B			C					C				
PROJECT IMPACT													
Change in v/c due to project:												0.000	
Significantly impacted?												NO	

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM In Out Total 67 52 119				
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↑ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Southbound													
↵ Left	284	2	0.099	26	23	333	2	0.115	4%	3	336	2 0.117	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↓ Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	586	1	0.178	53	26	665	1	0.191	0%	0	665	1 0.191	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Eastbound													
↵ Left	302	1	0.105	27	30	359	1	0.125	0%	0	359	1 0.125	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
→ Thru	1028	2	0.321	93	299	1420	2	0.444	10%	7	1427	2 0.446	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Westbound													
↵ Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↑ Thru	1221	2	0.382	110	266	1597	2	0.499	(10%)	5	1602	2 0.501	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
↘ Right	172	1	0.108	15	22	209	1	0.131	(4%)	2	211	1 0.132	
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0 0.000	
Critical Volumes:	North-South:	0.178							North-South:	0.191		North-South: 0.191	
	East-West:	0.487							East-West:	0.624		East-West: 0.625	
	Loss Time:	0.050							Loss Time:	0.050		Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.715								0.865			0.866	
Level of Service (LOS):	C								D			D	
PROJECT IMPACT													
										Change in v/c due to project:	0.001		
										Significantly impacted?	NO		

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT															
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year						<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
AM	6	4	10																						
PM	10	19	29																						
East/West Street: Pacific Coast Highway																									
WEEKDAY																									
AM Peak: 8:00 AM	Counts			+ Amb.		+ Area		= Total		+ Project		= Total													
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Lanes	V / C	Volume	Lanes	V / C											
Northbound	↷ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000											
	↷ Lt-Th	1	1	0.005	0	0	0	1	0.007	0%	0	4	1	0.007											
	↑ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000											
	↷ Th-Rt	1	1	0.005	0	0	0	1	0.007	0%	0	8	1	0.007											
	↷ Right	7	0	0.000	1	2	10	0	0.000	0%	0	10	0	0.000											
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000												
Southbound	↷ Left	956	1	0.337	86	23	1065	1	0.375	0%	0	1065	1	0.375											
	↷ Lt-Th	1	1	0.337	0	0	0	1	0.375	0%	0	1065	1	0.375											
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000											
	↷ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	16	0	0.000											
	↷ Right	216	1	0.093	19	1	236	1	0.105	0%	0	236	1	0.105											
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	236	0	0.000												
Eastbound	↷ Left	135	2	0.048	12	-11	136	2	0.049	25%	1	137	2	0.049											
	↷ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	137	0	0.000											
	↑ Thru	884	1	0.279	80	164	1128	1	0.355	0%	0	1128	1	0.355											
	↷ Th-Rt	1	1	0.279	0	0	0	1	0.355	0%	0	1128	1	0.355											
	↷ Right	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000											
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	9	0	0.000												
Westbound	↷ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003											
	↷ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	5	0	0.000											
	↑ Thru	651	2	0.203	59	90	800	2	0.250	(25%)	1	801	2	0.250											
	↷ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	801	0	0.000											
	↷ Right	123	1	0.000	11	-16	118	1	0.000	45%	3	121	1	0.000											
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	121	0	0.000												
Critical Volumes:	North-South: 0.342									North-South: 0.382		North-South: 0.382													
	East-West: 0.281									East-West: 0.358		East-West: 0.358													
	Loss Time: 0.050									Loss Time: 0.050		Loss Time: 0.050													
Volume/capacity (v/c) ratio:	0.673									0.790		0.790													
Level of Service (LOS):	B									C		C													
PROJECT IMPACT																									
										Change in v/c due to project:		0.000													
										Significantly impacted?		NO													

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT															
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway																								
WEEKDAY																								
PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total				Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C												
Northbound	↶ Left	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000										
	↷ Lt-Th	4	1	0.009	0	2	6	1	0.020	0%	0	6	1	0.020										
	↑ Thru	17	0	0.000	2	16	35	0	0.000	0%	0	35	0	0.000										
	↘ Th-Rt	0	1	0.009	0	0	0	1	0.020	0%	0	0	1	0.020										
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
Southbound	↶ Left	320	1	0.116	29	4	353	1	0.128	0%	0	353	1	0.128										
	↷ Lt-Th	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000										
	↓ Thru	183	1	0.015	16	0	199	1	0.014	0%	0	199	1	0.013										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
Eastbound	↶ Left	318	2	0.114	29	8	355	2	0.127	25%	2	357	2	0.127										
	↷ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
	↑ Thru	1128	1	0.359	102	186	1416	1	0.454	0%	0	1416	1	0.454										
	↘ Th-Rt	0	1	0.359	0	0	0	1	0.454	0%	0	0	1	0.454										
	↷ Shared	21	0	0.000	2	15	38	0	0.000	0%	0	38	0	0.000										
Westbound	↶ Left	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021										
	↷ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
	↑ Thru	1229	2	0.384	111	235	1575	2	0.492	(25%)	4	1579	2	0.493										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
	↷ Shared	260	1	0.000	23	-5	278	1	0.000	45%	5	283	1	0.000										
Critical Volumes:	North-South:	0.125							North-South:	0.149				North-South:	0.149									
	East-West:	0.368							East-West:	0.475				East-West:	0.475									
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050									
Volume/capacity (v/c) ratio:															0.674									
Level of Service (LOS):	A														B									
									PROJECT IMPACT															
									Change in v/c due to project:				0.000											
									Significantly impacted?				NO											

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Malibu Canyon Road East/West Street: Pacific Coast Highway WEEKEND PM Peak: 12:00 PM	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total Trip Gen 1 PM 67 52 119					
	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	↵ Left	26	0	0.000	2	22	50	0	0.000	0%	0	50	0	0.000
	↵ Lt-Th		1	0.030				1	0.048	0%	0		1	0.048
	↵ Thru	16	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000
	↵ Th-Rt		1	0.030				1	0.048	0%	0		1	0.048
	↵ Right	55	0	0.000	5	24	84	0	0.000	0%	0	84	0	0.000
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Southbound	↵ Left	280	1	0.107	25	-4	301	1	0.116	0%	0	301	1	0.116
	↵ Lt-Th		1	0.110				1	0.119	0%	0		1	0.119
	↵ Thru	28	0	0.000	3	2	33	0	0.000	0%	0	33	0	0.000
	↵ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000
	↵ Right	256	1	0.160	23	7	286	1	0.179	0%	0	286	1	0.179
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Eastbound	↵ Left	193	2	0.067	17	10	220	2	0.077	25%	17	237	2	0.082
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
	↵ Thru	1256	1	0.405	113	228	1597	1	0.520	0%	0	1597	1	0.520
	↵ Th-Rt		1	0.405				1	0.520	0%	0		1	0.520
	↵ Right	40	0	0.000	4	22	66	0	0.000	0%	0	66	0	0.000
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Westbound	↵ Left	43	1	0.027	4	25	72	1	0.045	0%	0	72	1	0.045
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
	↵ Thru	1310	2	0.409	118	233	1661	2	0.519	(25%)	13	1674	2	0.523
	↵ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000
	↵ Right	142	1	0.001	13	-6	149	1	-0.001	45%	30	179	1	0.018
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Critical Volumes:	North-South:	0.190							North-South:	0.227				
	East-West:	0.476							East-West:	0.596				
	Loss Time:	0.050							Loss Time:	0.050				
Volume/capacity (v/c) ratio:	0.716								0.873			0.883		
Level of Service (LOS):	C								D			D		
PROJECT IMPACT														
Change in v/c due to project:											0.010			
Significantly impacted?											NO			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2030		
Analysis Time Period	AM PEAK HOUR						
Project Description 2030 + PROJECT							
East/West Street: MEMORIAL DRIVEWAY				North/South Street: MALIBU CANYON ROAD			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		278	4	2	1321		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	278	4	2	1321	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	4	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L			R		
v (veh/h)		2			4		
C (m) (veh/h)		1292			912		
v/c		0.00			0.00		
95% queue length		0.00			0.01		
Control Delay (s/veh)		7.8			9.0		
LOS		A			A		
Approach Delay (s/veh)	--	--	9.0				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. RD & Memorial Drwy		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2030		
Analysis Time Period	PM PEAK HOUR						
Project Description 2030 + PROJECT							
East/West Street: MEMORIAL DRIVEWAY				North/South Street: MALIBU CANYON ROAD			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		642	7	3	577		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	642	7	3	577	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						19	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	19	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L			R		
v (veh/h)		3			19		
C (m) (veh/h)		947			722		
v/c		0.00			0.03		
95% queue length		0.01			0.08		
Control Delay (s/veh)		8.8			10.1		
LOS		A			B		
Approach Delay (s/veh)	--	--	10.1				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	MALIBU CYN. RD & MEMORIAL DRWY		
Agency/Co.	OTC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2030		
Analysis Time Period	SAT MID-DAY PEAK HOUR						
Project Description 2030 + PROJECT							
East/West Street: MEMORIAL DRIVEWAY				North/South Street: MALIBU CANYON ROAD			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		393	47	20	832		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	393	47	20	832	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						47	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	47	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		1
Configuration							R
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L			R		
v (veh/h)		20			47		
C (m) (veh/h)		1131			825		
v/c		0.02			0.06		
95% queue length		0.05			0.18		
Control Delay (s/veh)		8.2			9.6		
LOS		A			A		
Approach Delay (s/veh)	--	--	9.6				
Approach LOS	--	--	A				

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT			
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year							<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Civic Center Way	east-west split									AM	6	4	10
WEEKDAY AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↵ Left	1	0.016	2	-16	11	1	0.007	0%	0	11	1	0.007
	↵ Lt-Th	25	0 0.000	18	3	221	2	0.069	(25%)	1	222	2	0.069
	↵ Thru	200	0 0.000	2	0	25	1	0.000	(75%)	3	28	1	0.000
	↵ Th-Rt	23	0 0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	0	0 0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Southbound	↵ Left	19	1 0.012	2	0	21	1	0.013	0%	0	21	1	0.013
	↵ Lt-Th	0	0 0.000	105	51	1327	2	0.415	25%	2	1329	2	0.415
	↵ Thru	1171	0 0.000	18	-8	209	1	0.000	0%	0	209	1	0.000
	↵ Th-Rt	199	0 0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	0	0 0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Eastbound	↵ Left	23	1 0.013	2	-2	23	1	0.012	0%	0	23	1	0.012
	↵ Lt-Th	1	0 0.000	1	-4	11	1	0.012	0%	0	11	1	0.012
	↵ Thru	14	0 0.000	1	-4	11	0	0.000	0%	0	11	0	0.000
	↵ Th-Rt	0	0 0.000	1	-4	6	1	0.000	0%	0	6	1	0.000
	↵ Shared	9	0 0.000	1	-4	6	0	0.000	0%	0	6	0	0.000
Westbound	↵ Left	16	1 0.010	1	0	17	1	0.011	5%	0	17	1	0.011
	↵ Lt-Th	0	0 0.000	8	-16	84	1	0.053	0%	0	84	1	0.053
	↵ Thru	92	0 0.000	19	22	249	1	0.000	0%	0	249	1	0.000
	↵ Th-Rt	0	0 0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	208	0 0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South:	0.382								North-South:	0.422		
	East-West:	0.070								East-West:	0.065		
	Loss Time:	0.050								Loss Time:	0.050		
Volume/capacity (v/c) ratio:	0.502									0.537			
Level of Service (LOS):	A									A			
PROJECT IMPACT													
Change in v/c due to project:											0.000		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT						
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year							<u>In</u>	<u>Out</u>	<u>Total</u>		
East/West Street: Civic Center Way	east-west split								AM	6	4	10			
WEEKDAY PM Peak: 4:45 PM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</u>									
	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>Growth</u>	<u>Projects</u>	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>+ Project Volume</u>	<u>Total Volume</u>	<u>Lanes</u>	<u>V / C</u>			
Northbound	↵ Left	1	0.014	2	-5	19	1	0.012	0%	0	19	1	0.012		
	↵ Lt-Th	22	0	0.000			0	0.000	0%	0	19	0	0.000		
	↵ Thru	534	2	0.167	48	14	596	2	0.186	(25%)	5	601	2	0.188	
	↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0	0.000	
	↵ Right	27	1	0.000	2	0	29	1	0.000	(75%)	14	43	1	0.000	
↵ Shared		0	0.000				0	0.000	0%	0	0	0	0.000		
Southbound	↵ Left	186	1	0.116	17	46	249	1	0.155	0%	0	249	1	0.155	
	↵ Lt-Th		0	0.000				0	0.000	0%	0	0	0	0.000	
	↵ Thru	464	2	0.145	42	11	517	2	0.161	25%	3	520	2	0.162	
	↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0	0.000	
	↵ Right	44	1	0.000	4	-2	46	1	0.000	0%	0	46	1	0.000	
↵ Shared		0	0.000				0	0.000	0%	0	0	0	0.000		
Eastbound	↵ Left	234	1	0.117	21	-6	249	1	0.122	0%	0	249	1	0.122	
	↵ Lt-Th		1	0.117				1	0.122	0%	0	1	1	0.122	
	↵ Thru	103	0	0.000	9	-11	101	0	0.000	0%	0	101	0	0.000	
	↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0	0.000	
	↵ Right	37	1	0.000	3	-11	29	1	0.000	0%	0	29	1	0.000	
↵ Shared		0	0.000				0	0.000	0%	0	0	0	0.000		
Westbound	↵ Left	17	1	0.011	2	0	19	1	0.012	5%	0	19	1	0.012	
	↵ Lt-Th		0	0.000				0	0.000	0%	0	0	0	0.000	
	↵ Thru	35	1	0.022	3	-5	33	1	0.021	0%	0	33	1	0.021	
	↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0	0.000	
	↵ Right	609	1	0.000	55	63	727	1	0.000	0%	0	727	1	0.000	
↵ Shared		0	0.000				0	0.000	0%	0	0	0	0.000		
Critical Volumes:	North-South:	0.159		North-South:					0.173		North-South:			0.174	
	East-West:	0.139		East-West:					0.142		East-West:			0.142	
	Total:	0.050		Total:					0.050		Total:			0.050	
Volume/capacity (v/c) ratio:	0.348			0.365					0.366						
Level of Service (LOS):	A			A					A						
PROJECT IMPACT															
Change in v/c due to project:												0.001			
Significantly impacted?												NO			

Intersection Capacity Utilization (ICU)

Intersection No. 4	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT			
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year						Trip Gen 1 PM In Out Total			
East/West Street: Civic Center Way	east-west split												
WEEKEND PM Peak: 11:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↵ Left	1	0.018	3	-6	26	1	0.016	0%	0	1	0.016	
	↵ Lt-Th	0	0	27	17	340	2	0.106	(25%)	13	2	0.110	
	↑ Thru	296	0.093	27	17	340	2	0.106	0%	39	2	0.110	
	↘ Th-Rt	0	0	2	0	24	1	0.015	(75%)	39	1	0.039	
	↘ Right	22	0.014	2	0	24	1	0.015	0%	39	1	0.039	
↔ Shared	0	0				0	0			0	0		
Southbound	↵ Left	1	0.146	21	63	317	1	0.198	0%	0	1	0.198	
	↵ Lt-Th	0	0	69	13	848	2	0.265	25%	17	2	0.270	
	↓ Thru	766	0.239	69	13	848	2	0.265	0%	0	2	0.270	
	↘ Th-Rt	0	0	3	-3	28	1	0.017	0%	0	1	0.017	
	↘ Right	28	0.018	3	-3	28	1	0.017	0%	0	1	0.017	
↔ Shared	0	0				0	0			0	0		
Eastbound	↵ Left	1	0.021	3	-2	30	1	0.021	0%	0	1	0.021	
	↵ Lt-Th	1	0.021	3	-2	30	1	0.021	0%	0	1	0.021	
	→ Thru	32	0	3	-4	31	0	0	0%	0	0	0	
	↘ Th-Rt	0	0	2	-4	24	1	0.015	0%	0	1	0.015	
	↘ Right	26	0.016	2	-4	24	1	0.015	0%	0	1	0.015	
↔ Shared	0	0				0	0			0	0		
Westbound	↵ Left	1	0.013	2	0	23	1	0.014	5%	3	1	0.016	
	↵ Lt-Th	0	0	3	-6	25	1	0.015	0%	0	1	0.015	
	← Thru	28	0.018	3	-6	25	1	0.015	0%	0	1	0.015	
	↘ Th-Rt	0	0	16	60	255	1	0.159	0%	0	1	0.159	
	↘ Right	179	0.112	16	60	255	1	0.159	0%	0	1	0.159	
↔ Shared	0	0				0	0			0	0		
Critical Volumes:	North-South: 0.258			North-South: 0.281			North-South: 0.286						
	East-West: 0.039			East-West: 0.036			East-West: 0.036						
	Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050						
Volume/capacity (v/c) ratio:	0.347			0.367			0.372						
Level of Service (LOS):	A			A			A						
PROJECT IMPACT													
Change in v/c due to project: 0.004													
Significantly impacted? NO													

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	/2015				Analysis Year	2030 WITH PROJECT		
Analysis Time Period	AM PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	7	22	59		89	73	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	251	103	209		20	34	13	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	29	59	89	84	354	209	67	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.05	0.08	0.07	0.31	0.19	0.06	
hd, final value (s)	6.49	5.66	6.72	6.12	5.71	4.66	5.85	
x, final value	0.05	0.09	0.17	0.14	0.56	0.27	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.2	3.4	4.4	3.8	3.4	2.4	3.6	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	309	339	334	604	459	317	
Delay (s/veh)	9.55	8.94	10.75	9.83	15.48	9.07	9.26	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.14		10.30		13.10		9.26	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.88							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JTO				Intersection	CIVIC CENTER WAY & WEBB WAY		
Agency/Co.	OTC INC				Jurisdiction	MALIBU		
Date Performed	1/2015				Analysis Year	2030 WITH PROJECT		
Analysis Time Period	PM PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY					North/South Street: WEBB WAY / STUART RANCH ROAD			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	23	100	245		203	292	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	469	58	158		42	86	46	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	123	245	203	303	527	158	174	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.11	0.22	0.18	0.27	0.47	0.14	0.15	
hd, final value (s)	8.54	7.72	8.64	8.10	8.23	7.07	8.48	
x, final value	0.29	0.53	0.49	0.68	1.21	0.31	0.41	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.2	5.4	6.3	5.8	5.9	4.8	6.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	373	457	413	441	527	408	410	
Delay (s/veh)	14.72	18.64	19.27	26.42	138.26	12.92	16.95	
LOS	B	C	C	D	F	B	C	
Approach: Delay (s/veh)	17.33		23.55		109.35		16.95	
LOS	C		C		F		C	
Intersection Delay (s/veh)	55.48							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	JTO			Intersection	CIVIC CENTER WAY & WEBB WAY			
Agency/Co.	OTC INC			Jurisdiction	MALIBU			
Date Performed	1/2015			Analysis Year	2030 WITH PROJECT			
Analysis Time Period	SAT MID PEAK HOUR							
Project ID MEMORIAL PARK								
East/West Street: CIVIC CENTER WAY				North/South Street: WEBB WAY / STUART RANCH ROAD				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	34	160	202	187	153	5		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	155	80	229	45	76	26		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	194	202	187	158	235	229	147	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.3	-0.7	-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.17	0.18	0.17	0.14	0.21	0.20	0.13	
hd, final value (s)	7.21	6.41	7.67	7.13	7.35	6.31	7.41	
x, final value	0.39	0.36	0.40	0.31	0.48	0.40	0.30	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.1	5.4	4.8	5.0	4.0	5.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	444	452	437	408	474	479	397	
Delay (s/veh)	14.42	12.67	15.35	13.05	16.64	13.18	13.29	
LOS	B	B	C	B	C	B	B	
Approach: Delay (s/veh)	13.53		14.30		14.93		13.29	
LOS	B		B		B		B	
Intersection Delay (s/veh)	14.18							
Intersection LOS	B							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT																
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					<table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>						<u>In</u>	<u>Out</u>	<u>Total</u>	AM	6	4	10	PM	10	19	29
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
AM	6	4	10																						
PM	10	19	29																						
East/West Street: Pacific Coast Highway																									
WEEKDAY																									
AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total															
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C													
Northbound	↶ Left	1	0.033	5	1	59	1	0.037	0%	0	59	1	0.037												
	↷ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0												
	↑ Thru	48	0	0	4	3	55	0	0	0%	0	55	0	0											
	↶ Th-Rt	1	0.037	0	4	3	55	1	0.043	0%	0	55	1	0.043											
	↷ Right	11	0	0	1	1	13	0	0	0%	0	13	0	0											
↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0												
Southbound	↶ Left	1	0.031	4	-2	51	1	0.034	(45%)	2	53	1	0.034												
	↷ Lt-Th	1	0.031	0	0	0	1	0.034	0%	0	0	1	0.034												
	↓ Thru	49	0	0.000	4	2	46	0	0.000	0%	0	46	0	0.000											
	↷ Th-Rt	40	0	0.000	4	2	46	0	0.000	0%	0	46	0	0.000											
	↶ Right	32	1	0.020	3	56	91	1	0.057	(25%)	1	92	1	0.057											
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000												
Eastbound	↶ Left	1	0.081	12	148	290	1	0.181	0%	0	290	1	0.181												
	↷ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0												
	↑ Thru	130	3	0.325	140	67	1766	3	0.368	0%	0	1766	3	0.368											
	↶ Th-Rt	1559	0	0	140	67	1766	0	0	0%	0	1766	0	0											
	↷ Right	68	1	0.043	6	1	75	1	0.047	0%	0	75	1	0.047											
↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0												
Westbound	↶ Left	1	0.083	12	7	151	1	0.094	0%	0	151	1	0.094												
	↷ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0												
	↑ Thru	132	2	0.215	62	27	778	2	0.243	45%	3	781	2	0.244											
	↶ Th-Rt	689	0	0	62	27	778	0	0	0%	0	778	0	0											
	↷ Right	231	1	0.144	21	-8	244	1	0.152	0%	0	244	1	0.152											
↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0												
Critical Volumes:	North-South: 0.068			North-South: 0.076					North-South: 0.078																
	East-West: 0.407			East-West: 0.462					East-West: 0.462																
	Loss Time: 0.050			LossTime: 0.050					LossTime: 0.050																
Volume/capacity (v/c) ratio:	0.525			0.588					0.590																
Level of Service (LOS):	A			A					A																
PROJECT IMPACT																									
Change in v/c due to project:											0.002														
Significantly impacted?											NO														

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT															
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					<table style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					In	Out	Total	AM	6	4	10	PM	10	19	29
	In	Out	Total																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway																								
WEEKDAY PM Peak: 4:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C												
Northbound																								
↪ Left	148	1	0.093	13	2	163	1	0.102	0%	0	163	1	0.102											
↪ Lt-Th		0	0				0	0	0%	0	0	0	0											
↑ Thru	72	0	0	6	5	83	0	0	0%	0	83	0	0											
↪ Th-Rt		1	0.063				1	0.073	0%	0	0	1	0.073											
↪ Right	29	0	0	3	2	34	0	0	0%	0	34	0	0											
↔ Shared		0	0				0	0	0%	0	0	0	0											
Southbound																								
↪ Left	223	1	0.104	20	-6	237	1	0.113	(45%)	9	246	1	0.116											
↪ Lt-Th		1	0.104				1	0.113	0%	0	0	1	0.116											
↓ Thru	76	0	0.000	7	5	88	0	0.000	0%	0	88	0	0.000											
↪ Th-Rt		0	0.000				0	0.000	0%	0	0	0	0.000											
↪ Right	69	1	0.043	6	159	234	1	0.146	(25%)	4	238	1	0.149											
↔ Shared		0	0.000				0	0.000	0%	0	0	0	0.000											
Eastbound																								
↪ Left	93	1	0.058	8	102	203	1	0.127	0%	0	203	1	0.127											
↪ Lt-Th		0	0				0	0	0%	0	0	0	0											
→ Thru	1272	3	0.265	115	98	1485	3	0.309	0%	0	1485	3	0.309											
↪ Th-Rt		0	0				0	0	0%	0	0	0	0											
↪ Right	54	1	0.034	5	2	61	1	0.038	0%	0	61	1	0.038											
↔ Shared		0	0				0	0	0%	0	0	0	0											
Westbound																								
↪ Left	225	1	0.141	20	9	254	1	0.159	0%	0	254	1	0.159											
↪ Lt-Th		0	0				0	0	0%	0	0	0	0											
↑ Thru	1235	2	0.386	111	98	1444	2	0.451	45%	5	1449	2	0.453											
↪ Th-Rt		0	0				0	0	0%	0	0	0	0											
↪ Right	380	1	0.238	34	1	415	1	0.260	0%	0	415	1	0.260											
↔ Shared		0	0				0	0	0%	0	0	0	0											
Critical Volumes:	North-South: 0.167								North-South: 0.186															
	East-West: 0.406								East-West: 0.468															
	Loss Time: 0.050								LossTime: 0.050															
Volume/capacity (v/c) ratio:	0.623								0.704															
Level of Service (LOS):	B								C															
PROJECT IMPACT																								
Change in v/c due to project:										0.003														
Significantly impacted?										NO														

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION							
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total Trip Gen 1 PM 67 52 119											
East/West Street: Pacific Coast Highway	nort-south split																			
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C				
Northbound	Left	127	1	0.079	11	2	140	1	0.088	0%	0	140	1	0.088	0	140	1	0.088		
	Lt-Th		0	0				0	0	0%	0		0	0	0		0	0		
	Thru	71	0	0	6	5	82	0	0	0%	0	82	0	0	0		0	0		
	Th-Rt		1	0.063				1	0.073	0%	0		1	0.073	0		1	0.073		
	Right	30	0	0	3	2	35	0	0	0%	0	35	0	0	0		0	0		
Shared		0	0				0	0	0%	0		0	0	0		0	0			
Southbound	Left	116	1	0.007	10	-2	124	1	0.008	(45%)	23	147	1	0.009	0	147	1	0.009		
	Lt-Th		1	0.075				1	0.083	0%	0		1	0.091	0		1	0.091		
	Thru	101	0	0	9	5	115	0	0	0%	0	115	0	0	0		0	0		
	Th-Rt		0	0				0	0	0%	0		0	0	0		0	0		
	Right	57	1	0	5	154	216	1	0	(25%)	13	229	1	0	0		1	0		
Shared		0	0				0	0	0%	0		0	0	0		0	0			
Eastbound	Left	149	1	0.093	13	148	310	1	0.194	0%	0	310	1	0.194	0	310	2	0.108		
	Lt-Th		0	0				0	0	0%	0		0	0	0		0	0		
	Thru	1323	3	0.276	119	122	1564	3	0.326	0%	0	1564	3	0.326	0	1564	3	0.326		
	Th-Rt		0	0				0	0	0%	0		0	0	0		0	0		
	Right	65	1	0.041	6	3	74	1	0.046	0%	0	74	1	0.046	0	74	1	0.046		
Shared		0	0				0	0	0%	0		0	0	0		0	0			
Westbound	Left	287	1	0.179	26	6	319	1	0.199	0%	0	319	1	0.199	0	319	1	0.199		
	Lt-Th		0	0				0	0	0%	0		0	0	0		0	0		
	Thru	1299	2	0.406	117	105	1521	2	0.475	45%	30	1551	2	0.485	0	1551	2	0.485		
	Th-Rt		0	0				0	0	0%	0		0	0	0		0	0		
	Right	115	1	0.036	10	2	127	1	0.041	0%	0	127	1	0.034	0	127	1	0.034		
Shared		0	0				0	0	0%	0		0	0	0		0	0			
Critical Volumes:	North-South:	0.155		North-South:					0.171		North-South:				0.179		North-South:		0.179	
	East-West:	0.499		East-West:					0.669		East-West:				0.679		East-West:		0.592	
	Total:	0.050		Total:					0.050		Total:				0.050		Total:		0.050	
Volume/capacity (v/c) ratio:	0.704			0.890					0.908				0.821							
Level of Service (LOS):	C			D					E				D							

PROJECT IMPACT

Change in v/c due to project:	0.018	Δv/c after mitigation:	-0.068
Significantly impacted?	YES	Fully mitigated?	YES

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT															
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					In	Out	Total	AM	6	4	10	PM	10	19	29
	In	Out	Total																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway	north-south split																							
WEEKDAY AM Peak: 8:00 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C												
Northbound	↶ Left	4	0 0.000	0	0	4	0	0.000	0%	0	4	0 0.000												
	↶ Lt-Th	1	0 0.003	0	0	1	0	0.003	0%	0	1	0 0.003												
	↑ Thru	1	0 0.000	0	0	1	0	0.000	0%	0	1	0 0.000												
	↷ Th-Rt	1	0 0.000	0	0	1	0	0.000	0%	0	1	0 0.000												
	↷ Right	2	1 0.000	0	0	2	1	0.000	0%	0	2	1 0.000												
↷ Shared	0	0 0.000	0	0	0	0	0.000	0%	0	0	0 0.000													
Southbound	↶ Left	80	1 0.028	7	78	165	1	0.057	0%	0	165	1 0.057												
	↶ Lt-Th	1	0 0.028	0	0	0	0	0.000	0%	0	0	0 0.000												
	↓ Thru	0	0 0.000	0	0	0	0	0.000	0%	0	0	0 0.000												
	↷ Th-Rt	1	0 0.000	6	8	77	1	0.000	0%	0	77	1 0.000												
	↷ Right	63	1 0.000	0	0	0	0	0.000	0%	0	0	0 0.000												
↷ Shared	0	0 0.000	0	0	0	0	0.000	0%	0	0	0 0.000													
Eastbound	↶ Left	92	1 0.058	8	22	122	1	0.076	0%	0	122	1 0.076												
	↶ Lt-Th	0	0 0.000	146	44	1813	0	0.000	0%	0	0	0 0.000												
	↑ Thru	1623	1 0.511	1	0	12	1	0.570	(45%)	2	1815	1 0.571												
	↷ Th-Rt	11	1 0.511	1	0	12	1	0.570	0%	0	12	1 0.571												
	↷ Right	11	0 0.000	1	0	12	0	0.000	0%	0	12	0 0.000												
↷ Shared	0	0 0.000	0	0	0	0	0.000	0%	0	0	0 0.000													
Westbound	↶ Left	3	1 0.002	0	0	3	1	0.002	0%	0	3	1 0.002												
	↶ Lt-Th	0	0 0.000	90	12	1103	0	0.000	0%	0	0	0 0.000												
	↑ Thru	1001	1 0.354	1	0	297	1	0.437	45%	3	1106	1 0.438												
	↷ Th-Rt	1001	1 0.354	1	0	297	1	0.437	0%	0	297	1 0.438												
	↷ Right	131	0 0.000	12	154	297	0	0.000	0%	0	297	0 0.000												
↷ Shared	0	0 0.000	0	0	0	0	0.000	0%	0	0	0 0.000													
Critical Volumes:	North-South: 0.031			North-South: 0.060					North-South: 0.060															
	East-West: 0.513			East-West: 0.572					East-West: 0.573															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.594			0.682					0.683															
Level of Service (LOS):	A			B					B															
PROJECT IMPACT																								
Change in v/c due to project:											0.001													
Significantly impacted?											NO													

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT															
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					<table style="margin: auto; border: none;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">10</td> <td style="text-align: center;">19</td> <td style="text-align: center;">29</td> </tr> </table>					In	Out	Total	AM	6	4	10	PM	10	19	29
	In	Out	Total																					
AM	6	4	10																					
PM	10	19	29																					
East/West Street: Pacific Coast Highway	north-south split																							
WEEKDAY PM Peak: 4:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C												
Northbound	↪ Left	0	0.000	1	0	15	1	0.000	0%	0	15	0	0.000											
	↪ Lt-Th	14	1	0.014	0	15	1	0.015	0%	0	15	1	0.015											
	↑ Thru	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000										
	↪ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000										
	↪ Right	19	1	0.000	2	0	21	1	0.000	0%	0	21	1	0.000										
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
Southbound	↪ Left	1	0.065	17	201	405	1	0.141	0%	0	405	1	0.141											
	↪ Lt-Th	187	1	0.065	0	405	1	0.141	0%	0	405	1	0.141											
	↓ Thru	1	0	0.000	0	1	0	0.000	0%	0	1	0	0.000											
	↪ Th-Rt	0	0	0.000	0	0	0	0.000	0%	0	0	0	0.000											
	↪ Right	132	1	0.000	12	33	177	1	0.000	0%	0	177	1	0.000										
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
Eastbound	↪ Left	1	0.059	8	19	121	1	0.076	0%	0	121	1	0.076											
	↪ Lt-Th	94	0	0.000	0	121	0	0.000	0%	0	121	0	0.000											
	↑ Thru	1603	1	0.506	144	73	1820	1	0.574	(45%)	9	1829	1	0.577										
	↪ Th-Rt	0	1	0.506	0	1820	1	0.574	0%	0	1820	1	0.577											
	↪ Right	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000										
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
Westbound	↪ Left	1	0.009	1	2	18	1	0.011	0%	0	18	1	0.011											
	↪ Lt-Th	15	0	0.000	0	18	0	0.000	0%	0	18	0	0.000											
	↑ Thru	1711	1	0.593	154	63	1928	1	0.718	45%	5	1933	1	0.719										
	↪ Th-Rt	0	1	0.593	0	1928	1	0.718	0%	0	1928	1	0.719											
	↪ Right	186	0	0.000	17	166	369	0	0.000	0%	0	369	0	0.000										
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
Critical Volumes:	North-South: 0.079			North-South: 0.156					North-South: 0.156															
	East-West: 0.652			East-West: 0.794					East-West: 0.795															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.781			1.000					1.001															
Level of Service (LOS):	C			E					F															
PROJECT IMPACT																								
Change in v/c due to project:										0.001														
Significantly impacted?										NO														

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total					
East/West Street: Pacific Coast Highway	north-south split								Trip Gen 1 PM 67 52 119					
WEEKEND PM Peak: 12:00 PM	Counts Volume Lanes V / C			+ Amb. Growth Projects = Total Volume Lanes V / C			+ Project Volume Total Volume Lanes V / C							
Northbound	↵ Left	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000
	↵ Lt-Th		1	0.014				1	0.015	0%	0		1	0.015
	↑ Thru	6	0	0.000	1	0	7	0	0.000	0%	0	7	0	0.000
	↗ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000
	↘ Right	46	1	0.000	4	0	50	1	0.000	0%	0	50	1	0.000
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Southbound	↘ Left	209	1	0.073	19	195	423	1	0.147	0%	0	423	1	0.147
	↘ Lt-Th		1	0.073				1	0.147	0%	0		1	0.147
	↓ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000
	↙ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000
	↖ Right	109	1	0.000	10	23	142	1	0.000	0%	0	142	1	0.000
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Eastbound	↘ Left	144	1	0.090	13	26	183	1	0.114	0%	0	183	1	0.114
	↘ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
	→ Thru	1439	1	0.460	130	96	1665	1	0.531	(45%)	23	1688	1	0.539
	↗ Th-Rt		1	0.460				1	0.531	0%	0		1	0.539
	↘ Right	33	0	0.000	3	0	36	0	0.000	0%	0	36	0	0.000
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Westbound	↘ Left	24	1	0.015	2	2	28	1	0.018	0%	0	28	1	0.018
	↘ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000
	← Thru	1625	1	0.573	146	77	1848	1	0.717	45%	30	1878	1	0.726
	↖ Th-Rt		1	0.573				1	0.717	0%	0		1	0.726
	↗ Right	209	0	0.000	19	217	445	0	0.000	0%	0	445	0	0.000
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	
Critical Volumes:	North-South:	0.086							North-South:	0.162				
	East-West:	0.663							East-West:	0.831				
	Loss Time:	0.050							Loss Time:	0.050				
Volume/capacity (v/c) ratio:	0.799								1.043			1.052		
Level of Service (LOS):	C								F			F		
PROJECT IMPACT														
Change in v/c due to project:											0.009			
Significantly impacted?											NO			

Intersection Capacity Utilization (ICU)

Intersection No. 8	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT				
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year							<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10		
WEEKDAY									PM	10	19	29		
AM Peak: 7:30 AM	Counts			+ Amb.	+ Area	= Total				= Total				
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C		
Northbound	↵ Left	0	0	0	0	0	0	0	0%	0	0	0		
	↵ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0		
	↑ Thru	0	0	0	0	0	0	0	0%	0	0	0		
	↘ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0		
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0		
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0		
Southbound	↵ Left <small>not part of signal</small>	0	0	0	0	0	0	0	0%	0	0	0		
	↵ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0		
	↓ Thru	0	0	0	0	0	0	0	0%	0	0	0		
	↘ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0		
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0		
↔ Shared	0	1	0	0	0	0	1	0	0%	0	1	0		
Eastbound	↵ Left	2	1	0.001	0	0	2	1	0.001	0%	0	2	1	0.001
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1672	2	0.523	151	100	1923	2	0.601	(45%)	2	1925	2	0.601
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Westbound	↵ Left	5	1	0.003	0	0	5	1	0.003	0%	0	5	1	0.003
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1202	2	0.376	108	178	1488	2	0.465	45%	3	1491	2	0.466
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	↘ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	1	0.001
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.000						North-South:	0.000		North-South:		0.000	
	East-West:	0.526						East-West:	0.603		East-West:		0.605	
	Loss Time:	0.050						Loss Time:	0.050		LossTime:		0.050	
Volume/capacity (v/c) ratio:	0.576							0.653			0.655			
Level of Service (LOS):	A							B			B			
PROJECT IMPACT														
Change in v/c due to project:												0.002		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No. 8	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year						In	Out	Total		
East/West Street: Pacific Coast Highway									AM	6	4	10		
WEEKDAY									PM	10	19	29		
PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total								
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound														
↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Thru	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Shared	0	0	0	0	0	0	0	0	0%	0	0	0		
Southbound														
↵ Left <small>not part of signal</small>	3	0	0	0	0	3	0	0	0%	0	3	0		
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Thru	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0		
↵ Right	3	0	0	0	0	3	0	0	0%	0	3	0		
↵ Shared	3	1	0.004	0	0	3	1	0.004	0%	0	3	0.004		
Eastbound														
↵ Left	0	1	0.000	0	0	0	1	0.000	0%	0	0	0.000		
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
↵ Thru	1799	2	0.562	162	263	2224	2	0.695	(45%)	9	2233	2 0.698		
↵ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
↵ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Westbound														
↵ Left	13	1	0.008	1	0	14	1	0.009	0%	0	14	1 0.009		
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
↵ Thru	1937	2	0.605	174	230	2341	2	0.732	45%	5	2346	2 0.733		
↵ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
↵ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	1 0.001		
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.004		North-South:					0.004		North-South:			0.004
	East-West:	0.605		East-West:					0.732		East-West:			0.733
	Total:	0.050		Total:					0.050		Total:			0.050
Volume/capacity (v/c) ratio:	0.659			0.786					0.787					
Level of Service (LOS):	B			C					C					
PROJECT IMPACT														
Change in v/c due to project:									0.001					
Significantly impacted?									NO					

Intersection Capacity Utilization (ICU)

Intersection No.8	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT							
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					Trip <u>In</u> <u>Out</u> <u>Total</u> Gen 1 AM 0 0 0 PM 67 52 119							
East/West Street: Pacific Coast Highway																
WEEKEND PM Peak: 12:00 PM	Counts	Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C			
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
Southbound	Left <small>not part of signal</small>	1	0	0.000	0	0	1	0	0.000	0%	0	1	0.000			
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Right	4	0	0.000	0	0	4	0	0.000	0%	0	4	0.000			
	Shared	4	1	0.000	0	0	4	1	0.000	0%	0	4	0.000			
Eastbound	Left	4	1	0.003	0	0	4	1	0.003	0%	0	4	0.003			
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Thru	1669	2	0.522	150	289	2108	2	0.659	(45%)	23	2131	2	0.666		
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
Westbound	Left	17	1	0.011	2	0	19	1	0.012	0%	0	19	1	0.012		
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Thru	1875	2	0.586	169	287	2331	2	0.728	45%	30	2361	2	0.738		
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
	Right	5	1	0.003	0	0	5	1	0.003	0%	0	5	1	0.003		
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000			
Critical Volumes:	North-South:	0.000			North-South:					0.000			North-South:	0.000		
	East-West:	0.589			East-West:					0.732			East-West:	0.740		
	Loss Time:	0.050			Loss Time:					0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:	0.639			0.782					0.790							
Level of Service (LOS):	B			C					C							
PROJECT IMPACT																
Change in v/c due to project:													0.008			
Significantly impacted?													NO			

Intersection Capacity Utilization (ICU)

Intersection No.9	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT			
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year							<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway										AM	6	4	10
WEEKDAY										PM	10	19	29
AM Peak: 8:00 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
	Volume												
Northbound	↵ Left	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Lt-Th <u>N/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru Existing: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0	
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↵ Left	13	0	0	1	0	14	0	0	0%	0	14	0
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	↓ Thru Existing: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Right	14	0	0	1	0	15	0	0	0%	0	15	0
↔ Shared	1	0	0.017	1	0	15	1	0.018	0%	0	15	1	
Eastbound	↵ Left	28	1	0.018	3	0	31	1	0.019	0%	0	31	1
	↵ Lt-Th <u>E/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	→ Thru Existing: 50%	1508	2	0.471	136	121	1765	2	0.551	(45%)	2	1767	2
	↘ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0	
↔ Shared	0	0	0	0	0	0	0	0%	0	0	0		
Westbound	↵ Left	1	0	0	0	0	1	0	0	0%	0	1	0
	↵ Lt-Th <u>W/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	← Thru Existing: 50%	1205	2	0.377	108	174	1487	2	0.465	45%	3	1490	2
	↘ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Right	8	1	0.005	1	0	9	1	0.005	0%	0	9	1
↔ Shared	0	0	0	0	0	0	0	0%	0	0	0		
Critical Volumes:	North-South:	0.017						North-South:	0.018		North-South:		0.018
	East-West:	0.471						East-West:	0.551		East-West:		0.552
	Loss Time:	0.050						Loss Time:	0.050		LossTime:		0.050
Volume/capacity (v/c) ratio:	0.538							0.619			0.620		
Level of Service (LOS):	A							B			B		
PROJECT IMPACT													
Change in v/c due to project:											0.001		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No.9	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY									PM	10	19	29	
PM Peak: 4:15 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↳ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Lt-Th <u>N/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound													
↳ Left	12	0	0	1	0	13	0	0	0%	0	13	0	
↳ Lt-Th <u>S/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Th-Rt Projected: 50%	22	0	0	2	0	24	0	0	0%	0	24	0	
↳ Right									0%				
↳ Shared		1	0.021				1	0.023	0%			0.023	
Eastbound													
↳ Left	15	1	0.009	1	0	16	1	0.010	0%	0	16	1	
↳ Lt-Th <u>E/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	1676	2	0.524	151	272	2099	2	0.656	(45%)	9	2108	2	
↳ Th-Rt Projected: 50%									0%				
↳ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Shared									0%				
Westbound													
↳ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Lt-Th <u>W/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
↳ Thru Existing: 50%	1805	2	0.564	162	241	2208	2	0.690	45%	5	2213	2	
↳ Th-Rt Projected: 50%									0%				
↳ Right	9	1	0.006	1	0	10	1	0.006	0%	0	10	1	
↳ Shared									0%				
Critical Volumes:	North-South:	0.021							North-South:	0.023		North-South:	0.023
	East-West:	0.573							East-West:	0.700		East-West:	0.702
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:	0.050
Volume/capacity (v/c) ratio:	0.644								0.773			0.775	
Level of Service (LOS):	B								C			C	
PROJECT IMPACT													
Change in v/c due to project:										0.002			
Significantly impacted?										NO			

Intersection Capacity Utilization (ICU)

Intersection No. 9	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM 67 52 119				
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 1:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound													
↵ Left	13	0	0	1	0	14	0	0	0%	0	14	0	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	19	0	0	2	0	21	0	0	0%	0	21	0	
↕ Shared	1	1	0.020	0	0	1	1	0.022	0%	0	1	0.022	
Eastbound													
↵ Left	25	1	0.016	2	0	27	1	0.017	0%	0	27	1	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
→ Thru	1479	2	0.462	133	296	1908	2	0.596	(45%)	23	1931	2	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Westbound													
↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
← Thru	1798	2	0.562	162	304	2264	2	0.707	45%	30	2294	2	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	13	1	0.008	1	0	14	1	0.009	0%	0	14	1	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Critical Volumes:	North-South:	0.020				North-South:	0.022				North-South:	0.022	
	East-West:	0.578				East-West:	0.724				East-West:	0.734	
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.648					0.796					0.806	
Level of Service (LOS):		B					C					D	
PROJECT IMPACT													
Change in v/c due to project:											0.010		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

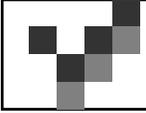
Intersection No.10	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year						<u>In</u>	<u>Out</u>	<u>Total</u>		
East/West Street: Pacific Coast Highway									AM	6	4	10		
WEEKDAY									PM	10	19	29		
AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C		
Northbound	↵ Left	0	0	0	0	1	0	0	0%	0	1	0		
	↵ Lt-Th	1	0	0	0	0	0	0	0%	0	0	0		
	↑ Thru	0	0	0	0	0	0	0	0%	0	0	0		
	↗ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0		
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0		
↕ Shared	0	1	0.001	0	0	0	1	0.001	0%	0	1	0.001		
Southbound	↵ Left	40	0	0	4	0	44	0	0	0%	0	44	0	
	↵ Lt-Th	1	0	0	0	0	1	0	0	0%	0	1	0	
	↑ Thru	0	0	0	0	0	0	0	0%	0	0	0		
	↗ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0		
	↘ Right	35	0	0	3	3	41	0	0	0%	0	41	0	
↕ Shared	0	1	0.048	0	0	0	1	0.054	0%	0	1	0.054		
Eastbound	↵ Left	23	1	0.014	2	2	27	1	0.017	0%	0	27	1	0.017
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↑ Thru	1535	1	0.480	138	101	1774	1	0.554	(45%)	2	1776	1	0.555
	↗ Th-Rt	0	1	0.480	0	0	0	1	0.554	0%	0	0	1	0.555
	↘ Right	0	0	0	0	0	0	0	0	0%	0	0	0	0
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Westbound	↵ Left	3	1	0.002	0	0	3	1	0.002	0%	0	3	1	0.002
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↑ Thru	1197	2	0.374	108	130	1435	2	0.448	45%	3	1438	2	0.449
	↗ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↘ Right	27	1	0.017	2	0	29	1	0.018	0%	0	29	1	0.018
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Critical Volumes:	North-South: 0.049			North-South: 0.054					North-South: 0.054					
	East-West: 0.482			East-West: 0.556					East-West: 0.557					
	Loss Time: 0.050			Loss Time: 0.050					LossTime: 0.050					
Volume/capacity (v/c) ratio:	0.581			0.660					0.661					
Level of Service (LOS):	A			B					B					
PROJECT IMPACT														
Change in v/c due to project:											0.001			
Significantly impacted?											NO			

Intersection Capacity Utilization (ICU)

Intersection No.10	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	6	4	10	
WEEKDAY									PM	10	19	29	
PM Peak: 4:30 PM	Counts			+ Amb.	+ Area	= Total							
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound													
↵ Left	10	0	0	1	0	11	0	0	0%	0	11	0	
↵ Lt-Th		0	0				0	0	0%			0	
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	
↘ Th-Rt		0	0				0	0	0%			0	
↘ Right	15	0	0	1	0	16	0	0	0%	0	16	0	
↕ Shared		1	0.016				1	0.018	0%			0.018	
Southbound													
↵ Left	30	0	0	3	0	33	0	0	0%	0	33	0	
↵ Lt-Th		0	0				0	0	0%			0	
↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	
↘ Th-Rt		0	0				0	0	0%			0	
↘ Right	34	0	0	3	10	47	0	0	0%	0	47	0	
↕ Shared		1	0.041				1	0.051	0%			0.051	
Eastbound													
↵ Left	41	1	0.026	4	10	55	1	0.034	0%	0	55	1	
↵ Lt-Th		0	0				0	0	0%			0	
→ Thru	1699	1	0.531	153	200	2052	1	0.641	(45%)	9	2061	1	
↘ Th-Rt		1	0.531				1	0.641	0%			1	
↘ Right	17	0	0	2	0	19	0	0	0%	0	19	0	
↕ Shared		0	0				0	0	0%			0	
Westbound													
↵ Left	18	1	0.011	2	0	20	1	0.012	0%	0	20	1	
↵ Lt-Th		0	0				0	0	0%			0	
← Thru	1787	2	0.558	161	187	2135	2	0.667	45%	5	2140	2	
↘ Th-Rt		0	0				0	0	0%			0	
↘ Right	39	1	0.024	4	0	43	1	0.027	0%	0	43	1	
↕ Shared		0	0				0	0	0%			0	
Critical Volumes:	North-South:	0.057							North-South:	0.069		North-South: 0.069	
	East-West:	0.584							East-West:	0.701		East-West: 0.703	
	Total:	0.050							Total:	0.050		Total: 0.050	
Volume/capacity (v/c) ratio:	0.691								0.820			0.822	
Level of Service (LOS):	B								D			D	
PROJECT IMPACT													
Change in v/c due to project:										0.002			
Significantly impacted?										NO			

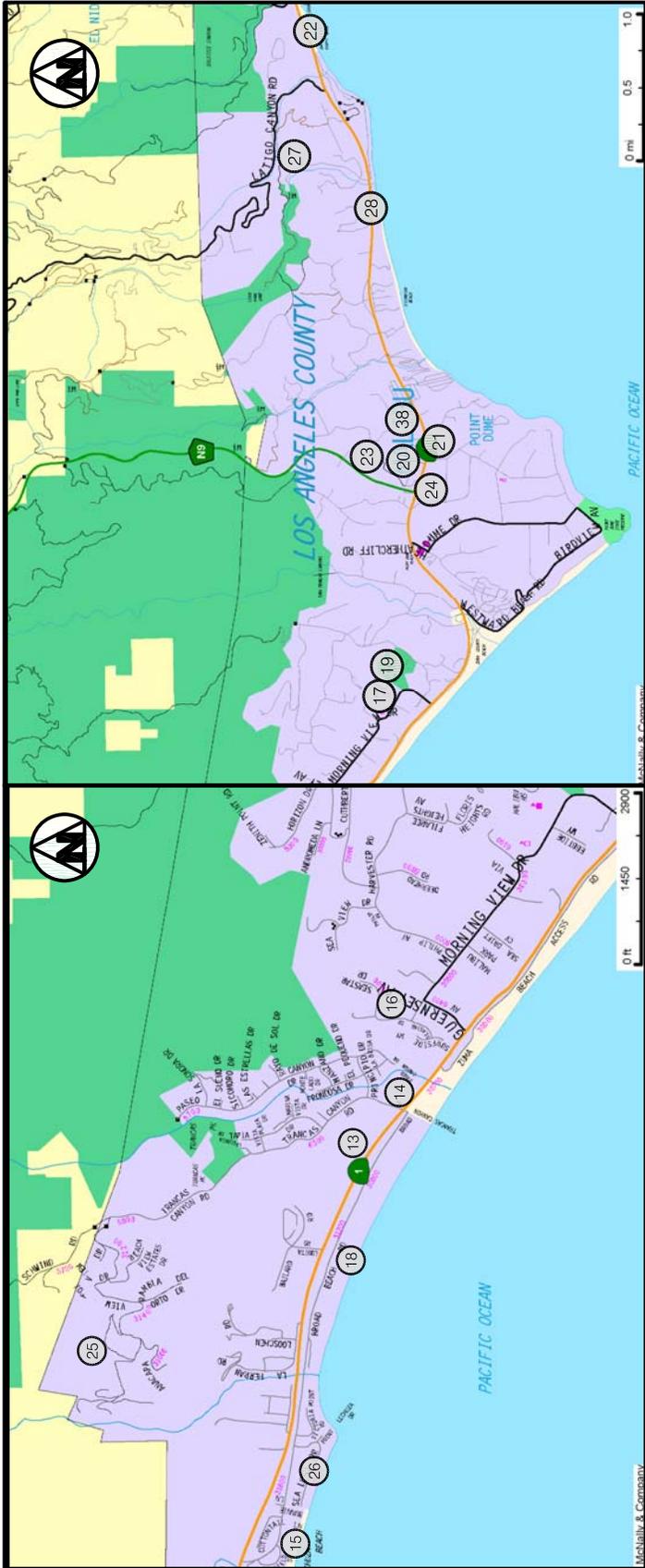
Intersection Capacity Utilization (ICU)

Intersection No. 10	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM In Out Total 67 52 119				
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound													
↵ Left	16	0	0	1	0	17	0	0	0%	0	17	0	0
↵ Lt-Th		0	0				0	0	0%			0	0
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
↵ Th-Rt		0	0				0	0	0%			0	0
↵ Right	17	0	0	2	0	19	0	0	0%	0	19	0	0
↕ Shared		1	0.021				1	0.023	0%			1	0.023
Southbound													
↵ Left	34	0	0	3	0	37	0	0	0%	0	37	0	0
↵ Lt-Th		0	0				0	0	0%			0	0
↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0
↵ Th-Rt		0	0				0	0	0%			0	0
↵ Right	41	0	0	4	10	55	0	0	0%	0	55	0	0
↕ Shared		1	0.048				1	0.059	0%			1	0.059
Eastbound													
↵ Left	28	1	0.018	3	10	41	1	0.025	0%	0	41	1	0.025
↵ Lt-Th		0	0				0	0	0%			0	0
→ Thru	1424	1	0.445	128	228	1780	1	0.556	(45%)	23	1803	1	0.563
↵ Th-Rt		1	0.445				1	0.556	0%			1	0.563
↵ Right	44	0	0	4	0	48	0	0	0%	0	48	0	0
↕ Shared		0	0				0	0	0%			0	0
Westbound													
↵ Left	44	1	0.028	4	0	48	1	0.030	0%	0	48	1	0.030
↵ Lt-Th		0	0				0	0	0%			0	0
← Thru	1733	2	0.542	156	231	2120	2	0.662	45%	30	2150	2	0.672
↵ Th-Rt		0	0				0	0	0%			0	0
↵ Right	38	1	0.024	3	0	41	1	0.026	0%	0	41	1	0.026
↕ Shared		0	0				0	0	0%			0	0
Critical Volumes:	North-South:	0.069							North-South:	0.082			
	East-West:	0.560							East-West:	0.687			
	Loss Time:	0.050							Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.679								0.819				
Level of Service (LOS):	B								D			D	
PROJECT IMPACT													
Change in v/c due to project:											0.010		
Significantly impacted?											NO		



Overland Traffic Consultants, Inc.

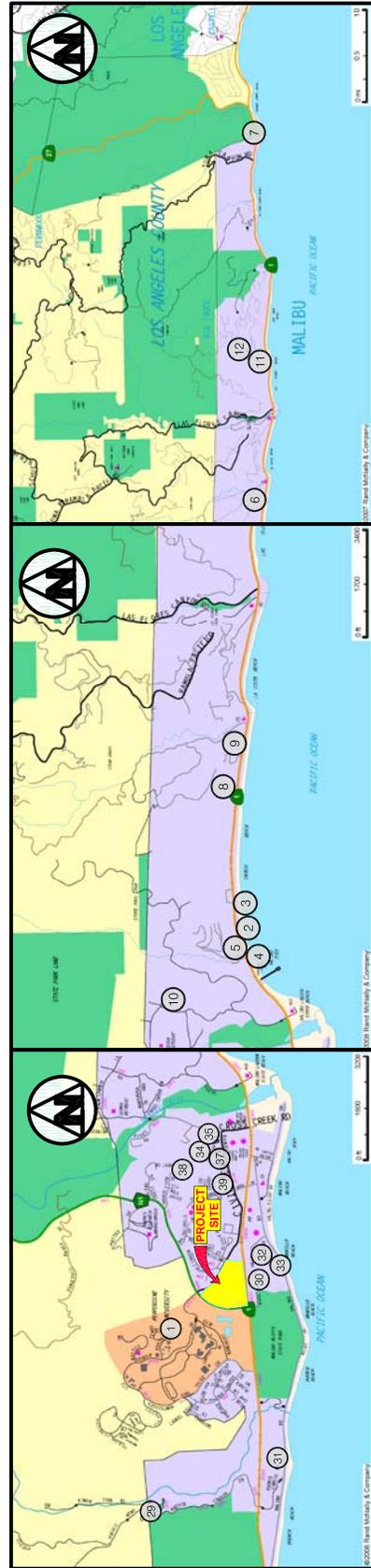
**APPENDIX F
RELATED PROJECT INFORMATION**



RELATED PROJECTS LOCATION MAP

POINT DUME STUDY AREA

WEST STUDY AREA



EAST STUDY AREA

CARBON BEACH STUDY AREA

CIVIC CENTER STUDY AREA

RELATED PROJECTS DESCRIPTIONS AND LOCATIONS

<u>Number</u>	<u>Name/Location</u>	<u>Size</u>		<u>Land Use Description</u>
1	Pepperdine Univeristy			Campus Wide upgrades
2	22716 Pacific Coast Highway	7,100	sf	Restaurant
3	22706 Pacific Coast Highway	5,904	sf	Restaurant
4	22959 Pacific Coast Highway	2,630	sf	Office
		4,517	sf	Retail
5	22729 Pacific Coast Highway	2,499	sf	Office
6	22065 Pacific Coast Hghway	8	units	Condominiums
7	18805,07,09 Pacific Coast Highway	3	du	Single Family
8	22301,03,05,09 Pacific Coast Highway	4	du	Single Family
9	21997 and 22003 Pacific Coast Highway	2	du	Single Family
10	3314 Serra Road	3	du	Single Family
11	20624 and 20630 Pacific Coast Highway	2	du	Single Family
12	2110 Seaboard	4	du	Single Family
13	6155 Trancas Canyon Road	32	units	Townhomes
14	30745 Pacific Coast Highway	53,423	sf	Shopping Center
15	31720.5 Pacific Coast Highway	Public Access Improvements		
16	6270,6304,6312,6282,6398 Sea Star Drive	5	du	Single Family
17	30215 Morning View Drive	35,315	sf	High School Improvements
18	Broad Beach Road	Restoration Project		
19	30215 Morning View Drive	Sports Field Lighting		
20	28811 Pacific Coast Highway	3	du	Single Family
21	28722 Pacific Coast Highway	6,033	sf	Fire Station
22	26038.5 Pacific Coast Highway	Fish Ladder Project		
23	6061 Galahad Road	4	du	Single Family
24	6271 and 6277 Zuma Mesa Drive	2	du	Single Family
25	31537 Anacapa View Drive	Trancas Highlands Water Assessment Project		
26	31864 and 31866 Sea Level Drive	2	du	Single Family
27	5905 and 5909 Latigo Canyon Road	2	du	Single Family
28	27535 Pacific Coast Highway	2	du	Single Family
29	3500 Puerco Canyon Road	7	du	Single Family
30	24120 Pacific Coast Highway	5	du	Single Family
		1	field	Baseball Field
31	24903 Pacific Coast Highway	9,685	sf	Office
32	23915 Malibu Road	7	du	Single Family
33	24038 Malbu Canyon Road	SMMC Beach Access Improvements		
34	23465 Civic Center Way	53,825	sf	Office/Institutional
		77,110	sf	Retail
35	23401 Civic Center Way	34,825	sf	Shopping Center
		4,000	sf	Restaurant
36	City of Malibu	Wastewater Treatment Facility		
37	23525 Civic Center Way	25,000	sf	Satellite Campus (200 Students)
38	28455 Pacific Coast Highway	5.12	acres	102 du (6 du per acre)
	28401 Pacific Coast Highway	3.25	acres	20 du (6 du per acre)
	370 Laz Paz Lane	2.30	acres	14 du (6 du per acre)
39	23575 Civic Center Way	76,000	sf	Shopping Center

Source: City Malibu for Cumulative Listing May 2012

n/a - not available

RELATED PROJECTS DESCRIPTIONS AND TRIP GENERATION

Number	Name/Location	Daily	AM Peak Hour			PM Peak Hour			Sat. Mid-day Peak Hour			Sat.
		Traffic	In	Out	Total	In	Out	Total	In	Out	Total	Daily
1	Pepperdine Univeristy	(744)	(54)	(13)	(67)	(15)	(37)	(52)	(20)	(14)	(34)	(402)
2	22716 Pacific Coast Highway	639	52	1	6	36	18	54	45	32	77	670
3	22706 Pacific Coast Highway	597	5	0	5	30	15	45	38	26	64	577
4	22959 Pacific Coast Highway	29	4	0	4	1	3	4	1	0	1	6
		200	0	0	0	5	7	12	5	7	12	190
5	22729 Pacific Coast Highway	28	3	1	4	1	3	4	1	0	1	6
6	22065 Pacific Coast Hwyway	46	1	3	4	3	1	4	2	2	4	45
7	18805,07,09 Pacific Coast Highway	29	1	2	3	2	1	3	1	2	3	30
8	22301,03,05,09 Pacific Coast Highway	38	1	2	3	3	1	4	2	2	4	40
9	21997 and 22003 Pacific Coast Highway	19	1	1	2	1	1	2	1	1	2	20
10	3314 Serra Road	29	1	2	3	2	1	3	1	2	3	30
11	20624 and 20630 Pacific Coast Highway	19	1	1	2	1	1	2	1	1	2	20
12	2110 Seaboard	38	1	2	3	3	1	4	2	2	4	40
13	6155 Trancas Canyon Road	186	2	12	14	12	5	17	8	7	15	181
14	30745 Pacific Coast Highway	1,366	37	10	47	73	109	182	101	135	236	1,590
15	31720.5 Pacific Coast Highway	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
		48	1	3	4	3	2	5	2	2	4	50
16	6270,6304,6312,6282,6398 Sea Star Drive											
17	30215 Morning View Drive	455	77	31	108	18	16	34	18	10	28	154
18	Broad Beach Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19	30215 Morning View Drive	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20	28811 Pacific Coast Highway	29	1	2	3	2	1	3	1	2	3	30
21	28722 Pacific Coast Highway	66	8	1	9	2	7	9	2	7	9	66
22	26038.5 Pacific Coast Highway	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23	6061 Galahad Road	38	1	2	3	3	1	4	2	2	4	40
24	6271 and 6277 Zuma Mesa Drive	19	1	1	2	1	1	2	1	1	2	20
25	31537 Anacapa View Drive	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
26	31864 and 31866 Sea Level Drive	19	1	1	2	1	1	2	1	1	2	20
27	5905 and 5909 Latigo Canyon Road	19	1	1	2	1	1	2	1	1	2	20
28	27535 Pacific Coast Highway	19	1	1	2	1	1	2	1	1	2	20
29	3500 Puerco Canyon Road	67	1	4	5	4	3	7	3	3	6	71
30	24120 Pacific Coast Highway	48	1	3	4	3	2	5	2	2	4	50
		120	0	0	0	30	30	60	46	46	92	970
31	24903 Pacific Coast Highway	107	13	2	15	2	12	14	2	2	4	23
32	23915 Malibu Road	67	1	4	5	4	3	7	3	3	6	71
33	24038 Malbu Canyon Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
34	23465 Civic Center Way	825	100	14	114	20	98	118	13	10	23	133
		2,038	22	14	37	56	74	130	90	84	174	2,107
35	23401 Civic Center Way	1,182	17	10	27	50	52	102	70	64	134	1,376
		1,114	44	32	76	29	25	54	47	447	94	1,152
36	City of Malibu	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
37	23525 Civic Center Way	240	20	4	24	16	8	24	6	4	10	84
38	28455 Pacific Coast Highway	976	19	57	76	65	38	103	50	45	95	1,028
	28401 Pacific Coast Highway	191	4	11	15	13	7	20	10	9	19	202
	370 Laz Paz Lane	134	3	8	11	9	5	14	7	6	13	141
39	23575 Civic Center Way	4,592	122	84	206	158	154	312	231	22	456	5,056

Source: City Malibu for Cumulative Listing May 2012

n/a - not available

Los Angeles County

Pepperdine Campus Life Project	Project would develop and re-develop property within an existing approximately 365 acre area on the Pepperdine campus through a two-phase development program that will take 12 years.	24255 PCH	PA; pending approval of an amendment at CCC	Six components of proposed development include approximately 394,137 sf of net new development comprised of the following: 1) Student Housing Rehabilitation; 2) Athletics and Events Center and Parking Structure; 3) Upgraded NCAA Soccer Field and Maintenance Facilities; 4) Town Square and Welcome Center over Subterranean Parking; 5) Enhanced Recreation Center Area; and 6) School of Law Parking Structure.	County of Los Angeles Regional Planning, S. Danner
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East Malibu

Project Name	Brief Description	Location	Status	Size	Planner
Prierview	New restaurant	22716 PCH	PA; UC	7,100 sf; 70 parking spaces (joint use parking agreement with 22706 PCH to donate 10 spaces - total of 59 spaces required for this use with 1 extra)	S. Edmondson
Windsail	New restaurant	22706 PCH	PA; UC	5,904 sf; 64 parking spaces (joint use parking agreement with 22716 PCH for 10 additional spaces - total of 74 spaces required for this use)	S. Edmondson
N/A	New office and retail	22959 PCH	UPR	2,630 sf office; 4,517 sf retail; 31 parking spaces	J. Smith
N/A	New office	22729 PCH	PA; pre-BPC	2,499 sf; 32 parking spaces	H. Ly
Carbon Condominiums	New condominium	22065 PCH	UC	8 units	J. Smith
N/A	LLA and 3 NSFRs	18805, 18807 & 18809 PCH	PA; BPC	9,559 sf, 9,141 sf, and 7,429 sf	S. Edmondson
N/A	4 NSFRs	22301, 22303, 22305 and 22309 PCH	PA; BPC	9,529 sf, 8,649 sf, 8,271 sf, and 9,249 sf	S. Edmondson
N/A	LLA and 2 NSFRs	21997 and 22003 PCH	PA; BPC	9,818 sf and 8,542 sf	A. Fernandez
Serra Retreat	3 lot subdivision	3314 Serra Rd	PA; pending Final Parcel Map approval	Development potential for each lot equals a maximum TDSF of 7,037 sf, 7,033 sf, and 7,740 sf	S. Danner
N/A	2 NSFR	20624 and 20630 PCH	UPR	2,911 sf and 2,911 sf	R. Mollica
Seaboard	4 lot LLA and 1 NSFR	21100 Seaboard	UPR	10,517 sf NSFR and improve 2,590 linear feet of roadway. Proposed lot sizes are 7.6, 1.3, 20 and 2.6 acres.	A. Fernandez

Civic Center Area

Project Name	Brief Description	Location	Status	Size	Planner
Crummer	7 lot subdivision (5 for residential)	24120 PCH	UPR; final project scope pending	(Preliminary) 5 NSFRs; expanded parking for Bluffs Park; 1.74 acre dedication to City for recreation use	H. Ly
Hajian	New office	24903 PCH	PA; UC	9,685 sf, 44 parking spaces	H. Ly
Towing Subdivision	7 lot subdivision (4 for residential)	23915 Malibu Rd	PA; BPC	4 NSFRs	S. Danner
Rancho Malibu Hotel	New hotel and spa	4000 MCR (NW corner of MCR and PCH, along Winter Canyon Rd)	UPR	146-room luxury hotel with related facilities. The hotel's 141,428 sf main building contains a retail component, day spa, fitness center, lobby, restaurant, bar, banquet and meeting facilities, and guest rooms. Development also includes 133,873 sf of detached buildings which include guest rooms. A large swimming pool, subterranean parking structure, function lawn, landscaping, and hardscape. CUP for live entertainment, events, alcohol sales and a TTM for a commercial airspace subdivision (146 hotel rooms and 2 retail spaces will be available for private ownership). Beach access	S. Danner
SMMC Beach Public Access Improvements	Public beach access improvements and a new stairway	24038 Malibu Rd	PA; pre-BPC		R. Mollica
La Paz Shopping Center	New retail, office and institutional development	23465 Civic Center Way	PA; BPC	112,058 sf retail and office; 20,000 sf institutional; 543 parking spaces	S. Edmondson
Whole Foods Shopping Center	New retail development	23401 CCW	UPR	25,000 sf grocery; 14,639 sf retail/commercial (up to 4,000 sf restaurant); 220 parking spaces	B. Blue
City of Malibu Civic Center Wastewater Treatment Facility	Wastewater treatment and treated water recycling facility	unknown	Testing and preliminary design underway, pending CDP submittal	Scheduled to be online by November 2015 to serve first phase of Civic Center (commercial parcels); second phase by 2019 (residential parcels)	B. Blue
Santa Monica College	New satellite campus on 2.94 acre ground lease site out of 9.18 acre County Civic Center parcel	23525 CCW (APN 4458-022-904, lease area addressed as 23555 by County)	Pending CDP submittal	+/- 25,000 sf building to replace vacant County Sheriff facility; will serve +/- 200 FTE; 2 classrooms, 3 lab/studios, multipurpose room, 2,100 sf lecture hall, 5,700 sf sheriff substation, interpretive center	B. Blue
Housing Element Update	Overlay to allow up to 20 dwelling units per acre on three sites	28455 PCH, 28401 Pacific Coast Highway, 3700 La Paz Lane (APNs 4458-022-023 and 4458-022-024)	UPR	5.12, 3.25 and 2.3 ac sites -> change from allowing 6 units per ac up to 20 units per ac	S. Danner, R. Mollica
Malibu Sycamore Village	New non-residential mixed use commercial project	23575 CCW (APN 4458-022-011); addressed as 23789 Stuart Ranch Rd per LA County Assessor	UPR	Two projects alternatives submitted: 1) 76,000 sf retail, restaurant, and office space with a public benefit of a 5,000 sf urgent care facility, and 360 pkg spaces; 2) 60,000 sf of retail, restaurant, and office space with 300 pkg spaces; project site is a 10 acre commercial parcel and both alternatives include outdoor exhibition space.	J. Smith

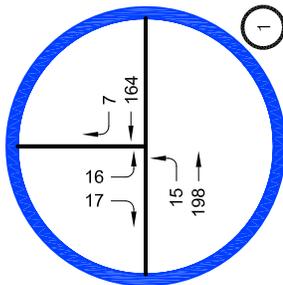
West Malibu

Project Name	Brief Description	Location	Status	Size	Planner
Trancas Town	New residential development	6155 TCR	Pending CDP submittal; zone change UPR	Zone change from Rural Residential to Multi-Family; 32 detached townhomes (preliminary)	B. Blue
HOWS / Trancas Country Market	Remodel and expansion of existing retail	30745 PCH (at TCR)	PA; UC	53,423 sq total (27,695 sq existing; 25,728 sq new); 339 parking spaces	R. Mollica
SMMC Lechuza Beach Public Access Improvements	Several public access improvements along the areas of East Sea Level, West Sea Level and Bunnie Lane, including stairways	31720.5 PCH	UPR	Beach access stairways, view platforms, public restroom and 4 ADA parking spaces	S. Danner
Sea Star Estates	5 NSFRs (infill)	6270, 6304, 6312, 6282, and 6398 Sea Star Dr	UPR	5 NSFRs on 5 existing parcels	S. Edmondson
Malibu High and Middle School Campus Improvement Project	New admin building, remodel existing buildings, new parking area and site improvements	30215 Morning View Drive	UPR	35,315 sq of new construction, 12,509 sq of renovation/modernization of existing buildings, new 150 space parking lot, various parking and site improvements	J. Smith
Broad Beach Restoration Project	Beachwide rock revetment, off-shore sand dredging, sand nourishment, dune restoration	Broad Beach Road	UPR	Westward terminus of Zuma Beach to 6525 Point Lechuza	CA State Lands Commission / Coastal Commission, S. Danner
Malibu Athletic Field Lighting Project	Sports field lighting	30215 Morning View Drive	BPC (State)	Four 70 ft tall lights installed on the MHS football field/track (limited usability allowed - 16 nights/yr till 10:30pm between Nov to May and 45 nights/yr till 7:30pm between Nov to Mar - no lights used between June to Aug per year)	J. Smith
28811 PCH Subdivision	3 lot subdivision	28811 PCH	UPR	Potential development for each lot equals a maximum TDSF of 8,620 sf; 8,342 sf; and 8,470 sf	S. Danner
LA County Fire Station No. 71	Fire station reconstruction	28722 PCH	UPR	6,033 sq total (2,881 sq existing; 3,152 sq new); 12 parking spaces; temporary fire station relocation to Zuma Beach Lifeguard HQ	J. Smith
Solstice Creek Fish Ladder	New fish ladder project at mouth of Solstice Creek / across a portion of Dan Blocker Beach	26038.5 PCH	BPC (State)	Bridge culvert and stream channel reconstruction with rock weirs and step-pools for a total length of 436 feet	S. Edmondson
Galahad Subdivision	5 lot subdivision; 4 buildable lots and 1 open space lot	6061 Galahad Rd	UPR	Potential development for each lot equals a maximum TDSF of 7,044 sf, 7,142 sf, 7,234 sf, and 8,414 sf	A. Fernandez
Zuma Mesa	LLA and 2 NSFR	6271 and 6277 Zuma Mesa Dr	PA; UC	5,329 sq and 6,984 sq	A. Fernandez
Trancas Highlands Water Assessment District	Water tank/line, buster pump station and NSFR	31537 Anacapa View Dr, Anacapa View Dr and TCR	PA, assessment district formation process underway	500,000 gallon water tank, +/- 12,400 linear feet of trenching, assessment district (+/- 66 existing lots), one NSFR +/- 11,000 sq	B. Blue
Sea Level	2 NSFR (infill) and road widening project	31864 and 31866 Sea Level Dr	UPR	2,185 sq and 1,925 sq, 2,000 sq, and 130 linear feet of road widening (Sea Level Dr)	A. Fernandez
N/A	2-lot LLA and 2 NSFR	5905 and 5909 Latigo Canyon Rd	UPR	Lot line adjustment and construction of 2 NSFR - 8,223 sq and 5,935 sq respectively	S. Danner
N/A	TPM	27535 PCH	PA	Subdivision of 1 lot into 2 lots	H. Ly
Puerto Canyon Road Extension	Road extension	3500 Puerto Canyon Rd	UPR	3,500 linear feet of road extension to provide access to 7 residentially zoned lots (1 City lot/6 County lots)	S. Danner

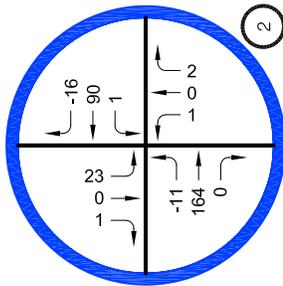
City of Malibu Cumulative Projects Listing
Updated August 1, 2012

Acronyms

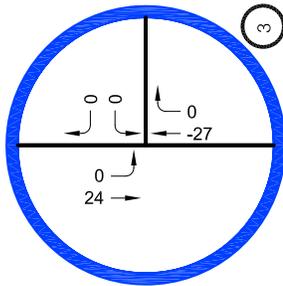
ac = acres
BPC = in building plan check
CCC = California Coastal Commission
CCD = Cross Creek Drive
CCW = Civic Center Way
CDP = coastal development permit
LLA = lot line adjustment
MCR = Malibu Canyon Road
NSFR = new, single-family residence
PA = planning approval / CDP received
PCH = Pacific Coast Highway
sf = square feet
TCR = Trancas Canyon Road
UC = under construction
UPR = still under planning review



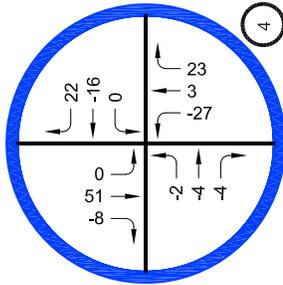
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



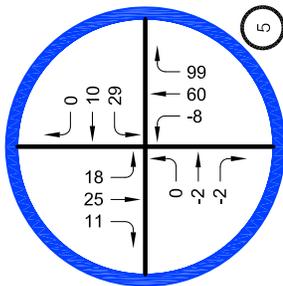
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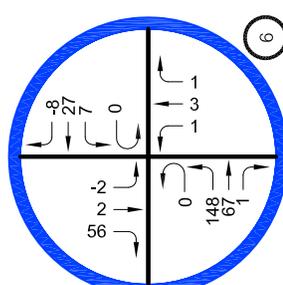
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



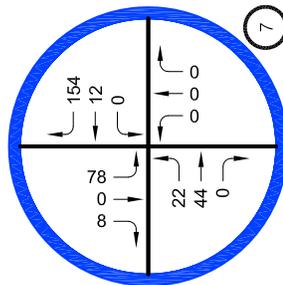
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



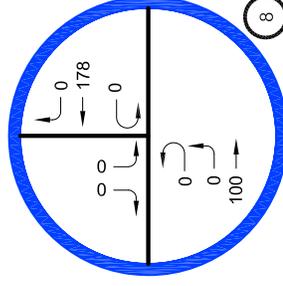
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



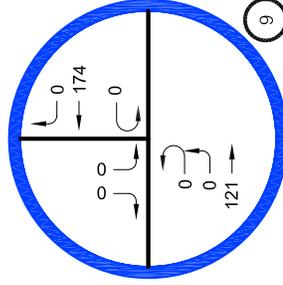
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



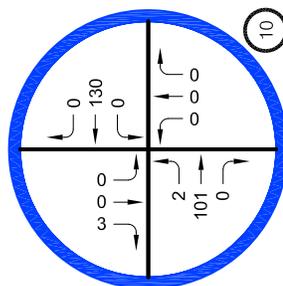
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA



CIVIC CENTER STUDY AREA

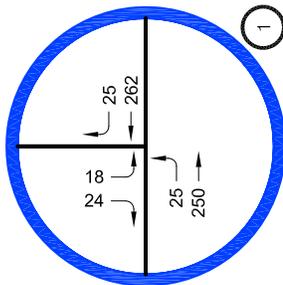


EAST STUDY AREA

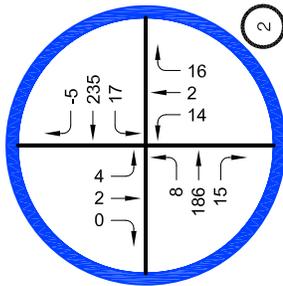
EXHIBIT H1

CUMULATIVE RELATED PROJECTS TRAFFIC VOLUME WEEKDAY AM PEAK HOUR

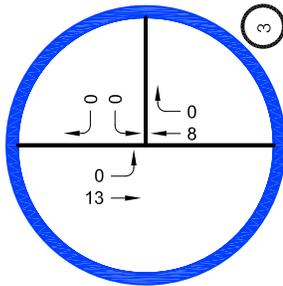
Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com



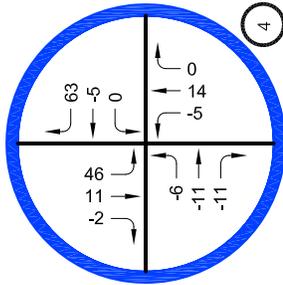
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



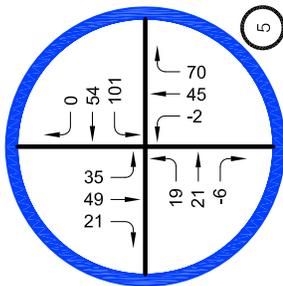
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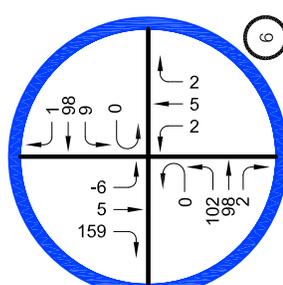
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



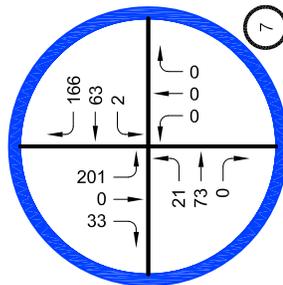
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



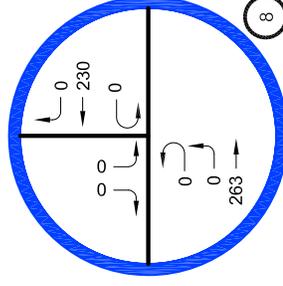
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



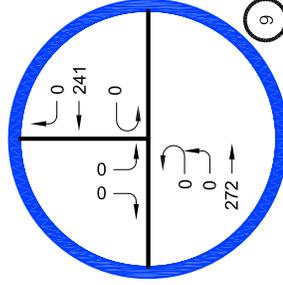
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



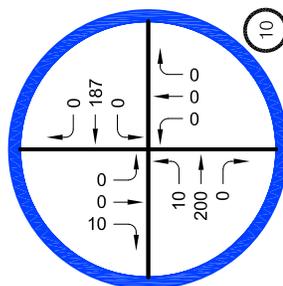
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA



CIVIC CENTER STUDY AREA

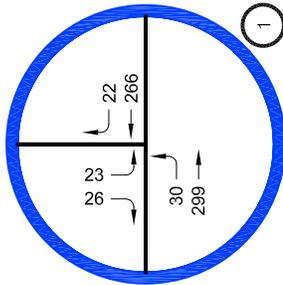


EAST STUDY AREA

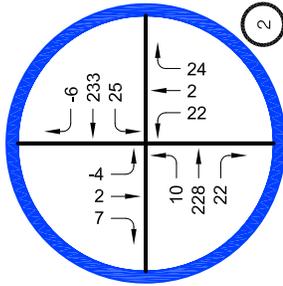
EXHIBIT H2

CUMULATIVE RELATED PROJECTS TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR

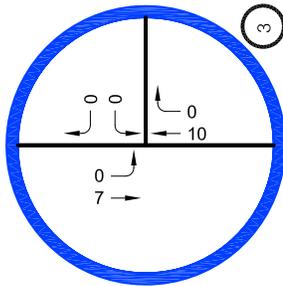
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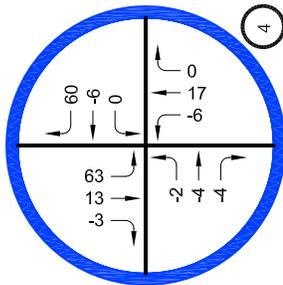
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



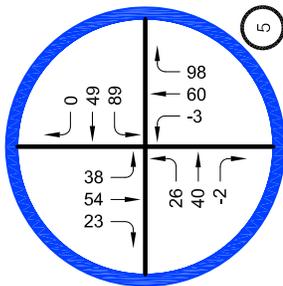
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



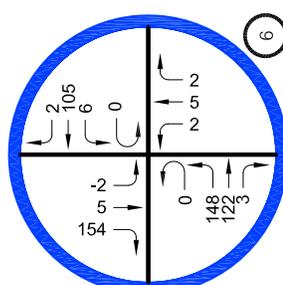
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



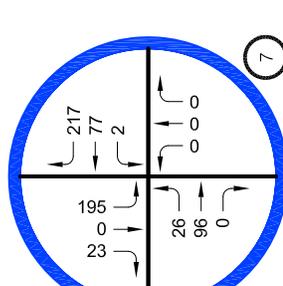
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



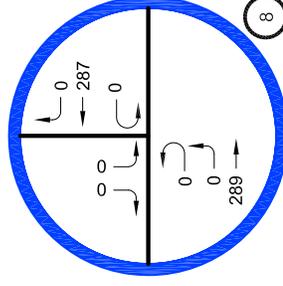
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



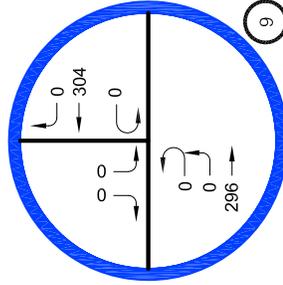
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



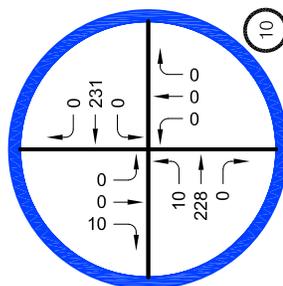
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



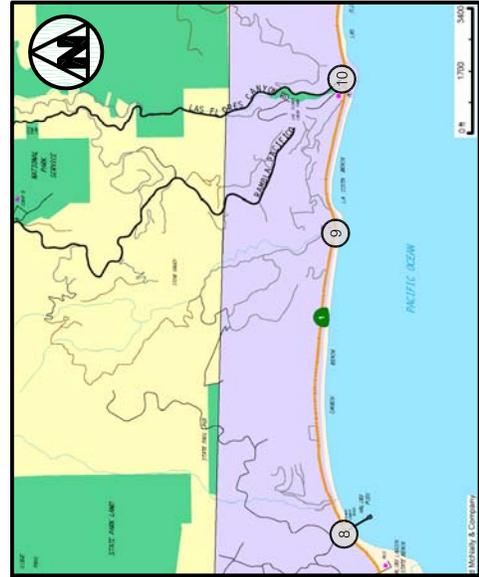
10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA



CIVIC CENTER STUDY AREA

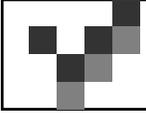


EAST STUDY AREA

EXHIBIT H3

CUMULATIVE RELATED PROJECTS TRAFFIC VOLUME SATURDAY MID-DAY PEAK HOUR

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 24325 Main Street #202, Santa Clarita, CA 91321
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Overland Traffic Consultants, Inc.

APPENDIX G
MUTCD TRAFFIC SIGNAL WARRANT 2016



Warrant 3 – Peak Hour

The Peak Hour Warrant is intended for use at a location where the minor street encounters undue delay when entering or crossing the major street for a at least one hour of a typical day.

Standard:

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

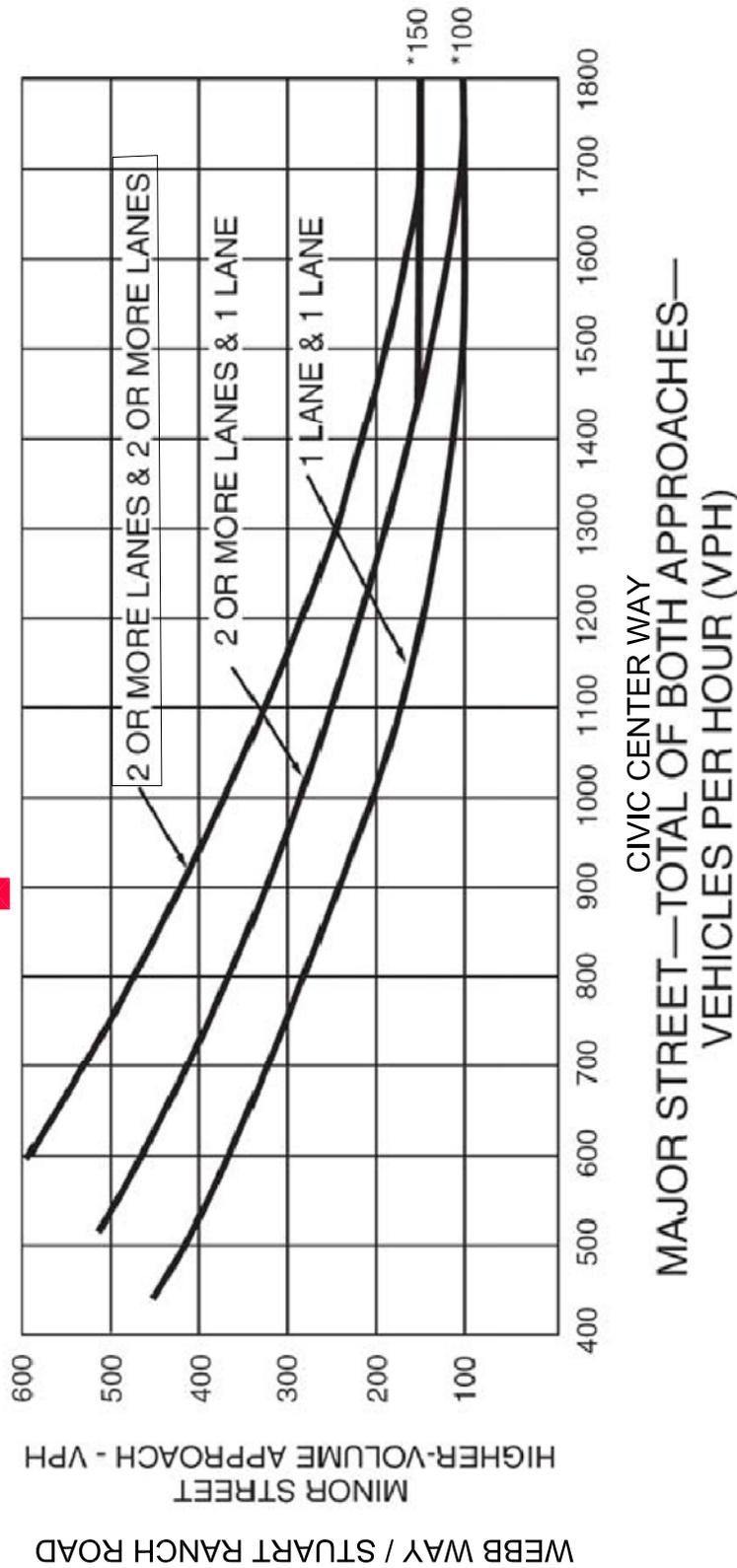
The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds: 4 vehicle hours for a one lane approach; or 5 vehicles hours for a two lane approach, and
 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable (see curve data on warrant volume summary sheet and Figure 25) for the existing combination of approach lanes.

Warrant 3 - Peak Hour - SATISFIED

Figure 4C-3. Warrant 3, Peak Hour

CIVIC CENTER WAY AND WEBB WAY / STUART RANCH ROAD
 FUTURE (2016) CUMULATIVE WITHOUT PROJECT
 (839 , 671)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

■ WEEKDAY PM PEAK HOUR

FIGURE 29